



BRANDON M. SCOTT
MAYOR

*100 Holliday Street, Room 250
Baltimore, Maryland 21202*

April 2, 2026

Secretary Katie Thomson
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Dear Secretary Thomson,

I am pleased to provide this letter reflecting the City of Baltimore's transportation priorities for inclusion in the Consolidated Transportation Program (CTP). We are grateful for our continued partnership with the Maryland Department of Transportation (MDOT).

The priorities contained in this letter are consistent with my Administration's commitment to increase access to public transportation, advance the implementation of the Complete Streets ordinance, support safe and reliable movement of freight, and connect City residents with major employers across the region. These requests also represent the funding we need to maintain our transportation network in a state of good repair to meet the mobility and safety needs of the traveling public. Our requests are in line with the goals outlined in the Maryland Transportation Plan, and we look forward to implementation with the State's support.

Transportation Policy

Highway User Revenue

The City has consistently worked to maintain its 12.2% allocation of Highway User Revenue

(HUR). This funding level allows the Baltimore City DOT to meet operational needs and make much needed capital investments. These HUR dollars help Baltimore leverage federal formula funding and competitive grants by providing for local matching funds. However, the planned decline in HUR beginning in FY28 will cause capital funding levels to plummet by over \$66 million annually. As estimated in previous years, the reduction in our HUR allocation will result in:

- Over \$25.6 million cut to resurfacing
- \$16 million cut to alleys and footways
- \$2.4 million cut to streetscaping and project planning
- Nearly \$2 million cut to bridges
- Over \$8.3 million cut to traffic signals
- \$12 million cut to ADA compliance work

For these reasons, we urge MDOT to plan for a continuation of current HUR funding levels. The City will work with its County and Municipal peers to push for legislation which would remove the sunset on these higher allocations. As local infrastructure continues to age, associated funding needs will only continue to grow. It is important that long-term MDOT funding plans account for the growing role of localities in the maintenance of our State's transportation system.

Local Transit Decision-Making

The Maryland Transit Administration (MTA) plays a critical role in Baltimore's transportation system. Reliable transit is a basic need and a lifeline for the one-third of Baltimore households who lack access to a personal vehicle. Over 65 million of the State's roughly 162 million transit trips took place right here in the Baltimore area—that is 65 million rides on local bus, light rail, and subway service. An additional 30 million transit trips across the State, including Baltimore's own Charm City Circulator, were supported by MTA through local transit grants. As the main provider of transit service in the Baltimore region and across the State, the Administration's importance cannot be overstated.

Despite its importance to our transportation system, local oversight has been remarkably absent from MTA's operations and decision-making. While the City maintains an excellent working relationship with the Administration, the MTA itself remains subject to the whims of the political climate. This is best exemplified by the 2015 cancellation of the Baltimore Red Line—a highly anticipated light rail project with nearly a billion dollars of federal funding committed for its construction. Then-governor Larry Hogan unilaterally cancelled the project, returning the funds to the federal government and jeopardizing the region's long-term prosperity.

In light of this, the City supports efforts to expand the role of local jurisdictions in MTA's decision-making process. Legislation introduced in the 2026 State Session would support this through the creation of the Board of Directors for Baltimore Core Transit Service, which would supervise core transit service—light rail, metro, and local bus. It would guide long-term investments and operating decisions (such as service adjustments), ensuring that the needs of Baltimore and its peer counties are met. More critically, the existence of this core service Board would ensure that MTA's decisions are informed by the region's best interests, not politics.

Access to Federal Formula Funds

Baltimore City oversees two successful locally operated transit services: the Charm City Circulator and the Harbor Connector. The Harbor Connector connects waterfront residents and businesses across the Inner Harbor through a network of ferry lines, supporting tourism and sustainable commuting. In 2025 alone, the Harbor Connector carried nearly 320,000 passengers. However, despite generating nearly \$450,000 per year in federal formula funds, these have not been allocated to the City to date. This hinders our ability to invest in Harbor Connector service operations and expansion, limiting the service's long-term benefits to regional tourism and the health of the Inner Harbor. The City therefore requests that MDOT allocate these funds toward the capital and operating needs of the Harbor Connector.

Public Transit

Having a relatively high proportion of low-income residents and transit-dependent households, Baltimore City relies heavily on MTA service. The continued expansion of public transit in the region is critical to the long-term prosperity of the City and its residents. To this end, my Administration urges MDOT to support the MTA in the funding, planning, and delivery of the following projects.

