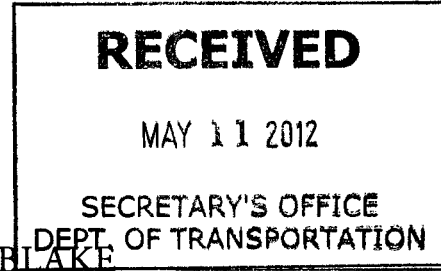


Planning



STEPHANIE RAWLINGS-BLAKE

MAYOR

100 Holliday Street, Room 250
Baltimore, Maryland 21202

May 7, 2012

The Honorable Beverley Swaim-Staley
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, Maryland 21076

RE: Consolidated Transportation Program -- Baltimore City Priorities

Dear Secretary Swaim-Staley:

The purpose of this letter is to outline Baltimore City's transportation priorities as the FY2014-2018 Consolidated Transportation Program (CTP) is prepared. As described below and in each of the attached worksheets, we believe that these projects will advance local and regional economic growth and improve environmental quality.

Our priorities, in order of importance, are as follows:

Red Line Transit Project

Baltimore City continues to strongly support the Red Line Transit Project and congratulates MTA/MDOT on the designation by President Obama to receive expedited federal review. As a partner in the Red Line project, the City's Capital Improvement Program includes \$49 million over the next 5 years to reconstruct the Edmondson Avenue Bridge over Gwynn's Falls in West Baltimore, the "Boh'Donnell Street" connector road into Southeast Baltimore, and minor improvements at the West Baltimore MARC Station. These projects are assumed to be completed by the City in the project's financial plan and we are committed to doing so.

Bayview MARC Station

Late last year (2011), the Baltimore Regional Transportation Board (BRTB) adopted the Constrained Long Range Transportation Plan which included a new MARC Station at Bayview as a regionally significant project. Baltimore City strongly supports this project not only as the eastern "book-end" of the Red Line but also as a major economic growth opportunity. The National Institutes of Health has long expressed its strong desire to see this station built so it can strengthen the relationship between its facilities at the Bayview Medical Center and its facilities in suburban Washington, DC.



The City's CIP includes \$7.4 million over the next 3 years to acquire right-of-way, design and construct access improvements and parking for the Bayview MARC Station and future transit-oriented development opportunities. We urge MTA to advance the planning and engineering process for Bayview in order to compete for federal discretionary grant opportunities should local funds not soon be available.

West Baltimore MARC Station

Likewise on the west side of Baltimore, continuing to advance the redevelopment of the West Baltimore MARC Station will fulfill a commitment made by MDOT in the 2008 *West Baltimore Transit-Centered Community Development Plan*. By the end of 2013, the City and MDOT will have together invested more than \$13 million in infrastructure improvements at West Baltimore MARC, including demolition of the last section of the "highway to nowhere" for expanded parking, streetscape improvements on Pulaski Street and Edmondson Avenue and reconfiguration of the Fulton Avenue bridge as part of the West Baltimore bike-ped loop. We urge that preliminary engineering funds be included in FY 13 or FY14 so that we can all understand how a new station will interact with the Red Line, planning for the replacement of the B&P tunnel and other projects in the area.

Lowering of Boston Street under I-895

Trucks over 13'-9" outbound from the Port of Baltimore are unable to travel under I-895 at Boston Street and must be diverted to local routes in order to access I-95. In doing so, oversize vehicle permits and police escorts are required, which adds cost to shippers and degrades the quality of life in port-adjacent communities. In consultation with Maryland Port Administration, the City proposes to lower Boston Street by approximately 18 inches to improve clearance and significantly reduce the number of truck moves requiring an over permit and diversion through residential neighborhoods. The project is estimated to cost approximately \$500,000; potential savings to freight carriers is estimated to be between \$60,000 and \$100,000 annually.

