



CATHERINE E. PUGH
MAYOR

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

October 31, 2017

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

Dear Secretary Rahn:

I am looking forward to welcoming you to Baltimore City and hosting you as Mayor of the City of Baltimore for my first Maryland Department of Transportation Consolidated Transportation Program Tour event. I am excited about the spirit of collaboration and the work that we are doing together.

Although I was unable to join you at the Maryland Association of Counties (MACo) Conference this summer, I am glad that you were able to meet with my team led by Michelle Pourciau, Director of the Baltimore City Department of Transportation and Jim Smith, Chief of Strategic Alliances. We presented our priorities to you and I am excited to hear how our teams have begun working together on this initial list. I know that our joint efforts will result in continued improvement and advancement for the City of Baltimore.

Following, you will find an updated list representing our Consolidated Transportation Program priorities for transportation investment and collaboration with the State. I have listed these in three categories which are aligned with my priorities for the City of Baltimore:

ECONOMIC DEVELOPMENT AND ATTRACTING NEW RESIDENTS

1. Amazon and Port Covington

I am sure that we submitted the winning proposal for the new Amazon headquarters. Our joint package of improvements associated with Amazon and Port Covington is an exceptionally strong package. The transportation improvements in the package associated with this area of the City will be key to bringing jobs to our City and providing multi-modal opportunities for people of Baltimore to access the jobs destined for this area. We know that direct connections from Metro, Light Rail, Bus, Road, Bridge and Pedestrian and Bicycle facilities are critical and we are happy that you are working with the team to achieve these transportation improvements.

2. Wayfinding Signage

In 1981, the City of Baltimore installed a signing program to provide direction to Tourism Destinations for motorists. The signs were white, blue and green and their distinctive design earned design awards. Thirty-five years later the signs have reached the end of their useful life.

In more recent years, the State and the City have attempted to collaborate to update these and other signs in the City to be part of the Statewide system. Baltimore City DOT requests \$500,000 to fund removal of the estimated 300 Trailblazers and installation of new signing in conformance with the State system. We are pleased with the discussions that have been initiated on this effort since the MACo meeting.

3. Hanover Street Bridge

Baltimore City received a 2014 Federal TIGER grant to study methods of rehabilitating or replacing the Hanover Street Bridge to include multimodal accessibility, freight access, economic opportunities, recreational amenities, quality of life and safety throughout the corridor. The study will be completed in February 2018. It will be the guiding document for replacement, reconstruction or rehabilitation of the Hanover Street Bridge.

Bridge replacement is estimated to cost upwards of \$150 million. State funding is needed to continue operations, proceed through the approval process and construct the bridge. Bridge re-decking is needed immediately for ongoing use as the process continues. We would like to continue discussions on how this important transportation link continues to advance.

SAFE CITY

4. Infrastructure/Paving Upgrades on Bus Routes

The Baltimore LINK system routes include a number of major corridors in the City. These roadways have not been reconstructed or resurfaced in years. The additional wear due to increased bus traffic will result in quicker deterioration of the roadway.

The Baltimore City DOT proposes a cost sharing plan between the City and MDOT to resurface or reconstruct the corridors that include dedicated bus lanes in order to provide a quality roadway network for the LINK system. BCDOT has developed preliminary costs of \$10 million. Additional subsurface construction could be required. A partnership to share in the costs and funding structure is requested. We look forward to working with the various modal administrations to package this proposed joint initiative.

5. Modernization of Signal Infrastructure

Baltimore's Traffic Signal System is at the end of its useful life. In addition, the older system cannot provide Transit Signal Priority (TSP). A new system is being incrementally deployed in conjunction with the installation of TSP in two transit corridors by BCDOT and the MTA for the LINK. The City requests \$4 million to complete the conversion of the City's traffic signals to the upgraded software system. We are in early discussions with MTA to bring about the additional TSP efforts and to fund investment to improve the overall system.

RENEWING INFRASTRUCTURE, ENHANCING MULTI-MODEL, AND PROMOTING INNOVATION

6. 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 historic levels. Deferred maintenance continues to accelerate due to this extreme shortfall.

7. Autonomous Vehicle Technology/Smart City

Thank you for inviting Baltimore City to your working group on this subject. Through the collaboration and information gathering of this group we will be able to work closely with the State to ensure deployment of cutting edge technology in Baltimore City.

8. 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. This service is truly a compliment to the LINK bus system. Continued and additional financial and technical support are critical to the operation of this service. We are currently working with a limited number of private shuttle providers to find ways to best serve the public need for transit and we look forward to advancing these discussions with the State. An increase to \$4 million per year will ensure the financial stability of this important destination based service and will ensure future connections for those who need and want transit access to our growing jobs.

9. Bicycle Program

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. To achieve our goal of implementing 17 miles of new lanes per year, we request \$500,000 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.

Sincerely,



Catherine E. Pugh
Mayor
City of Baltimore