
MARTIN LUTHER KING, JR. BOULEVARD RE-VISIONING PROJECT

BUILDing Connections to Life's Opportunities

United States Department of Transportation	Application Contact Information	Project Information	
Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program The Martin Luther King, Jr. Boulevard Re-Visioning Project	Michelle Pourciau Director Baltimore City Department of Transportation Office: (410) 396-6802 Email: Michelle.Pourciau@ baltimorecity.gov Address: 417 E. Fayette Street 5th Floor Baltimore, MD 21202 DUNS#: 0523409730000	Type: Capital Improvements Location: Baltimore City, Maryland Congressional District: MD Districts 3 and 7 Urban Area Funds Requested: \$5,000,000	I. Project Description 1 II. Corridor Improvements and Planning 19 III. Project Support 21 IV. Project Funding 22 V. Merit Criteria 23 VI. Project Readiness 26 VII. Benefit – Cost Analysis 28 VIII. Federal Wage Rate Certification 29

I. Project Description

Martin Luther King, Jr. Boulevard's design in Baltimore continues to neglect the multi-modal transportation needs of its users. Up to 53 percent of West Baltimoreans do not have access to a car. The physical nature of the roadway perpetuates years of segregation and disinvestment in low income communities left untouched, thousands of Baltimoreans will continue to miss out on life's opportunities.

The Baltimore City Department of Transportation (BCDOT) requests **\$5 million** in Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary grant funding to reconstruct Martin Luther King, Jr. (MLK) Boulevard as a multi-modal transportation facility that, instead of dividing West Baltimore will unite it. This will **connect all of Baltimore to life's opportunities**. These funds represent **71 percent** of the **\$7.04 million** total project cost. This grant will enable BCDOT to better serve the

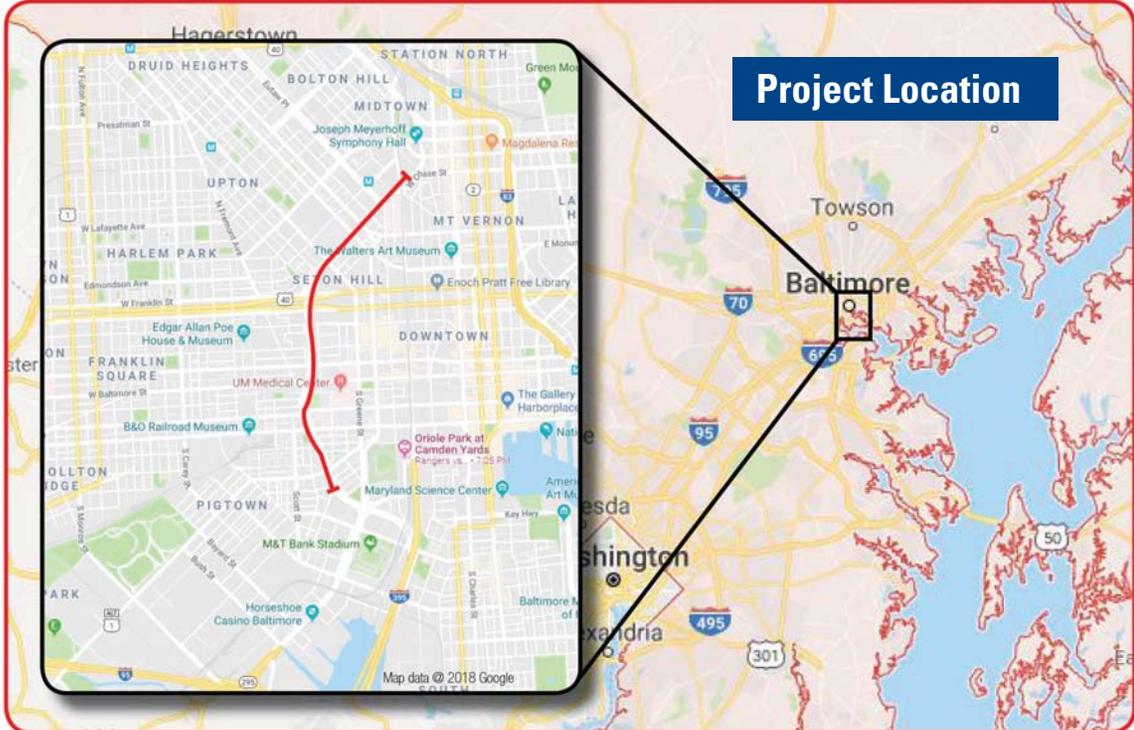
“MLK Boulevard in Baltimore basically creates a boundary between the midtown/downtown area and then black West Baltimore.

Lawrence Brown
Professor, Morgan State University

As quoted in CityLab article "The Other Side of MLK Boulevard" written by Tanvi Misra (April 11, 2018)

future needs of citizens by improving the scale of existing multi-modal linkages and reconnect them to the many opportunities in West Baltimore and downtown.

The overarching goal of this BUILD grant is to provide funding for a re-envisioned MLK Boulevard. This project includes the 1.5 mile MLK Boulevard corridor from Washington Boulevard to Howard Street and will create a "Complete Street," for the transport of people and goods.



The Boulevard currently creates a geographic divide between the historically minority and low-income neighborhoods of West Baltimore and the downtown center comprised of businesses, arts, hospitals and university institutions. The envisioned boulevard will connect people to employment, health services, shopping, housing, tourism, recreation and life's opportunities. By moving away from a car-centric boulevard, MLK Boulevard will become a truly equitable gateway for all users.

The Martin Luther King, Jr. Boulevard Re-Visioning project supports Mayor Catherine Pugh's Call to Action initiatives, by prioritizing public safety and uniting the City's residents, businesses, organizations, and agencies. The project features the following transportation improvements:

- **Roadway redesign and restriping** to maintain a state of good repair.
- **Sidewalk improvements**, ADA-compliant curb ramps.