Reconstruction of Hawkins Point Road Bridge and Roadway Improvements from west of Chemical Road to west of Quarantine Road

The project will consist of total replacement of existing bridge structure over CSX, widening of roadway sections, to provide for geometric and safety improvements. The overall cost is estimated at \$23 million. The City has included sufficient federal-aid appropriations in our Capital Improvement Program; however, significant reductions in Highway Users Revenues have forced repeated deferrals of this project as no local matching funds are available. In consideration of this projects' importance to the regional chemical industry, designation as an emergency evacuation route and the only network redundancy for the southernmost portion of I-695, we request that MDOT program \$4.6 million to serve as the non-federal match on this important project.

Transit Oriented Development Designations

As a supplement to the City of Baltimore's priority letter for projects to be included in the Consolidated Transportation Plan, the Baltimore City Planning Department submits the following two station areas for consideration of the Transit Oriented Development (TOD) designation.

Charles Center/Mechanic Theater Site

The proposed Mechanic Theatre redevelopment plan at the Charles Center Metro station offers great potential to serve as a Transit Oriented Development (TOD). The Morris A. Mechanic Theater, currently vacant, is adjacent to Hopkins Plaza, one of Downtown Baltimore's premier open spaces. The City and the Downtown Partnership of Baltimore are making significant investments to improve the plaza and the immediate area, including removal of an adjacent pedestrian bridge over Baltimore Street that significantly detracts from the welcoming, pedestrian-friendly streetscape we want to achieve. The Mechanic site offers transit access based on its location in the Central Business district at the intersection of Baltimore and Charles Streets, and is adjacent to the Charles Center Metro Station.

The Mechanic Theatre redevelopment project proposes a mixed-used development that potentially will include office, retail, and residential. The project is currently in the planning/engineering and municipal approval phases. The private developer has engaged the Maryland Transit Administration in preliminary discussions about relocating the existing Metro station access into the interior of the proposed building, as opposed to the current Baltimore Street entrance. The station relocation will allow for improved safety for riders and other users, and create a more inviting and attractive environment for transit users.

The State is an important resource to move the project forward. The possible relocation of the Charles Center Metro station access point will create value not only for the Metro Green Line, but will also meet the objectives of the City's and State's TOD strategy to benefit the wider community. Continued MTA involvement and collaboration with the developer and possible State technical support for a station relocation feasibility study is essential for achieving this goal.

The redevelopment at the Mechanic site will also provide opportunities to link up with the proposed east-west Red Line light rail project and the future Inner Harbor station through an underground pedestrian tunnel. The area around the theatre is well served by MTA buses and the Charm City Circulator; therefore, these linkages to other on-going transportation projects will make the Mechanic project a true intermodal transit station and offer the City an opportunity to redevelop an underutilized property.

Cold Spring Lane

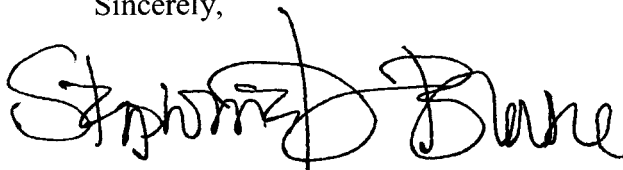
The Planning Department is proposing TOD designation for the vacant property at 2001 W. Cold Spring Lane, adjacent to the Cold Spring Lane Light Rail station. The property is a little more than five acres and has direct access to the light rail. The rail station is located approximately ¼ mile from KIPP Uijma Village Academy (charter school), Baltimore Polytechnic Institute, and Western High School, making it very attractive for residential development. In addition, this light rail stop is well served by MTA buses and the Loyola University Shuttle, but the station lacks commuter parking. In addition, value added to this site is the Jones Falls Trail which encourages “multi-modal” travel – such as biking to catch the light rail.

The Cold Spring Lane project proposes a four-story building with 150 market-rate rental apartments, 16,000-25,000 square feet of ground-level retail and a wrapped, multi-level parking structure (500-600 parking spaces). While currently zoned for manufacturing purposes, the draft City Zoning Code recommends transit-oriented development zoning. part of the next steps, the developer plans to develop a master plan for a planned-unit development with involvement from different stakeholders such as the MTA, BGE, the Cold Spring Community Association, Loyola University, Greater Roland Park Master Plan Implementation Committee and other organizations.

