



BRANDON M. SCOTT  
MAYOR

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

May 16, 2025

Secretary Paul J. Wiedefeld  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076

Dear Secretary Wiedefeld,

I am pleased to provide this letter reflecting the City of Baltimore's transportation priorities for inclusion in the Consolidated Transportation Program (CTP). We are grateful for our continued partnership with the Maryland Department of Transportation (MDOT).

The priorities contained in this letter are consistent with my Administration's commitment to increase access to public transportation, advance the implementation of the Complete Streets ordinance, support safe and reliable movement of freight, and connect City residents with major employers across the region. These requests also represent the funding we need to maintain our transportation network in a state of good repair to meet the mobility and safety needs of the traveling public. These requests are in line with the goals outlined in the Maryland Transportation Plan, and we look forward to implementation with the State's support.

## **System Preservation/State of Good Repair Projects**

### **Bridge Projects**

#### ▪ Russell Street Viaduct

The Russell Street Viaduct is a major Primary route in Baltimore City that carries vehicular traffic on Russell Street (MD Route 295, Baltimore Washington Parkway) over the CSX and Amtrak rail lines. The existing bridge, originally constructed in 1951 and rehabilitated in 1981, is in Poor Condition and carries approximately 70,700 vehicles and 5,656 commercial vehicles daily. The existing bridge has deteriorated, and despite regular maintenance, needs replacement. Despite the availability of federal funds for the design phase, there is no available funding to cover the construction costs, which is estimated to exceed \$100 million. The new bridge would incorporate multimodal designs providing needed pedestrian facilities through the area and incorporate ADA and traffic signal improvements at adjacent intersections. This

project would provide a new bridge featuring pedestrian and bicycle facilities, a smoother flow of traffic in/out of the city and allow for better management of the stormwater over this area, delivering on all four goals of the Maryland Transportation Plan.

- Vietnam Veterans Memorial Bridge and Hanover Street Multimodal Corridor Improvements

The Vietnam Veterans Memorial Bridge and Hanover Street corridor in south Baltimore are in critical need of investments to rehabilitate or replace the structure and improve multimodal transportation infrastructure. This corridor is part of the arterial roadway network in Baltimore City serving as a freight connection between MDOT MPA's Port of Baltimore and I-95 and several of MDOT MTA CityLink bus routes. This corridor serves as an important connection for the historically disadvantaged, low-income, and minority communities, such as Cherry Hill, Curtis Bay, and Brooklyn, to travel to job centers in Port Covington, Downtown Baltimore, and points past City borders into Anne Arundel County. This project advances the MTP goal of serving communities and supporting the economy and delivering system quality by providing this crucial connection. BCDOT seeks funding from MDOT as Final Design costs for the project could exceed \$10 million and construction of the selected alternative for the bridge could exceed \$250 million.

### **Traffic Signal Projects**

- Traffic Signal Reconstruction

This project proposes reconstruction of intersections within Baltimore City that have been identified as a critical need to be brought into a state of good repair. This project will include full replacement of traffic signals, pedestrian signals, ADA ramps, safety improvements at the intersection, and related signing and pavement markings. The project will implement much needed improvements required for safety and accessibility citywide. The City has recently undergone a strategic planning effort surrounding our signal system and identified nearly 400 signals in the downtown and on key gateways that are over 30 years of age and in need of reconstruction.

- Advanced Traffic Management Systems (ATMS) Replacement and Upgrade

This project proposes a full upgrade of the City's ATMS system, including a new ATMS server and equipment and licenses to bring 900 of the most critical signals in the downtown and key gateways online. This will allow BCDOT to live-monitor our signals functioning, phasing, and timings, and make changes on demand for emergencies or special events. This upgrade will allow us to proactively address concerns and provide a better experience to the traveling public with increased system quality. It will also improve our travel capacity by allowing better on-demand functioning of our signal system.

### **I-83 Projects**

- I-83 Expressway Sign Replacement

The City of Baltimore seeks funding to replace the signs along all of Interstate 83. Interstate 83 (I-83) is the primary route that carries vehicular traffic into Downtown Baltimore City from the North. The existing signage along I-83 is beyond its service life. Most of the signs along this route are damaged, faded, and no longer meet retro-reflectivity standards outlined in the MUTCD. This project supports the MTP goal of supporting the economy. The total cost of this project is \$2.4 million, which includes 75 large signs including foundations and hardware.