BMORE BUS

The MTA recently published its final plan for the BMORE BUS Project, an effort to bring additional bus service to the Baltimore region. This Project would improve headways, expand high-frequency transit service to countless students and workers, and extend high-frequency transit access to tens of thousands of jobs. With 80% of MTA's ridership being on core bus service, this Project is an investment in the quality of life of the bulk of MTA's riders. As such, we are deeply concerned that this visionary 10-year plan is not funded in the 6-year draft CTP. Not only is this Project unfunded, proposed capital spending on core bus service is lower compared to the previous years' CTP. Full funding of the 10-year BMORE Bus Project must begin within the term of this

CTP so that Baltimore area residents can realize the benefits of this service. Bus service is a lifeline to our most vulnerable residents, and we must remain steadfast in our commitment to their success.

Baltimore Red Line

With continued uncertainty around federal transit funding, the State must make every effort to ensure that Baltimore Red Line is delivered to the City residents as promised—a robust light rail system with extensive dedicated right-of-way. The Red Line light rail connection will connect thousands of City and County residents with major job centers while spurring new investment along the US 40 corridor. My administration remains committed to working with MDOT and MTA to advance this long-overdue project past the finish line. We cannot continue to balance the budget on the backs of Baltimoreans, and we cannot compromise on our region’s future.

MTA North-South Corridor Study

There is a clear and growing need for fast, reliable, and high-capacity transit connecting Downtown Baltimore, Towson, and every community in between. Today, several bus routes link these urban centers, carrying millions of passengers each year. The CityLink Red route alone served more than 225 thousand riders along Greenmount Avenue and York Road this May.

Targeted investment in more frequent, reliable, high-capacity transit would improve the quality of life of existing riders while encouraging drivers to commute by transit. Additionally, a direct transit link between these urban cores would mitigate the heavy traffic volumes along I-83 and various commuter corridors. For these reasons, we find it unacceptable that funds for the planning of the North-South Corridor have been removed from the draft CTP. We cannot stand idly by while other regions work to build networks of high-quality transit. Baltimore has not opened new rail service in nearly 30 years; we need to be proactive in our efforts to plan for the construction of transit corridors identified in the Central Maryland Regional Transit Plan. The Baltimore Red Line and North-South Corridor projects should be planned for as the next steps in building a robust, high-quality transit system for the Baltimore region.

Light Rail Modernization Project

Finally, we want to commend MDOT for fully funding MTA’s Light Rail Modernization Project. This initiative will allow for modern, low-floor railcars to be brought into service along the Baltimore region’s existing light rail line. In addition, these improvements will bring various stations into compliance with modern Americans with Disabilities Act (ADA) standards. In doing so, we urge MTA to join us in making much-needed upgrades not only to the stations but also to the access paths from neighborhoods surrounding these light rail stations. We must prove ourselves

capable of maintaining our region's existing rapid transit infrastructure as we work to expand it.

System Preservation

Bridge Projects

- **Russell Street Viaduct**

The Russell Street Viaduct is a major Primary route in Baltimore City that carries vehicular traffic on Russell Street (MD Route 295, Baltimore Washington Parkway) over the CSX and Amtrak rail lines. The existing bridge, originally constructed in 1951 and rehabilitated in 1981, is in Poor Condition and carries approximately 70,700 vehicles and 5,656 commercial vehicles daily. The existing bridge has deteriorated, and despite regular maintenance, needs replacement. Despite the availability of federal funds for the design phase, there is no available funding to cover the construction costs, which is estimated to exceed \$100 million. The new bridge would incorporate multimodal designs providing needed pedestrian facilities through the area and incorporate ADA and traffic signal improvements at adjacent intersections. This project would provide a new bridge featuring pedestrian and bicycle facilities, a smoother flow of traffic in/out of the city and allow for better management of the stormwater over this area, delivering on all four goals of the Maryland Transportation Plan.