While the station is adjacent to the development site, it is currently inaccessible due to grade changes and the lack of crossing points. Construction of a pedestrian bridge is necessary between the station platform and the proposed private mixed-use development.

We look forward to working with your staff to advance these projects as quickly as possible.

Sincerely,



Stephanie Rawlings-Blake
Mayor
Baltimore City



Bernard C. “Jack” Young
City Council President

cc: Senator Verna Jones, Chair, Baltimore City Senate Delegation
Delegate Curt Anderson, Chair, Baltimore City House Delegation
Tom Stosur, Director of Planning
Khalil Zaied, Director of Transportation
Paul Graziano, Commissioner of Housing & Community Development
M.J. Brodie, President, Baltimore Development Corporation

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

- 1) Name of Project: Reconstruction of Hawkins Point Road Bridge and Roadway Improvements
- 2) Submitting Jurisdiction: Baltimore City
- 3) Location of the project (describe project limits and location, attach map if available and applicable): From west Chemical Road to west Quarantine Road
- 4) Anticipated cost and funding source (approximate if available): \$23,000,000 Federal with local match unidentified
- 5) Description of project purpose and need (up to one paragraph): The project will consist of total replacement of existing bridge structure, widening of roadway sections, geometric and safety improvements. The overall cost is estimated at \$23 million and the anticipated timeline for construction is 26 months. The project has been included in the City's previous CIP for \$600,000; however, reductions in Highway Users Revenues have forced repeated deferrals of this project.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No Project located outside of MPO boundaries: _____
- 7) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: _____
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: In priority growth area
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Proposed project will enhance roadway operations and capacity and increase travel time reliability and facilitate coordination

and collaboration between Maryland Port Authority, Baltimore Industrial Group and Maryland Motor Truck Association.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Project will replace a deteriorating bridge and improve roadway safety through geometric improvements around chemical facilities in area, will improve emergency evacuation routes.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: Bridge replacement will serve to maintain existing roadway network.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: Bridge will improve roadway connectivity in an industrial priority area.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

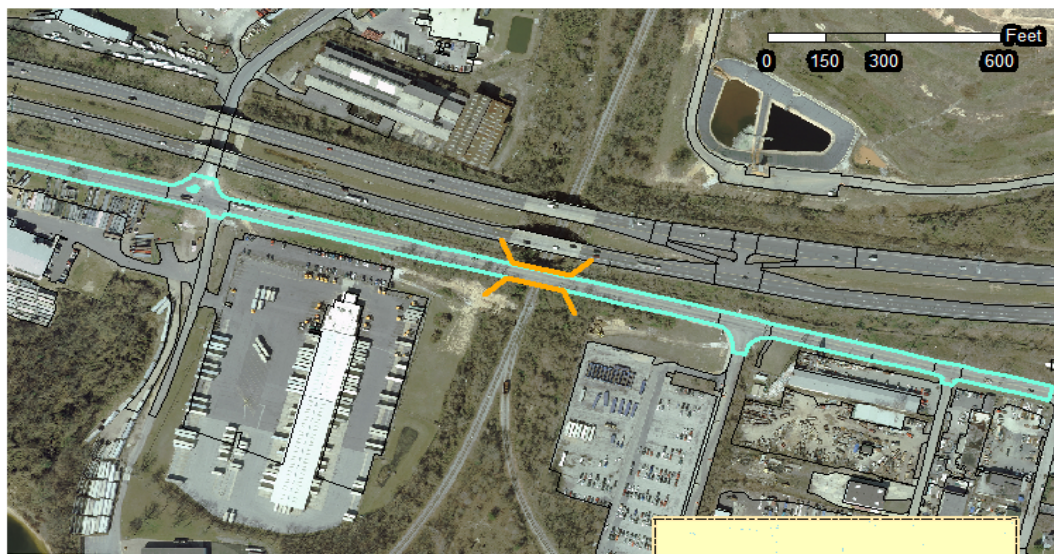
Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.




Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

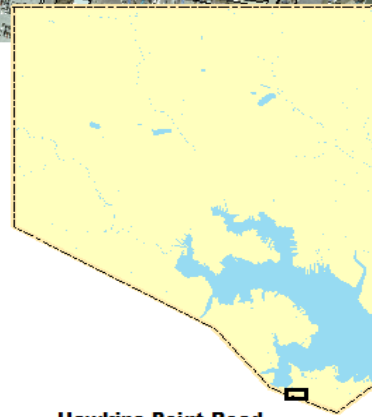
Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: _____

11) Additional Comments/Explanation:



-  **Hawkins Point Road**
-  **Hawkins Point Road Bridge**
-  **Existing Roads**



Hawkins Point Road



Stephanie Rawlings-Blake
Mayor

DISCLAIMER
The City of Baltimore makes no representations nor warranties, either expressed or implied, regarding the information contained on this map or its suitability for any particular purpose whatsoever. The map is sold and/or provided "as is" and the City of Baltimore will not be liable for its use or misuse by any party.



Khaili A. Zaled
Director

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

- 1) Name of Project: Lowering of Boston Street under I-895
- 2) Submitting Jurisdiction: Baltimore city
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Boston Street at I 895
- 4) Anticipated cost and funding source (approximate if available): No source of fundins identified
- 5) Description of project purpose and need (up to one paragraph): Trucks over 13'-9" outbound from the Port of Baltimore are unable to travel under I-895 at Boston Street and must be diverted requiring an oversize permit, added costs to shippers and disruption to port-adjacent communities. In consultation with Maryland Port Administration, the City proposes to lower Boston Street by approximately 18 inches to improve clearance and reduce the number of truck moves requiring an over permit and diversion through residential neighborhoods. The project is estimated to cost approximately \$500,000. Potential savings to freight carriers is estimated to be between \$60,000 and \$100,000 annually.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No Project located outside of MPO boundaries: _____
- 7) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: _____
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: In priority growth area
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Proposed project will streamline truck routes and reduce truck company's travel time and cost of delivering goods to and from Baltimore. Project will help facilitate coordination between Baltimore City and Maryland Port Authority.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Project will improve an existing roadway to expedite truck deliveries, reducing truck traffic and potential traffic conflicts in residential neighborhoods

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: Project will maximize the usefulness of existing infrastructure and improve operation performance by creating more direct truck routes to and from the city.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: Reducing truck traffic in residential neighborhoods will reduce exposure to particulate emissions for city residents.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