- I-83 Pavement Preservation

Concrete roadway repairs are essential to the city's infrastructure and safety of all road users. I-83's pavement condition is in poor condition, and in need of reconstruction. A total of 400 lane miles of concrete roads estimated cost is a total of \$300,000,000, and approximately 10%, or \$30,000,000 is needed to maintain the concrete roadways at an acceptable level.

- **Safety Hardware**

To upgrade I-83 safety hardware including guardrails, impact attenuators, and concrete barriers to comply with MASH (Manual for Assessing Safety Hardware) requirements. Traffic safety hardware is used to reduce the severity of run-off-road or lane collisions, prevent errant vehicles from crowding the median and decelerate errant vehicles. Baltimore City safety hardware is mostly outdated, and it will require a major effort to upgrade the hardware in the entire city. The total cost for this project is estimated at \$536,250, which includes design, construction, maintenance and protection of traffic during the construction phase.

## **Complete Streets Projects**

- **Keith Avenue Rehabilitation from S Clinton St to Broening Hwy (Excluding Bridge Portion)**

This project is located at Keith Avenue from S. Clinton St to Broening Hwy (excluding the bridge section). Keith Avenue is one of the major Truck Routes in the city serving the Baltimore port area with significant commercial traffic. Proposed improvements include 1.0 mile of concrete roadway pavement repair and replacement, two signals reconstruction, repair and cleaning of existing drainage structures, structures adjustment, repair and replacement of existing sidewalks, curb and gutter, street light fixture upgrade, new signage and pavement markings and landscaping. As of FY 2025, appropriate funds, \$0.8 million in Federal funds and \$0.2 million in local funds are available for this project. Additional funding of \$8.9 million (\$7.12 million in federal funds and \$1.78 million in local funds) is required to fully fund this project.

- **Belair Road Rehabilitation from Glenmore Ave to City Line (Fleetwood Avenue)**

This project is located on Belair Road from Glenmore Avenue to Fleetwood Avenue (the City-County line). Belair Road is one of the major gateway arteries to the city serving city area with significant commuter as well as commercial traffic. Proposed improvements include 0.4 mile of asphalt roadway rehabilitation, two signals reconstruction with pedestrian signal upgrade, repair and cleaning of existing drainage structures, structures adjustment, new ADA compliant sidewalks, ramps, bump-outs, driveways, new bus-pads, curb and gutter replacement, new pedestrian lights and street light fixtures upgrade, new signage and pavement markings, new trees and landscaping, new streetscape amenities. As of FY 2025, appropriate funds, \$0.4 million in Federal funds and \$0.1 million in local funds are available for this project. Additional funding of \$9.46 million (\$7.568 million in federal funds and \$1.892 million in local funds) is required to fully fund this project. This project is design proposal has been submitted to SHA and waiting authorization.

- **Johnston Square Roadway Improvements**

This project is located on Preston Street from Guilford Avenue to Eden Street and Biddle Street from Guilford Avenue to Eden Street. The intent of this project is to rehabilitate the roadway and improve pedestrian safety and access along Preston Street and Biddle Street from Guilford Avenue to Eden Street. While the scope of the improvements and overall project goals will be refined through the project scoping and planning phase it is anticipated that this project will include roadway rehabilitation, milling & paving,

base repairs, Curb/Gutter Reconstruction, Sidewalk Reconstruction, Pedestrian Ramp Upgrades, Pedestrian Lighting, Traffic Signal Upgrades, Pavement Markings & Signing, Storm Drain Improvements, Landscaping. At the project initiation stage, based on preliminary estimates, the required project budget (for planning, design, construction, construction inspection, potential change orders and other incidentals) is \$18.8 million total. We expect up to 80% to be eligible for federal-aid cost share. We have allocated \$4.7 million and need additional \$14.1 million in future funding.