- **Vietnam Veterans Memorial Bridge and Hanover Street Multimodal Corridor Improvements**

The Vietnam Veterans Memorial Bridge and Hanover Street corridor in south Baltimore are in critical need of investments to rehabilitate or replace the structure and improve multimodal transportation infrastructure. This corridor is part of the arterial roadway network in Baltimore City serving as a freight connection between MDOT MPA's Port of Baltimore and I-95 and several of MDOT MTA CityLink bus routes. This corridor serves as an important connection for the historically disadvantaged, low-income, and minority communities, such as Cherry Hill, Curtis Bay, and Brooklyn, to travel to job centers in Port Covington, Downtown Baltimore, and points past City borders into Anne Arundel County. This project advances the MTP goal of serving communities and supporting the economy and delivering system quality by providing this crucial connection. BCDOT seeks funding from MDOT as Final Design costs for the project could exceed \$10 million and construction of the selected alternative for the bridge could exceed \$250 million.

Traffic Signal Projects

Traffic Signal Reconstruction

This project proposes reconstruction of intersections within Baltimore City that have been identified as a critical need to be brought into a state of good repair. This project will include full replacement of traffic signals, pedestrian signals, ADA ramps, safety improvements at the intersection, and related signing and pavement markings. The project will implement much needed improvements required for safety and accessibility citywide. The City has recently undergone a strategic planning effort surrounding our signal system and identified nearly 400 signals downtown and on key gateways that are over 30 years of age and in need of reconstruction. At an estimated per-signal cost of \$550,000 for design and construction, we estimate that modernizing the hundreds of signals in need of replacement would require over \$200,000,000 in dedicated funding.

Advanced Traffic Management Systems (ATMS) Replacement and Upgrade

This project proposes a full upgrade of the City's ATMS system, including a new ATMS server and equipment and licenses to bring 900 of the most critical signals downtown and key gateways online. This will allow BCDOT to live-monitor our signals functioning, phasing, and timings, and make changes on demand for emergencies or special events. This upgrade will allow us to proactively address concerns and provide a better experience for the traveling public with increased system quality. It will also improve our travel capacity by allowing better on-demand functioning of our signal system.

Interstate 83

I-83 Sign Replacement

The City of Baltimore seeks funding to replace the signs along all of Interstate 83. Interstate 83 (I-83) is the primary route that carries vehicular traffic into Downtown Baltimore City from the North. The existing signage along I-83 is beyond its service life. Most of the signs along this route are damaged, faded, and no longer meet retro-reflectivity standards outlined in the MUTCD. This project supports the MTP goal of supporting the economy. The total cost of this project is \$2.4 million, which includes 75 large signs including foundations and hardware.

I-83 Pavement Preservation

Pavement conditions along I-83 are generally considered poor and in need of reconstruction and repairs. An estimated \$100,000,000 would be needed to bring 5 roadway miles of concrete highway to a state of good repair. A total of 9% of the City's roadway network, or approximately

440 lane miles, is comprised of concrete surfaces. An estimated \$300,000,000 is needed to bring pavement conditions along these concrete roadways to an acceptable level.

Safety Hardware

To upgrade I-83 safety hardware including guardrails, impact attenuators, and concrete barriers to comply with MASH (Manual for Assessing Safety Hardware) requirements. Traffic safety hardware is used to reduce the severity of run-off-road or lane collisions, prevent errant vehicles from crowding the median and decelerate errant vehicles. Baltimore City safety hardware is mostly outdated, and it will require a major effort to upgrade the hardware in the entire city. The total cost for this project is estimated at \$536,250, which includes design, construction, maintenance and protection of traffic during the construction phase.

Safety Projects

Neighborhood Traffic Calming

Baltimore City DOT has a Neighborhood Traffic Calming initiative that prioritizes low-income neighborhoods for holistic traffic calming and safety treatments. This allows BCDOT to invest in our neighborhoods that have been historically neglected and bring proactive safety improvements to neighborhoods that do not use our 311 requests systems as frequently due to systemic barriers but consistently have high rates of serious crashes. BCDOT has funded this project at approximately \$500,000 per year for the past several years but would benefit from additional \$500,000 to \$1 million annually to continue and expand the program.

Complete Streets

Keith Avenue Rehabilitation from S Clinton Street to Broening Highway (Excluding Bridge Portion)

This project is located at Keith Avenue from S Clinton Street to Broening Highway, excluding the bridge portion. Keith Avenue is one of the major Truck Routes in the city serving the Baltimore port area with significant commercial traffic. Proposed improvements include 1.0 mile of concrete roadway pavement repair and replacement, two signals reconstruction, repair and cleaning of existing drainage structures, structures adjustment, repair and replacement of existing sidewalks, curb and gutter, street light fixture upgrade, new signage and pavement markings and landscaping. As of FY 2026, appropriate funds, \$1.6 million in Federal funds and \$0.4 million in local funds

are available for this project. Additional funding of \$12.125 million (\$9.7 million in federal funds and \$2.45 million in local funds) is required to fully fund this project.