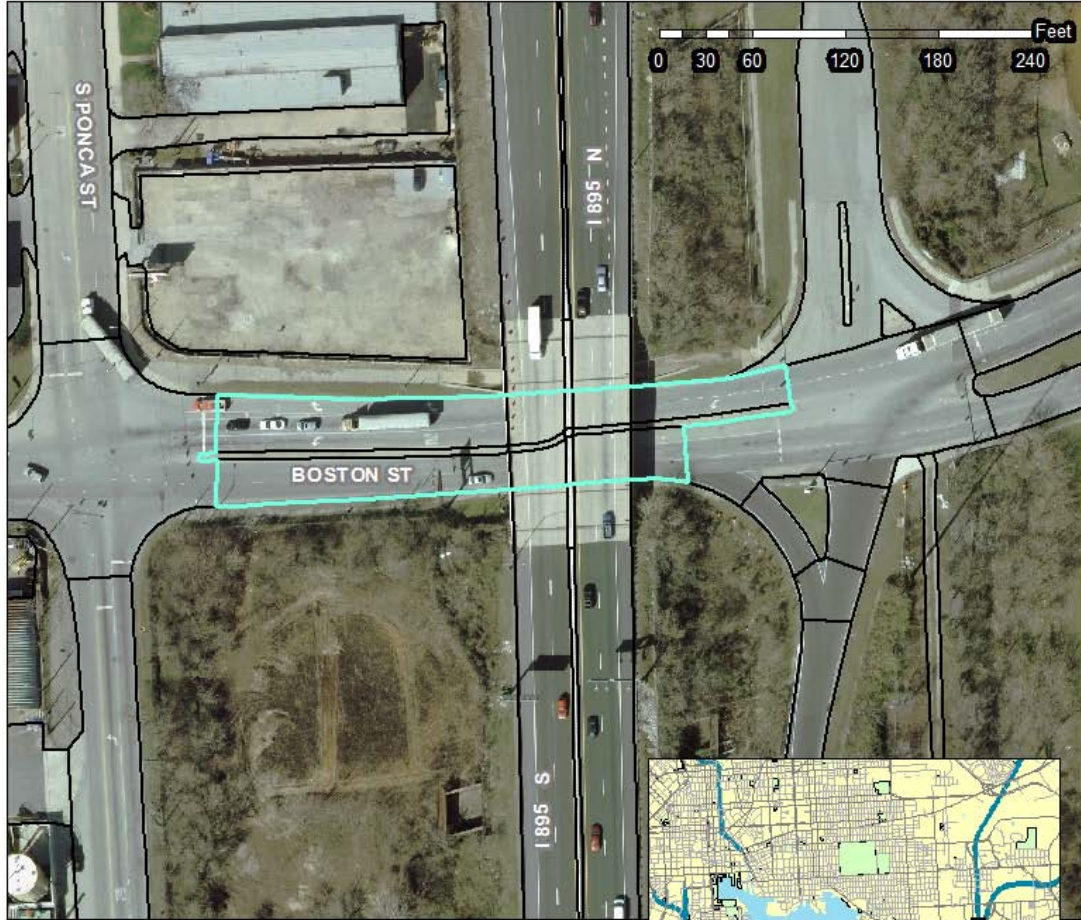
Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: More direct truck access will facilitate goods delivering within Maryland.

11) Additional Comments/Explanation:



-  Section to be lowered
-  Existing Roads



Boston Street and I-895 Overpass



Stephanie Rawlings-Blake
Mayor

DISCLAIMER:
The City of Baltimore makes no representations nor warranties, either expressed or implied, regarding the information contained on this map or its suitability for any particular purpose whatsoever. The map is sold and/or provided "as is" and the City of Baltimore will not be liable for its use or misuse by any party.



Khalil A. Zaid
Director

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

- 1) Name of Project: Red Line Transit Project
- 2) Submitting Jurisdiction: Baltimore City
- 3) Location of the project (describe project limits and location, attach map if available and applicable): From western Baltimore County to Bayview Medical Center in Baltimore City
- 4) Anticipated cost and funding source (approximate if available): \$2.2 billion
- 5) Description of project purpose and need (up to one paragraph): Baltimore City continues to strongly support the Red Line Transit Project and congratulates MTA/MDOT on the project's entry into Preliminary Design, as well as the designation from President Obama to receive expedited federal review. In furtherance of the Red Line, the City's Capital Improvement Program includes \$49 million over the next 5 years to reconstruct the Edmondson Avenue Bridge over Gwynn's Falls in West Baltimore and the "Boh'Donnell Street" connector road into Southeast Baltimore. These projects are assumed to be completed by the City in the project's financial plan and we are committed to doing so.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No Project located outside of MPO boundaries: _____
- 7) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: _____
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: Inside Priority Funding area
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Improvements will provide reliable transportation alternatives to congested roadways, improve multi-modal access for neighborhoods in Baltimore County and Baltimore City and enhance connectivity of transit.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: _____

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: Improvements will provide viable alternative to driving, reducing demand on local roadways and improving efficiency of transportation system and connectivity of transit.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: Transit systems serve as an alternative to automobile trips, thereby reducing carbon and particulate emissions from traffic.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

