

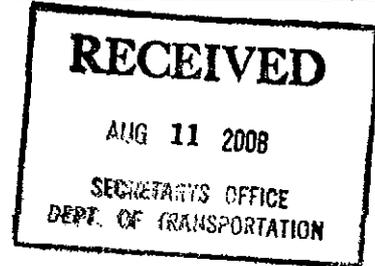
Planning
2008

CITY OF BALTIMORE
SHEILA DIXON, Mayor



OFFICE OF THE MAYOR
250 City Hall
Baltimore, Maryland 21202

August 5, 2008



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

RE: Baltimore City Priorities – Consolidated Transportation Program – FY 2010 – 2015

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 2010 – 2015. We appreciate the support that MDOT has provided to the City of Baltimore through the modal administrations and direct funding from the Secretary's Office budget over the past two years.

In light of the current economic situation and the difficult revenue forecasts facing the Department of Transportation, I want to reiterate a few of the City's priorities which must be advanced in the coming CTP.

Baltimore Red Line – I am looking forward to your participation in the neighborhood walk through in Fell's Point on September 12th. I believe that over the past several months we have turned a significant corner with regard to public involvement in the project, especially through the Red Line Community Compact. Following the October public hearings on the Draft Environmental Impact Statement, we look forward to the swift announcement of a Locally-Preferred Alternative and the initiation of the New Starts application in order to keep this project moving forward in the most aggressive possible manner.

Baltimore Green Line – Likewise, we are pleased that the Green Line project has moved into the Alternatives Analysis process. The continuation of the Green Line study demonstrates to the public that the Red Line is not a stand-alone project, but connected to the build-out of the Baltimore Region Rail Plan over time. We look forward to continued involvement in this study as well, especially now that the Baltimore Regional Transportation Board is poised to add funds to the Constrained Long Range Plan for the Green Line.



The Honorable John D. Porcari
August 5, 2008
Page 2

West Baltimore MARC Station Parking – We are pleased that MDOT staff has led a community-centered planning process for transit-oriented development at the West Baltimore MARC Station. Given the history of transportation projects in this community, we believe it is of the utmost importance that the City and State demonstrate a real commitment to moving forward with this plan. From our discussions with MTA and the neighboring community associations, it appears that the best course to build momentum for transit-oriented development and address existing parking needs is to move forward with the expansion of the MARC parking lot by removing the berm associated with the former I-170. City staff have recently met with MTA and MDOT Real Estate staff to discuss a funding strategy for this project, recognizing the long-term economic and transit ridership benefits to the City and the State. The City is very much interested in participating in this project financially, if it helps to move the project along more quickly by inclusion in the upcoming CTP.

Commuter Bus to Southeast Baltimore – The tremendous growth in the Fells Point to Canton/Bayview corridor of Southeast Baltimore is increasing constrained by the lack of transportation capacity. Specifically, the lack of transit alternatives in the corridor has been repeatedly noted by the business community, which is strongly supporting both the Red Line Transit Project and the proposed Bayview MARC Station. Until these major transit investments are built, we believe that an expansion of commuter bus service from Harford County and White Marsh to Southeast Baltimore is the most viable option for providing transit service to the area. The City has learned from MTA that the cost of providing the above service would be approximately \$567,000 annually, less any fares received. The City is willing to apply a modest amount of its traffic mitigation fees towards the cost of providing such service, if MTA/MDOT are able to include this service in its FY10 operating budget.

Broening Highway Reconstruction – We are thrilled that MDOT has included \$10 million towards the reconstruction of Broening Highway to provide safer access to the Port of Baltimore from the Chesapeake Commerce Center and I-95. As we have previously communicated, if MDOT needs to revisit this commitment, we are amenable to pushing the funding out to FY10 and/or FY11.

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 Mr. Jamie Kendrick, Deputy Director for Administration, Baltimore City Department of Transportation at 410-396-6804. I look forward to your support and to discussing these requests with you at the Fall Tour meeting.

The Honorable John D. Porcari
August 5, 2008
Page 3

Sincerely

A handwritten signature in black ink that reads "Sheila Dixon". The signature is written in a cursive style with a large, prominent "S" at the beginning.

Sheila Dixon
Mayor
Baltimore City

SD/JMK:zs

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
Mr. Pete Little

Visit Our Website @www.baltimorecity.gov