Belair Road Rehabilitation from Glenmore Avenue to City Line (Fleetwood Avenue)

This project is located on Belair Road from Glenmore Avenue to Fleetwood Avenue (the City-County line). Belair Road is one of the major gateway arteries to the city serving city area with significant commuter as well as commercial traffic. Proposed improvements include 0.4 mile of asphalt roadway rehabilitation, two signals reconstruction with pedestrian signal upgrade, repair and cleaning of existing drainage structures, structures adjustment, new ADA compliant sidewalks, ramps, bump-outs, driveways, new bus-pads, curb and gutter replacement, new pedestrian lights and street light fixtures upgrade, new signage and pavement markings, new trees and landscaping, new streetscape amenities. As of FY 2026, we have appropriated funds in the amount of \$1.61 million (\$1.288 million in Federal funds and \$0.322 million in local funds) for this project. Additional funding of \$13.13 million (\$10.5 million in federal funds and \$2.6 million in local funds) is required to fully fund this project.

Johnston Square Roadway Improvements

This project is located on Preston Street from Guilford Avenue to Eden Street and Biddle Street from Guilford Avenue to Eden Street. The intent of this project is to rehabilitate the roadway and improve pedestrian safety and access along Preston Street and Biddle Street from Guilford Avenue to Eden Street. While the scope of the improvements and overall project goals will be refined through the project scoping and planning phase it is anticipated that this project will include roadway rehabilitation, milling & paving, base repairs, Curb/Gutter Reconstruction, Sidewalk Reconstruction, Pedestrian Ramp Upgrades, Pedestrian Lighting, Traffic Signal Upgrades, Pavement Markings & Signing, Storm Drain Improvements, Landscaping. At the project initiation stage, based on preliminary estimates, the required project budget (for planning, design, construction, construction inspection, potential change orders and other incidentals) is \$20.3 million total. We expect up to 80% to be eligible for federal-aid cost share. We have allocated \$5.3 million and need additional \$15 million in future funding.

Frederick Avenue Streetscaping (Irvington) from Yale Avenue to S Monastery Avenue

This Frederick Avenue Streetscaping project spans from Yale Avenue to S Monastery Avenue (in the Irvington neighborhood). Project enhancements include resurfacing and rehabilitating the roadway, making permanent some "quick-build" safety improvements installed a few years ago, ADA accommodations, two signal reconversions and two new pedestrian beacons, and potentially drainage, lighting and landscaping improvements. The total cost for this project is \$7.4 million, which includes design, construction, inspection, and potential contingencies. We expect up to 80%

of these will be eligible for federal-aid cost share. As of FY26, we have appropriated \$1.2 million in local funding for design and need **additional \$6.2 million** (\$4.96 million in Federal and \$1.24 million in Local) for construction, which will be an 80/20 federal/local cost share.

Frederick Avenue ADA Corridor from Brunswick Street to S Smallwood Street

The Frederick Avenue ADA Corridor spans from Brunswick Street to S Smallwood Street. This project will focus on improving pedestrian access in general and ADA compliance specifically along an existing corridor that has non-compliant and aging sidewalk on both sides of the corridor. There are also four signalized intersections to be reconstructed. The current state of the corridor is that the sidewalks and pedestrian paths have aged, and many are not meeting accommodation standards. There are four traffic signals that are span-wire and these will be converted to mast arms with full APS/CPS features. The total costs being \$14.6 million. This includes design, construction, inspection, and potential contingencies. We expect up to 80% of these will be eligible for federal-aid cost share. There are no earmarks associated with this. Currently, as of FY 26, we have appropriated \$1.8 million in funding and need an **additional \$12.82 million** in future funding. All of these will likely be an 80/20 federal/local cost share.