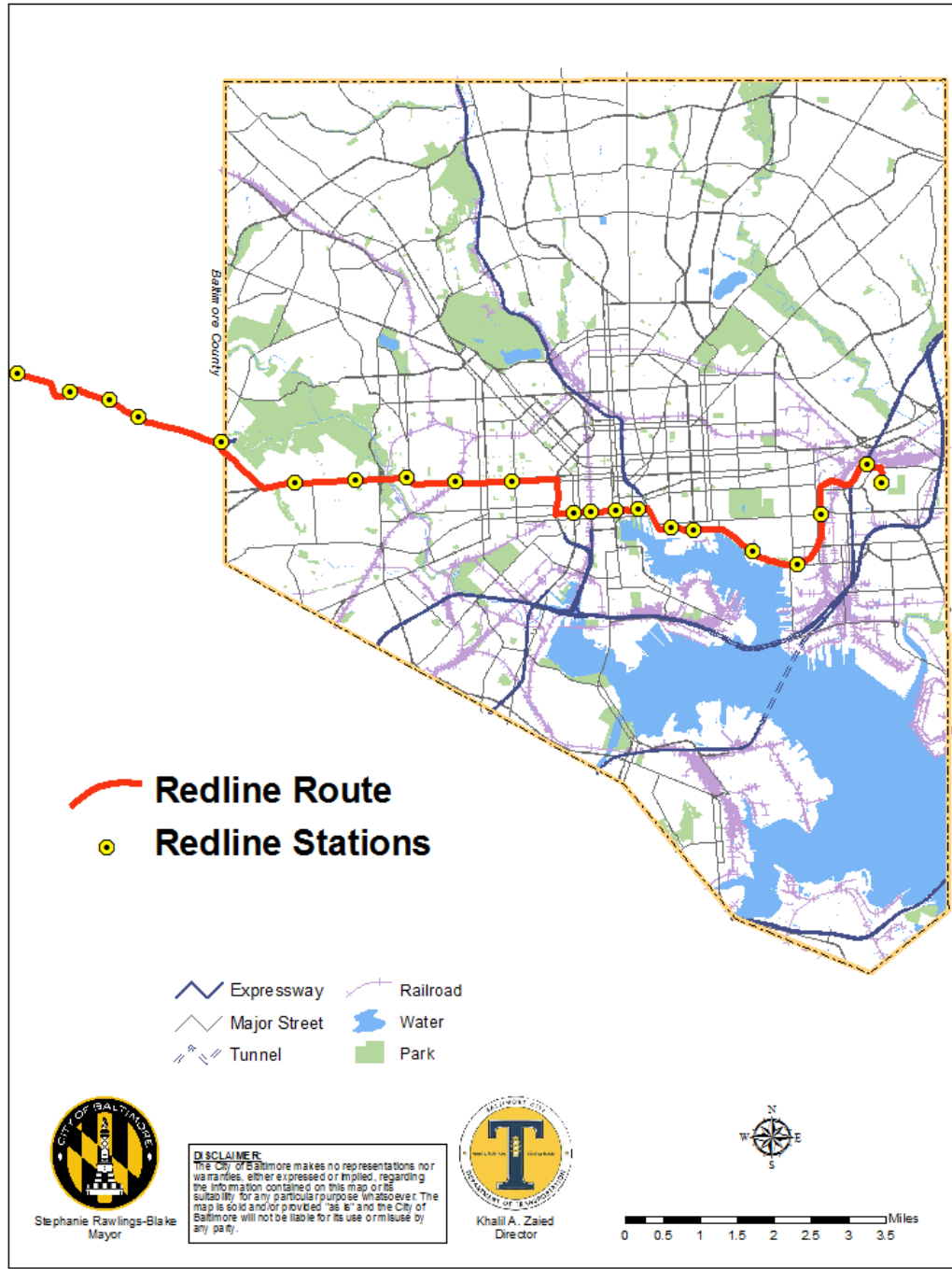
Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The Red Line will provide transit options for underserved, auto dependent populations, while improving access to jobs, businesses, and tourist attractions. The project will also strategically expand the local transportation network by providing more efficient, environmentally friendly transportation options, and will encourage TOD projects throughout the project area.

