



SHEILA DIXON  
*Mayor*  
250 City Hall  
Baltimore, Maryland 21202

June 8, 2007

The Honorable John D. Porcari  
Secretary, Maryland Department of Transportation  
7201 Corporate Center Drive  
PO Box 548  
Hanover, MD 21076

**RE: Baltimore City Priorities – Consolidated Transportation Program – FY 2009 – 2014**

Dear Secretary Porcari:

Thank you for allowing the City of Baltimore and Maryland's other local governments to provide early input into the development of the Consolidated Transportation Program for FY 2009 – 2014. The attached pages document Baltimore City's requests in four categories:

- direct funding of certain transportation projects within the City of Baltimore
- support for regionally-significant transportation investments,
- projects that would help to minimize the adverse impact of the transportation system on the quality of life of Baltimore residents.
- requests that the appropriate MDOT modal administrations initiate feasibility or project planning studies so that informed transportation investment decisions can be made in future years.

All of Baltimore's City requests play an important role in the continued resurgence of Baltimore's economy and, to a large extent, providing the infrastructure necessary to capture a significant portion of the region's anticipated BRAC-related growth. Despite the national slowdown in the housing market, billions of dollars of new private-sector investment continues to occur in Baltimore with major new mixed-use development projects proposed or under construction at Canton, Fells Point, Harbor East, Gateway South, Westport/Middle Branch, the Westside Renaissance area, Uplands, and more. In recognition of Baltimore's continued economic growth, the nation's leading bond agencies recently announced that they are upgrading the City's bond ratings.



The Honorable John D. Porcari  
June 8, 2007  
Page 2

It is also worth noting that Baltimore's strong economy is allowing us to leverage State investment with local funds and private funds for the planning, design and construction of transportation projects. Tax-increment financing (TIF) is likely to be used for major transportation investments such as the reconstruction of Central Avenue and access to the Westport/Middle Branch area. Developer contributions, contemplated by the recent passage of a Traffic Impact Study ordinance, will stretch City and State investments still further.

Finally, Baltimore City is using the State's investment in transportation more efficiently than ever before. From our Highway User Revenue formula allocation, we will have nearly tripled number of lane miles reconstructed and resurfaced this year versus three years ago; and, this summer, we are constructing the first 15 miles of the City's Bicycle Master Plan to encourage more people to bicycle to and from work and school.

With your support of the attached requests, Baltimore's economy will continue to grow and people and goods will be moved efficiently throughout the region. Should you have questions about these requests, please contact Al Foxx, Director of Transportation at 410-396-6802. I look forward to your support and to discussing these requests with you at the Fall Tour meeting.

Sincerely,



Sheila Dixon  
Mayor.  
Baltimore City

SD:JMK:zs

Attachment

cc: Members of the Baltimore City House and Senate Delegation  
Mr. Andrew Frank  
Mr. Alfred H. Foxx  
Mr. Douglas McCoach  
Mr. Demaune Millard  
Mr. Jay Brodie

Baltimore City CTP Priority Letter – FY 2009 – 2014

**Requests for Direct Project Funding**

MDOT Agency	Project	Project Description	Funding Request	Notes	Fiscal Year Funds Needed	BRAC-related?
TSO	Middle Branch Infrastructure Improvements	Rissell Street Gateway, bridge reconstruction, ramp improvements	\$5,000,000	projects necessary to support Middle Branch growth	funding split between 2009/2010	Yes
MdTA/TSO/SHA	Boston Street capacity improvements	Planning currently underway for either viaduct or boulevard option from I-95 to Conkling St.; cost estimates range from \$57 to \$87 million.	\$15,000,000	critical link to Southeast Baltimore growth area development needs to be expanded to 4 lanes; fund sources could include MdTA, SHA grade crossing funds, etc.	2011	Yes
SHA	Bridge Program	Increase City share of federal bridge rehab formula funds to improve critical bridges	\$10,000,000	Would focus on bridges critical to port-related industries	funding split between 2009/2010	No
MTA	Westport/Cherry Hill Light Rail Station Access Improvements	Scapescape improvements near station to support Middle Branch development projects	\$800,000	Specific improvements being determined through Middle Branch Master Plan	funding split between 2009/2010	Yes
MdTA	Interstate Avenue to I-95	Add a second N/B turn lane and extend right turn acceleration lane	\$500,000	part of SE Transportation Action Plan	2008	Yes

Baltimore City CTP Priority Letter – FY 2009 – 2014

MDOT Agency	Project	Project Description	Funding Request	Notes		Fiscal Year Funds Needed	BRAC-related?
MVA	Reisterstown Road Streetscape Improvements	extend limits of Reisterstown Road streetscape project improvements by 2 blocks south to proposed MVA facility at Rogers Avenue	\$400,000	Specific improve- ments being determined through streetscape planning process is based on typical block cost.	nts d e ost per	2010	No
MTA	Reisterstown Plaza Metro Station Streetscape Improvements	extend limits of Reisterstown Road streetscape project improvements by 2 blocks west to connect to Metro Station via Patterson Avenue	\$400,000	Specific improve- ments being determined through streetscape planning process is based on typical block cost.	nts d e ost per	2010	No
MdTA	Keith Avenue Ramp	Widen to accommodate additional truck movements and reduce truck movements through adjacent communities	\$900,000	Project supports Chesapeake Commerce Center (former GM property)	r ty)	2010	No

*Baltimore City CTP Priority Letter – FY 2009 – 2014*

***Regionally-Significant Investments Critical for Baltimore City***

<b>MDOT Agency</b>	<b>Project</b>	<b>Notes</b>	<b>BRAC-related?</b>
MTA	Red Line	Strong support for project as light-rail with strategic points in tunnel; request that DEIS study limits be formally expanded east to Bayview without delaying balance of DEIS.	Yes
MPA	50-foot berth @ Port of Baltimore	Project is needed to maintain the Port's competitive position; without this improvement, Port will not be able to service next generation of freighters.	No
<b>MDOT Agency</b>	<b>Project</b>	<b>Notes</b>	<b>BRAC-related?</b>
MTA	MARC Penn and Camden Lines	Improve capacity and service between Perryville and Baltimore, Baltimore and Washington, add new East Baltimore station, provide weekend and additional mid-day service	Yes
MTA	Green Line	Support continued study of Green Line from Johns Hopkins to Middle River	Yes

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***Planning & Project Development Studies***

<b>MDOT Agency</b>	<b>Project</b>	<b>Project Description</b>	<b>RAC-related?</b>
MTA	Project Planning Study -- East Baltimore MARC Station	New MARC Station at either Broadway/EBDI and/or Bayview Campus	Yes
MTA/TSO	Transit-Oriented Development Planning	continue study of TOD opportunities at W. Baltimore MARC Station and State Center	Yes
MdTA	Brooklyn-895 Interchange Study	planning study for full 895 interchange near Patapsco Avenue/Potee Street	Yes

***Environmental Justice Projects***

<b>MDOT Agency</b>	<b>Project</b>	<b>Project Description</b>	
MdTA	I-95 Commercial Vehicle Inspection Station Relocation	Construct a new commercial inspection facility away from tunnel entrances; would discourage truckers from using City streets in Canton, Dundalk, Brooklyn/Curtis Bay, etc. to avoid inspection	
MTA	Kirk Avenue Bus Division Rehabilitation	Reconstruction of Kirk Avenue Bus Division to realize environmental improvements for surrounding communities	