Orleans Street from Wolfe Street to N Ellwood Avenue

The location of this streetscaping project is Orleans Street from Wolfe Street to N Ellwood Avenue. This project will focus on regional and local connectivity and economic development by rehabilitating a principal City gateway inside a developed urban area that is also the only FEMA excavation route for the central-west side of Baltimore. Project enhancements will include implementing safety improvements such as speed control and reduction of pedestrian conflict points and ensuring state-of-the-art disability accommodations. The total costs being \$22.6 million. This includes design, construction, inspection, and potential contingencies. We expect up to 80% of these will be eligible for federal-aid cost share. After the alternative analysis is completed and accepted, it may be more due to curb realignments, new storm drainage and utility impacts. There are no earmarks associated with this. Currently, as of FY26, we have appropriated \$4 million in funding and need an **additional \$18.6 million** in future funding. All of these will be an 80/20 federal/local cost share.

Greenway Trails Network: Druid Hill Park to Lake Montebello

The Baltimore Greenway Trails Network: Druid Hill Park to Lake Montebello project will construct a 2.8-mile multi-use trail that begins in Druid Hill Park at the intersection of East Drive at Pool Service Drive and ends at Lake Montebello at the intersection of East 33rd Street at Hillen Road. This trail segment will be at least 10ft wide, with 2ft shoulders on each side, and is a critical

piece of completing the Baltimore Greenway Trails Network, as identified in the Baltimore Green Network Plan (2018). This project advances the goals of the Maryland Transportation Plan. Specifically, it:

- Enhances Safety & Security by creating a safe, accessible, and protected space for multimodal travelers and recreational trail users, which will reduce the overall number of pedestrian and bicycle fatalities and serious injuries, and specifically those in historically disadvantaged communities.
- Promotes Environmental Stewardship by providing an alternative for the daily car users of the corridor who may be interested in walking, biking, scootering, or using mobility assistive devices (e.g. wheelchair) but currently travel in a car due to the lack of safe infrastructure, in turn reducing VMT per capita.
- Serves Communities and Supports the Economy by improving connectivity and comfort of the pedestrian and bike network, which will increase access to schools, employment, shopping, fresh food, health care, faith-based institutions, cultural destinations, recreation spaces in Baltimore City, and specifically in underserved and overburdened communities, with the goal of improving non-motorized commute mode share.

BCDOT has secured funding to complete final design through a Transportation Alternatives Program award and is actively seeking funds for construction.

Development

The City of Baltimore continues to target the neighborhoods identified as Impact Investment Areas, which include Park Heights, Southwest, West, East Baltimore, East Baltimore Midway, and Coldstream Homestead Montebello. In addition, Baltimore has worked with the State of Maryland over the last year to strategically address Vacant Properties within the City. This Vacant Reduction Strategy currently utilizes a unique Non-Contiguous TIF to further focus financing power to address challenges with bringing properties back into productive use. Transit-oriented development (TOD) continues to be a key aspect of the City's long-term redevelopment efforts. The City is eager to continue working with the state on the following TOD priorities.

Reisterstown Plaza Metro Station

Located minutes from major retail outlets and government services, Reisterstown Plaza is an important part of the region's metro system and thousands of daily commutes. However, despite its relative proximity to multiple valuable destinations, the station is poorly integrated into the area's urban fabric, making it inconvenient for transit users to access the station by foot. To

improve pedestrian access and better use the valuable land around this station, the State is working City, industry, and community partners to realize the goals of the Reisterstown Plaza Metro Station TOD Vision Plan. The Plan outlines infrastructure, development, and placemaking investments that will support the creation of housing, grow transit ridership, and support area's long-term success as a destination. We are eager to collaborate on delivering green space, housing, and new retail to our current and future residents and transit users.

Rogers Avenue Station

While Rogers Avenue Station is situated in a more residential area, it nonetheless experiences a similar disconnect from the local urban fabric. In order to improve Station access and ridership, the State is collaborating with Baltimore to develop this park-and-ride hub into a vibrant new neighborhood. Applying similar pedestrian-oriented design principles, the Rogers Avenue Station Area Concept envisions a more connected street grid and nearly a dozen new developments consisting of multifamily and mixed-use apartment buildings. We are excited to work with the State to create a more connected, sustainable, and successful Rogers Avenue Station.

State Center Redevelopment

The State Center is a 28-acre State government campus located between Midtown Baltimore, Bolton Hill, Upton, and Madison Park. The campus is the site of the similarly named State Center metro station and is directly adjacent to the Cultural Center light rail station. Furthermore, the State Center contains a segment of Eutaw Street—one of the City's busiest transit corridors—which serves six different local and express bus routes. Finally, the State Center is roughly 15 minutes from Penn Station by foot and minutes away by the Penn-Camden light rail connection.