11) Additional Comments/Explanation:



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

- 1) Name of Project: West Baltimore MARC Station Reconstruction Feasibility Study
- 2) Submitting Jurisdiction: Baltimore City
- 3) Location of the project (describe project limits and location, attach map if available and applicable): West Baltimore MARC Station
- 4) Anticipated cost and funding source (approximate if available): \$200,000 for planning study
- 5) Description of project purpose and need (up to one paragraph): Continuing to advance the redevelopment of the West Baltimore MARC Station will fulfill a commitment made by MDOT in the 2008 West Baltimore Transit-Centered Community Development Plan. By the end of 2013, the City and MDOT will have together invested more than \$13 million in infrastructure improvements at West Baltimore MARC, including demolition of the last section of the “highway to nowhere” for expanded parking, streetscape improvements on Pulaski Street and Edmondson Avenue and reconfiguration of the Fulton Avenue bridge as part of the West Baltimore bike-ped loop. We urge that the feasibility study funding be included in FY 13 or FY14 for reconstruction of the station itself for this project so that we can all understand how a new station will interact with the Red Line, planning for the replacement of the B&P tunnel and other projects in the area.
- 6) Is the project contained within the local Metropolitan Planning Organization’s fiscally constrained long-range transportation plan? Yes No Project located outside of MPO boundaries: _____
- 7) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: _____
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: Inside priority funding area
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users’ access to, and positive experience with, all MDOT transportation services.

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Project will improve access to West Baltimore MARC station and help create a integrated transit station that served both MARC and Red Line service.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: _____

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: Will improve efficiency of MARC commuter rail and Red Line transit service with a well designed, integrated transit station

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: The project will help create an integrated transit hub for MARC and the Red Line which will support future TOD in West Baltimore. Creating a high quality transit station will also support transit use and reduce single occupancy vehicle trips.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.



Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The proposed project will support a multi-modal transportation network by improving access and comfort of a major transit hub in West Baltimore and improve connections between Baltimore area (local MPO) and Washington DC area.

11) Additional Comments/Explanation:



-  **Current MARC Station**
-  **Proposed MARC Station Rehab and ADA Improvements**



**West Baltimore
MARC Station**



Stephanie Rawlings-Blake
Mayor

DISCLAIMER
The City of Baltimore makes no representations nor warranties, either expressed or implied, regarding the information contained on this map or its suitability for any particular purpose whatsoever. The map is sold and/or provided "as is" and the City of Baltimore will not be liable for its use or misuse by any party.



Khalil A. Zaid
Director

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

- 1) Name of Project: Bayview MARC Station
- 2) Submitting Jurisdiction: Baltimore City
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Bayview Medical Center
- 4) Anticipated cost and funding source (approximate if available): \$70 million of federal and 7.4 million of local funds
- 5) Description of project purpose and need (up to one paragraph): Late last year (2011), the Baltimore Regional Transportation Board (BRTB) adopted the Constrained Long Range Transportation Plan which included a new MARC Station at Bayview as a regionally significant project. Baltimore City strongly supports this project not only as the eastern "book-end" of the Red Line but also as a major economic growth opportunity. The National Institutes of Health has expressed its strong desire to see this station built so it can strengthen the relationship between its facilities at the Bayview Medical Center and its facilities in suburban Washington, DC. The City's CIP includes \$7.4 million over the next 3 years to acquire right-of-way, design and construct the necessary access improvements and parking for the Bayview MARC Station. We urge MTA to advance the planning and engineering process for Bayview in order to compete for federal discretionary grant opportunities should local funds not soon be available.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No Project located outside of MPO boundaries: _____
- 7) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: _____
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: Inside Priority Funding Area
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Proposed project will support the Red Line and improve transportation options and reduce travel times in Baltimore City and Baltimore County. The project will also require coordination with multiple agencies and stakeholders, including BCDOT, MDOT, MTA and Johns Hopkins Medical Center.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: _____

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: Proposed project will provide infrastructure to support TOD projects at a future Red Line station, improving the efficiency of the Red Line. Project will also improve efficiency of freight operations

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: The Bayview MARC station is an excellent opportunity for future TOD and a model for coordinating land use and transportation planning by leveraging the benefits of the future Red Line.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