- Frederick Avenue Streetscaping (Irvington) from Yale Ave to S Monastery Ave

This Frederick Avenue Streetscaping project spans from Yale Ave to S. Monastery Ave (in the Irvington neighborhood). Project enhancements include resurfacing and rehabilitating the roadway, making permanent some “build-build” safety improvements installed a few years ago, ADA accommodations, two signal reconversions, and potentially drainage, lighting and landscaping improvements. The total cost for this project is \$8.26 million, which includes design, construction, inspection, and potential contingencies. We expect up to 80% of these will be eligible for federal-aid cost share. As of FY25, we have appropriated \$1,000,000 in funding from BDC have requested for FY26 \$200 in additional local funding for design and then \$7,200,000 for construction, which will be an 80/20 federal/local cost share.

- Frederick Avenue ADA Corridor from Brunswick St to S Smallwood St

The Frederick Avenue ADA Corridor spans from Brunswick St to S Smallwood Street. This project will focus on improving pedestrian access in general and ADA compliance specifically along an existing corridor that has non-compliant and aging sidewalk on both sides of the corridor. There are also four signalized intersections to be reconstructed. The current state of the corridor is that the sidewalks and pedestrian paths have aged, and many are not meeting accommodation standards. There are four traffic signals that are span-wire and these will be converted to mast arms with full APS/CPS features. Our estimate for this project was made before selecting a consultant and any designed design. The total costs being \$14.6 million. This includes design, construction, inspection, and potential contingencies. We expect up to 80% of these will be eligible for federal-aid cost share. There are no earmarks associated with this. Currently, FY 25, we have appropriated \$1.3 million in funding and need an additional \$13.25 million in future funding. All of these will likely be an 80/20 federal/local cost share.

- Orleans Street from Wolfe St to N Ellwood Ave

The location of this streetscaping project is Orleans Street from Wolfe Street to N Ellwood Avenue. This project will focus on regional and local connectivity and economic development by rehabilitating a principal City gateway inside a developed urban area that is also the only FEMA excavation route for the central-west side of Baltimore. Project enhancements will include implementing safety improvements such as speed control and reduction of pedestrian conflict points and ensuring state of the art disability accommodations. The total costs being \$21.6 million. This includes design, construction, inspection, and potential contingencies. We expect up to 80% of these will be eligible for federal-aid cost share. After the alternative analysis is completed and accepted, it may be more due to curb realignments, new storm drainage and utility impacts. There are no earmarks associated with this. Currently, FY25, we have appropriated \$3.5 million in funding and need an additional \$18.1 million in future funding. All of these will be an 80/20 federal/local cost share.

## **Safety Projects**

### ■ Neighborhood Traffic Calming

Baltimore City DOT has a Neighborhood Traffic Calming initiative that prioritizes low-income neighborhoods for holistic traffic calming and safety treatments. This allows BCDOT to invest in our neighborhoods that have been historically neglected and bring proactive safety improvements to neighborhoods that do not use our 311 requests systems as frequently due to systemic barriers. BCDOT has funded this project at approximately \$500,000 per year for the past several years but would benefit from additional \$500,000 to \$1 million annually to continue and expand the program.

## **Bicycle/Pedestrian Projects**

### ■ Greenway Trails Network: Druid Hill Park to Lake Montebello

The Baltimore Greenway Trails Network: Druid Hill Park to Lake Montebello project will construct a 2.8-mile multi-use trail that begins in Druid Hill Park at the intersection of East Drive at Pool Service Drive and ends at Lake Montebello at the intersection of East 33rd Street at Hillen Road. This trail segment will be at least 10ft wide, with 2ft shoulders on each side, and is a critical piece of completing the Baltimore Greenway Trails Network, as identified in the Baltimore Green Network Plan (2018). This project advances the goals of the Maryland Transportation Plan. Specifically, it:

- Enhances Safety & Security by creating a safe, accessible, and protected space for multimodal travelers and recreational trail users, which will reduce the overall number of pedestrian and bicycle fatalities and serious injuries, and specifically those in historically disadvantaged communities.
- Promotes Environmental Stewardship by providing an alternative for the daily car users of the corridor who may be interested in walking, biking, scootering, or using mobility assistive devices (e.g. wheelchair) but currently travel in a car due to the lack of safe infrastructure, in turn reducing VMT per capita.
- Serves Communities and Supports the Economy by improving connectivity and comfort of the pedestrian and bike network, which will increase access to schools, employment, shopping, fresh food, health care, faith-based institutions, cultural destinations, recreation spaces in Baltimore City, and specifically in underserved and overburdened communities, with the goal of improving non-motorized commute mode share.