Despite its central location and nearly unparalleled access to local and regional transit, the State Center is primarily comprised of surface parking and vacant office space. Following a plethora of legal battles spanning roughly two decades, the State Center has finally been cleared for redevelopment by the Moore Administration. This site holds potential to be among the State's most successful TOD projects when completed. The City and State must work together diligently to ensure that momentum is not lost on this transformative venture to breathe new life into this largely neglected piece of Baltimore.

West Baltimore MARC Station

The West Baltimore MARC (Maryland Area Rail Commuter) station is one of three commuter rail stations in Baltimore, and most recently, the target of Amtrak investment as part of its B&P Tunnel Replacement Project. At the same time, the State is finalizing the design of the Baltimore Red

Line, a planned light rail corridor which would connect dozens of thousands of residents with jobs across the region. One of the Red Line's key stops will be right here at West Baltimore MARC, reinforcing the importance of the station to the City's transit network. That said, the station is in large part surrounded by parking lots and high-speed arterials.

On November 27, 2024, Baltimore adopted legislation to designate the area around this station as a TOD, meeting State requirements to unlock new funding streams transit-oriented development. With this change, the process of revitalizing this long-neglected area can begin. We look forward to the State's support as we seize this opportunity to bring infill development, vacancy reduction, and targeted community investment to West Baltimore. Between the Baltimore Red Line and the station redevelopment, West Baltimore is well-poised to see great job and population gains over the coming years.

Conclusion

Despite Baltimore's relatively large stream of dedicated HUR funding, certain pieces of the City's transportation portfolio have accumulated time-sensitive capital investment needs far exceeding the City's financial means. Of the City's numerous competing needs, the following priorities are urgent in nature and represent the greatest needs for State support.

- **Russell Street Viaduct**

This critical segment of Russell Street is in poor condition and the need for rehabilitation or replacement continues to grow. As a major gateway into the City, the importance of this corridor cannot be overstated. Prolonged deterioration-related closures along the corridor would cause considerable harm to the region's economy. As such, we request the State's partnership in developing a funding mechanism for this critical structure.

- **BMORE BUS**

In addition, my Administration echoes the priorities of the City Council and members of the Baltimore City State Delegation in calling for the advancement of BMORE BUS, a key transit priority which will improve service to the largest segment of transit users in the Baltimore region.

- **Vietnam Veterans Memorial Bridge**

The Hanover Street Bridge is over a hundred years old, and the cost of its replacement is likely to exceed the City's annual HUR allocation by a significant margin. While the City continues to work on cost-saving measures focused on extending the bridge's lifespan, a replacement or major rehabilitation will be needed in the years to come.

- **Traffic Signal Reconstruction**

Congestion and traffic delays associated with signal malfunctions pose a key quality of life issue for many Baltimoreans. As the core of the Baltimore region, Downtown and its gateways serve as critical links for hundreds of thousands of residents, commuters, and visitors daily. Modernizing obsolete traffic signals will allow for faster, more predictable travel, promoting the region's long-term growth.

- **I-83 Pavement Preservation**

The Jones Falls Expressway connects Downtown Baltimore with Baltimore County and Pennsylvania to the north. This nearly 10-mile segment also has the unique distinction of being a City-owned interstate highway. Despite this, the highway is a critical regional asset, and its funding needs should be considered as such.

Decades of population decline have diminished Baltimore City's ability to sustainably maintain its extensive portfolio of roads and highways. Years of decreased State financial support have further compounded this issue, contributing to an extensive deferred maintenance burden. As the City begins to realize population gains after a long period of decline, targeted State investment in critical transportation assets will bolster the City's recovery efforts and ultimately support Central Maryland's long-term growth.

Thank you for your favorable consideration of these requests. Working together, we can provide the safe, reliable transportation network that the people of Baltimore deserve.

In service,



Brandon M. Scott

Mayor

City of Baltimore

MDOT Priority Letter Submission Form

Submitted by Luciano Desenzani Diaz on Apr 2nd, 2026 at 11:57 am

Status: *Completed*

MDOT Priority Letter Submission Form

Introduction

Local governments have two ways to submit Local Priority Letters to MDOT. Either can be used. It is the choice of the local government which they prefer. The two ways are:

- Submit Letters in the same way as they have in the past.
- Submit Letters through this online portal.