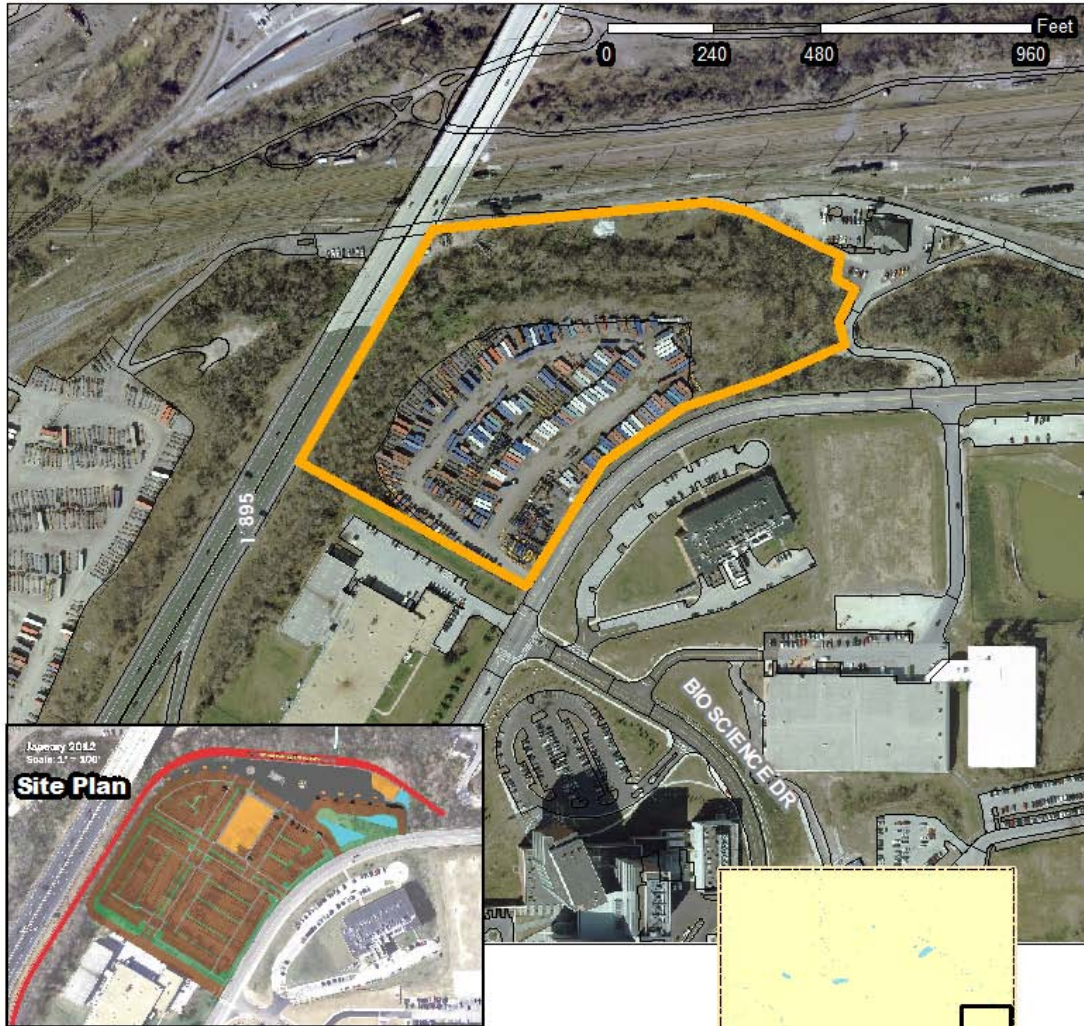
Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The proposed project will create a seamless and accessible transit station for underserved, auto dependent communities while supporting a major transit project which will improve access to jobs, tourist attractions and local businesses.

11) Additional Comments/Explanation:



Proposed Bayview MARC Station



Stephanie Rawlings-Blake
Mayor

DISCLAIMER:
The City of Baltimore makes no representations nor warranties, either expressed or implied, regarding the information contained on this map or its suitability for any particular purpose whatsoever. The map is sold and/or provided "as is" and the City of Baltimore will not be liable for its use or misuse by any party.



Khalil A. Zaid
Director



Bayview Area