BCDOT has secured funding to complete final design through a Transportation Alternatives Program award and is actively seeking funds for construction.

## **Policy and Spending Goals**

Long-term, the City wants to pursue and maintain its 12.2% share of Highway User Revenue (HUR) allocations to fund critical deferred maintenance needs. Beginning in FY26 and through FY27, the City's HUR allocation will rise to 12.2%, allowing the City's Department of Transportation to meet operational needs while also investing heavily in its capital program. These HUR dollars contributing to the capital program will help to leverage available federal funding by facilitating access to competitive grant matching funds and ensuring the City can fully utilize formula funds by meeting matching requirements. However, as a result of the significant reduction in HUR beginning in FY28, the city will be forced to reduce the

amount of funding in its capital program. Capital funding levels will plummet from a peak of \$90-94 million from FY25 through FY28 down to \$24.7 million in FY28, based on current estimates. From FY27 to FY28, the reduction in HUR allocation will result in:

- Over \$25.6 million cut to resurfacing
- \$16 million cut to alleys and footways
- \$2.4 million cut to streetscaping and project planning
- Nearly \$2 million cut to bridges
- Over \$8.3 million cut to traffic signals
- \$12 million cut to ADA compliance work

For these reasons, the City of Baltimore will continue to vigorously pursue (at minimum) an extension of the FY26-FY27 level of HUR funding (12.2%) in order to invest in its efforts to address deferred maintenance needs and infrastructure improvements. A premature decrease in the investment in City infrastructure would cause irreversible harm. Our efforts to make the City more accessible, efficient, and competitive among other localities and its high-caliber East Coast peers. Baltimore is a primary economic engine for the State, and it is vital that we continue to address these unfunded infrastructure replacement needs so that our infrastructure can become an asset, not a liability. Our renewal and renaissance are now—HUR is a stepping stone to achieve this.

### **Priorities for Housing and Economic Development**

The City of Baltimore continues to target the neighborhoods identified as Impact Investment Areas, which include Park Heights, Southwest, West, East Baltimore, East Baltimore Midway, and Coldstream Homestead Montebello. The City has also identified through the updated Comprehensive Land Use plan eligible areas for targeted Transit Oriented Development such as Penn Station and Reisterstown. Finally, Baltimore has worked with the State of Maryland over the last year to strategically address Vacant Properties within the City. This Vacant Reduction Strategy currently utilizes a unique Non-Contiguous TIF to further focus financing power to address challenges with bringing properties back into productive use.

Thank you for your favorable consideration of these requests. Should you have any questions, please do not hesitate to contact Director Veronica P. McBeth at [veronica.mcbeth@baltimorecity.gov](mailto:veronica.mcbeth@baltimorecity.gov) or 410-274-1165. Working together, we can provide the safe, reliable transportation network that the people of Baltimore deserve.

In service,



Brandon M. Scott  
Mayor  
City of Baltimore

# MDOT Priority Letter Submission Form

Submitted by Mikah Zaslow on May 19th, 2025 at 9:24 am

Status: *Completed*

## MDOT Priority Letter Submission Form

### Introduction

This year, local governments have two ways to submit Local Priority Letters to MDOT. Either can be used. It is the choice of the local government which they prefer. The two ways are:

- Submit Letters in the same way as they have in the past.
- Submit Letters through this online portal.

The MDOT will give letters equal consideration regardless of the method chosen by the locality.

The MDOT has created this online portal as part of an overall effort to be more transparent and responsive in its processes and decision-making. With this portal, and the guidance it provides for articulating local priorities, the MDOT seeks to achieve better, more consistent understanding of local priorities. To do this, the portal provides localities with both fillable forms asking for specific priorities, as well as providing for free-form expression to provide the opportunity to offer greater context and narrative.