The MDOT will give letters equal consideration regardless of the method chosen by the locality.

The MDOT has created this online portal as part of an overall effort to be more transparent and responsive in its processes and decision-making. With this portal, and the guidance it provides for articulating local priorities, the MDOT seeks to achieve better, more consistent understanding of local priorities. To do this, the portal provides localities with both fillable forms asking for specific priorities, as well as providing for free-form expression to provide the opportunity to offer greater context and narrative.

This portal is also responsive to The TRAIN (Transportation Revenue and Investment Need) Commission's Interim Report recommendation: "... MDOT should standardize local priority letters...". MDOT understands the need to ensure that local governments have the opportunity to express their priorities, and the following submission form seeks to balance that need along with the recommendation of the TRAIN Commission, with the aim to better serve and be responsive to each local jurisdiction.

Key Terms

Below are definitions of key terms. In the event a project may fit in one or more categories please use your best judgement. MDOT may follow up with you to clarify categorization.

"System preservation" and "state of good repair" project means a project where the purpose is to improve the condition or operations of an existing asset without adding new capacity such as travel lanes. Examples include bridge rehabilitation or replacement, pavement rehabilitation, incident responses, and variable message signs.

"New capacity" and "capacity expansion" project means a project where the purpose of the project is to improve the ability of the transportation system to move people and goods. Examples including widening a road, building a new road, a new transit station, and a new transit line.

A "feasibility study" takes a project from a concept to 10-15% design, including basic concept development, purpose & need, alternatives development, preliminary scope definition and cost estimates, etc. Once complete, the project is ready for project scoring under project prioritization.

"Safety" project means a project whose primary purpose is to reduce or prevent crashes but that does not add or expand the capacity of roads or transit. Examples include roadway realignment, installation of rumble strips, and guardrail.

"Bike/pedestrian" or "complete streets" project means a project to provide accommodations and/or improve safety for bicyclists and/or pedestrians. Examples include new sidewalks, installation of cycle-tracks and road diets with bike lanes.

"Transit-oriented development" project means a project to support or help the construction of new residential, commercial and institutional development near a rail or bus rapid transit station.

Section 1. Local Government Information

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|------------------------------------|--------------|---|--|
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Section 2. Local Government Priorities

1. What are the jurisdiction’s goals related to transportation policies and spending?

For questions 2-10, please list the jurisdiction's priorities in ranked order, with #1 as the highest priority. Please limit responses to 4 lines of text per priority. Please include the following information in the description of the priority: location, need, proposed improvements, and, as applicable, partners and/or existing funding. An example of a priority description is provided below:

- *MD XX (Cross Street 1 to Cross Street 2) Bike/Pedestrian Improvements - MD XX from Cross Street 1 to Cross Street 2 has high rates of crashes involving cyclists and pedestrians. The County seeks to increase safety by installing a new sidewalk and bike lane in both directions of MD XX. The proposed project is identified in Corridor Study A.*

2. What are the jurisdiction’s priority projects for system preservation/state of good repair?

3. What are the jurisdiction’s priority projects for new capacity or capacity expansion projects?

4. What are the jurisdiction’s priority projects for feasibility studies?

5. What are the jurisdiction’s priority projects for safety projects?

6. What are the jurisdiction’s priority projects for bike/pedestrian and/or complete streets projects?

7. What are the jurisdiction’s priority projects for Transit-Oriented Development projects?

8. What are the jurisdiction’s priorities for smaller interventions (generally under \$5 million total cost)? Examples might include new striping, flex posts, addition of a stop sign or street light, signal retiming, or transportation demand management (e.g., vanpools) investments.

9. What are the jurisdiction’s other transportation priorities that do not fit in the categories listed above?

[Empty text box]

10. Across all of the categories listed above, what are the jurisdiction's top five overall transportation project priorities?

[Empty text box]

11. What are the jurisdiction's priorities for housing and economic development and where is it anticipated to occur?

[Empty text box]

If the jurisdiction has submitted a priority letter through different means, you may upload the letter here.

 [2026_Baltimore_City_Priority_Letter_-_Consolidated_Transportation_Program.pdf \(0.29 MB\)](#)

I attest that I am authorized to submit this application on behalf of my organization and that all information contained within is true and correct to the best of my knowledge.

Luciano Desenzani Diaz

I agree to be legally bound by this document.