



CATHERINE E. PUGH
MAYOR

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



March 29, 2018

The Honorable Pete K. Rahn
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Rahn:

I am pleased to provide this letter outlining the Baltimore City Consolidated Transportation Program priorities for transportation investment and collaboration with the State. This list reflects updated information that has become available since our submission on October 31, 2017, but is based on the overall needs and goals that were provided at that time and have been captured in our ongoing dialogue.

PROJECT REQUESTS

Hanover Street Bridge and Multimodal Corridor

Replacement of the Hanover Street Bridge with an improved multimodal corridor is critically needed. With an expected replacement cost of \$150 million, the 100-year-old bridge and surrounding corridor needs to be updated to meet current and future multimodal transportation needs of the citizens and businesses of Baltimore City and the State of Maryland. Bridge replacement and corridor improvements would be a huge step forward in the preservation of a major transportation route into and out of the City. For over 100 years Hanover Street has served as a vital link between the heart of Baltimore City and the southern connection for neighborhoods, ports, and businesses. The improved corridor would instantly increase the public and commercial industry's ability to move between the area south of Baltimore and the downtown districts, and provide critical connectivity for the region with major interstates such as I-95 and I-83. The improved corridor would incorporate improved pedestrian and bike facilities.

The City will address the extreme deterioration of the bridge over the next couple of years by resurfacing the full surface this year and then repairing structural members and redecking the bridge next year. These repairs will extend the useful life of the bridge as the process for finalizing environmental clearance and funding identification continues. However, funding for design and construction are needed immediately to ensure timely progress and implementation of this project.

Modernization of Signal Infrastructure

Baltimore's Traffic Signal System is at the end of its useful life. While there are many areas that contribute to the quality of life of communities, having a stable signal system with a good communication network is critical for safety and enhances the pedestrian, transit and driving experience and provides for reliability in travel time. Baltimore City needs \$50,000,000 to design and upgrade the traffic signal and ITS communications system including signal rewiring. Complete connectivity to the Transportation Management Center is needed.

This will establish communication between traffic signals and other field and centralized devices for prompt response to emergencies and varying traffic conditions. Upgrades will improve the safety and reliability of the system and will support technological advancements. This project will also improve the operation of the BaltimoreLink transit signal priority program by improving overall transit time reliability and the resultant cost savings. Pedestrian safety will be enhanced with reliable dedicated pedestrian signal operation. This project also reduces operating costs by eliminating the need for telecommunications expenses. We are deploying limited signal prioritization with MTA; this effort would bring about substantial improvement to BaltimoreLink system-wide.

Central Business District ADA Infrastructure

Almost all of the pedestrian facilities in downtown Baltimore, 90%, require upgrading to meet current Americans with Disability Act standards. The City of Baltimore is over 200 years old and there are many areas of existing pedestrian infrastructure that have not been upgraded to current standards. The cost to upgrade these facilities is \$57,400,000. This effort will enable all persons the ability to navigate the Central Business District by constructing ADA compliant sidewalks, curb ramps, crosswalks, and pedestrian crossings which will provide residents and visitors safe, reliable and continuous pathways throughout the CBD.

Transit Flow and Access Improvements – Dedicated Bus Lanes and Complete Streets Improvements

In June of 2017, the BaltimoreLink complete transit overhaul and rebranding was launched. This project included planning, design, and installation of dedicated bus lanes to provide efficient bus movement through downtown Baltimore. These lanes offer improved safety, reliability, on-time performance and speed efficiency. Planning and design for the dedicated lanes is being done as a partnership between the MTA and the Baltimore City Department of Transportation. As a continuation of this partnership, we are requesting that we partner on the next stage of improvement, reconstructing and resurfacing these roadways to provide a quality riding surface for LINK, and further improved transit system performance, reduced cost and maintenance of vehicles and increased roadway network life expectancy. Baltimore City DOT proposes a cost sharing plan between the City and MDOT to resurface or reconstruct the corridors to include Roadway and ADA upgrades on the 7-lane miles of dedicated bus lane corridors. The cost for this effort is estimated at \$60 million. Most of these corridors have not been reconstructed or resurfaced in years. The additional wear due to increased bus traffic results in quicker deterioration of the roadway. These upgrades will provide a quality transit experience and enable a more complete streets roadway network for the LINK systems. It will also reduce congestion and promote safe and quick movement of people and goods.

Charm City Circulator

The State's financial participation in the Charm City Circulator bus service has made the service accessible to a broader array of the transit dependent and transit choice public. The purpose of the Circulator is to enable equitable, easy and reliable transit service in the densest parts of the city to key destination points. This service is truly a compliment to the LINK bus system. The City has a disproportionate share of users with below average incomes who may not own automobiles and the Circulator helps to support work and education by providing connections and basic mobility opportunities. This service also reduces congestion on city streets by providing access to and from local businesses from parking garages in the city for citizens, business and tourists. Continued and additional financial and technical support are critical to the operation and growth of this service. Additional funding totaling \$35 million is needed to complete this supportive network.

Bicycle Lane Network

Implementation of our bicycle plan and program has been a joint initiative that has provided benefits for advancing bicycle accessibility in the City of Baltimore.

Bicycle facilities are an important piece of a multi-modal urban transportation network, and provide numerous benefits on a personal, local and regional level. There are health benefits, cost efficiencies, economic growth results, resource conservation, reduced environmental impacts and an overall reduction of traffic congestion and wear and tear on the roadway network. To provide for all users, Baltimore City has a goal of 77 miles of low stress bicycle facilities that will meet the basic travel needs by bike. To achieve our goal of implementing 17 miles of new lanes per year, we request \$10.5 million from the State to be dedicated to the Baltimore Bicycle Network. We look forward to continuing our joint efforts to advance this important addition to a multi-modal system.

PROGRAM SUPPORT

In addition to these specific project requests, we continue to request your support on the following critical programs.

Restoration of Highway User Revenue Allocation

The City continues to be challenged by the reduction in the allocation of Highway User Revenue. We request that the formula funding for these revenues be returned to the level prior to the drastic HUR reduction. Deferred maintenance continues to accelerate due to this extreme shortfall.

Port Covington Improvements

We continue to support funding requests that will enhance the redevelopment of this part of the City. The transportation improvements needed in this area of the City will be key to providing multi-modal opportunities for people of Baltimore to access the many jobs destined for this area. We know that direct connections from Metro, Light Rail, Bus, Road, Bridge, Pedestrian and Bicycle facilities are critical and we are happy that you are working with the team to achieve these transportation improvements.

Metro Rail

We would like to work with you to determine how transit will better serve the economic growth of the City of Baltimore. Implementation of a connected rail system is critical to support this growth and the resulting jobs and vitality of this City.

Sincerely,



Catherine E. Pugh
Mayor
City of Baltimore