This portal is also responsive to The TRAIN (Transportation Revenue and Investment Need) Commission's Interim Report recommendation: "... MDOT should standardize local priority letters...". MDOT understands the need to ensure that local governments have the opportunity to express their priorities, and the following submission form seeks to balance that need along with the recommendation of the TRAIN Commission, with the aim to better serve and be responsive to each local jurisdiction.

### Key Terms

Below are definitions of key terms. In the event a project may fit in one or more categories please use your best judgement.

"System preservation" and "state of good repair" project means a project where the purpose is to improve the condition or operations of an existing asset without adding new capacity such as travel lanes. Examples include bridge rehabilitation or replacement, pavement rehabilitation, incident responses, and variable message signs.

"New capacity" and "capacity expansion" project means a project where the purpose of the project is to improve the ability of the transportation system to move people and goods. Examples including widening a road, building a new road, a new transit station, and a new transit line.

"Feasibility study" means a study of a transportation need to identify a project that can address the need. A study would complete sufficient work to allow MDOT to evaluate whether the identified concept should be included in the CTP.

"Safety" project means a project whose primary purpose is to reduce or prevent crashes but that does not add or expand the capacity of roads or transit. Examples include roadway realignment, installation of rumble strips, and guardrail.

"Bike/pedestrian" or "complete streets" project means a project to provide accommodations and/or improve safety for bicyclists and/or pedestrians. Examples include new sidewalks, installation of cycle-tracks and road diets with bike lanes.

"Transit-oriented development" project means a project to support or help the construction of new residential, commercial and institutional development near a rail or bus rapid transit station.

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### Section 1. Local Government Information

First Name

Last Name

Mikah

Zaslow

<b>Title/Role</b>		<b>Government Entity</b>
City Planner II		Baltimore City Department of Transportation

  

<b>Address Line 1</b>		
417 E. Fayette St		

  

<b>Address Line 2</b>		
7th Floor		

  

<b>City</b>	<b>State</b>	<b>Zip Code</b>
Baltimore	Maryland	21202

## Section 2. Local Government Priorities

1. What are the jurisdiction's overall goals related to transportation policies and spending?

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For questions 2-10, please list the jurisdiction's priorities in ranked order, with #1 as the highest priority. Please limit responses to 4 lines of text per priority. Please include the following information in the description of the priority: location, need, proposed improvements, and, as applicable, partners and/or existing funding. The MDOT recognizes that some projects will fit into multiple categories (e.g., a project that is both a safety project and state of good repair, or even into multiple categories). In those instances, choose the one that best matches the project and note overlapping categories in the project description. An example of a priority description is provided below:

- *MD XX (Cross Street 1 to Cross Street 2) Bike/Pedestrian Improvements - MD XX from Cross Street 1 to Cross Street 2 has high rates of crashes involving cyclists and pedestrians. The County seeks to increase safety by installing a new sidewalk and bike lane in both directions of MD XX. The proposed project is identified in Corridor Study A. Though listed in the bike/pedestrian improvement category, this project includes safety elements.*

2. What are the jurisdiction's priorities for system preservation/state of good repair?

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3. What are the jurisdiction's priorities for new capacity or capacity expansion projects?

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4. What are the jurisdiction's priorities for feasibility studies?

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5. What are the jurisdiction's priorities for safety projects?

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6. What are the jurisdiction's priorities for bike/pedestrian and/or complete streets projects?

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7. What are the jurisdiction's priorities for Transit-Oriented Development projects?

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8. What are the jurisdiction's priorities for smaller interventions (generally under \$5 million total cost)? Examples might include new striping, flex posts, addition of a stop sign or street light, signal retiming, or transportation demand management (e.g., vanpools) investments.

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9. What are the jurisdiction's other transportation priorities that do not fit in the categories listed above?

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10. Across all of the categories listed above, what are the jurisdiction's top five overall transportation priorities?

11. What are the jurisdiction's priorities for housing and economic development and where is it anticipated to occur?

If the jurisdiction has submitted a priority letter through different means, you may upload the letter here.



[2025 Baltimore City Priority Letter.pdf \(0.2 MB\)](#)

I attest that I am authorized to submit this application on behalf of my organization and that all information contained within is true and correct to the best of my knowledge.

Mikah Zaslou

I agree to be legally bound by this document.