“*Today MLK is a barrier between neighborhoods and downtown, a contradiction to the unifying spirit embodied by its namesake.*

Fred B. Shaken

"A boulevard worthy of a King." 2013

- **New shared use path** for bicyclist and pedestrians along the entire corridor.
- **Traffic calming** at key intersections.
- **Enhanced landscape and green space** at key locations throughout the corridor.
- Pedestrian-scale **safety improvements** along the entire corridor.

BACKGROUND

In the 1960's and 1970's, Baltimore, like most major American cities, was reacting to the desire to connect the Interstate System and the need to connect suburbs to the urban employment base. The result was a plan to connect highways through Baltimore: I-70 was to connect through West Baltimore to downtown, I-83 was to connect north-south through the City, and both were to connect to I-95. Much of this system was constructed, but not all. MLK Boulevard was constructed to create a bypass around the downtown, connecting I-83, Route 40, and I-395, enabling travelers to bypass Baltimore's downtown.

The Boulevard opened in 1982, and has served it's purpose of creating greater connectivity to interstates for which it was constructed. Not only does the Boulevard provide an access point to pedestrians, cyclist, and cars, MLK Boulevard via I-395, is a vital route for the movement of goods. The Boulevard is designated as a thru truck

route on Baltimore City's Truck Route map. However, today goals for transportation in Baltimore have changed. Baltimore City no longer needs circumnavigation to avoid downtown; it needs to provide multi-modal linkages. The roadway has created a physical and psychological barrier for residents and visitors.

THE ISSUES

The project corridor is predominately African American with 81 percent on the West Baltimore neighborhood side of the MLK Boulevard and 61 percent on the downtown side. Additionally, the U.S. Census data shown in the demographics table reveals a striking disparity in vacant housing, education, employment, poverty level, and vehicle availability between the two sides of MLK Boulevard.

The harsh design of MLK Boulevard deters people from walking, cycling, and using transit between neighborhoods and downtown. The roadway is wide with unsafe pedestrian crossings at intersections most crosswalks are inconsistent with Americans with the Disabilities Act (ADA) compliance throughout the corridor. The posted speed for most of the roadway is 35 MPH; however, it is not uncommon for vehicles to be traveling at significantly greater speeds, especially as vehicles transition from I-395 to the boulevard on the south end.

“I wait up to 30 minutes for the bus on Baltimore Street at MLK to go to the University of Maryland Medical Center two blocks away because I feel unsafe crossing the street.”

Resident Poppleton Neighborhood

A previous study conducted along the MLK Boulevard corridor provided a crash analysis for pedestrians, bicyclists, and vehicles from 2009 to 2013. Pedestrians accounted for 34 crashes with vehicles including one fatality and there were 10 bicyclist crashes with vehicles during the five year study period.

The analysis identified that 1,024 vehicle crashes occurred at the thirteen signalized intersections within the corridor. This equates to an average of 205 crashes per year. The intersection of MLK Boulevard and Washington Boulevard (which is the southern entrance to the boulevard from I-395) had the highest five-year total with 117 crashes and an annual average of 23. More recent data indicates that vehicle crashes have increased at this intersection with 27 in 2015 and 41 in 2016.

Additionally, walls located at the edge of the right-of-way at various locations throughout the corridor tend to isolate the neighborhoods from the boulevard.

In a review of data from the Center of Neighborhood Technology (CNT) “All Transit Tool,” the isolation of the West Baltimore neighborhoods is evident. An average of 15 percent of workers who live on the neighborhood side within a half-mile of transit commute by walking. On the downtown side this average is nearly 38 percent of workers.

The CNT data also identifies that, throughout the whole corridor, workers who live within a half-mile of transit and commute by biking only account for one percent of workers. While, the Transit Connectivity Index¹, calculated by CNT’s All Transit Tool, averages to 38 out of a possible 100, along the corridor. Considering that 100 percent of the residents in this corridor live within .5 miles of transit, it is apparent that connectivity, accessibility, and frequency are dampening transit’s full potential for the communities along MLK Boulevard.

The lack of connectivity along the corridor will continue to diminish any growth in the area. The MLK Boulevard Re-Visioning project proposes to remove the existing barrier and significantly improve connectivity, accessibility, and safety to better serve the communities along the proposed MLK Boulevard project corridor.

Census Category	West Baltimore Neighborhoods	Downtown
Housing		
Vacant Housing	31%	14%
Owner Occupied Housing	20%	14%
Racial Demographics		
Black	81%	61%
White	15%	23%
Identified as "Other"	4%	16%
Age		
Under 20 yrs old	28%	6%
20-64yrs old	62%	82%
65 yrs old and older	10%	9%
Education		
No High School of GED	28%	8%
Employment		
Employed	82%	96%
Unemployed	18%	4%
Not in Labor Force	43%	29%
Median Income	\$25,400	\$49,070
Poverty Level		
Below Poverty Level	40%	20%
Zero Car		
No Vehicle Available	53%	36%

Source:
American Community Surveys 5 year data (2016)
West Baltimore Neighborhoods: Census Tracts 1402, 1701, 1702, 1703, 1601, 1602, 1603, 1801, 1802, 1803, 1901, 1902, 1903, 2101, 2102
Downtown: Census Tracts 1101, 1102, 1701, 401, 402, 2201

¹ Transit Connectivity Index is based on the number of bus routes and train stations within walking distance for households in a given Block Group scaled by the Frequency of Service

Census Block Groups	Commute by Walking (%)	
	Neighborhood Side	Downtown Side
9.81/9.90		15
9.87		51
9.92		56
9.88/9.81		30
9.77/9.70	32	
9.68	17	
9.86	0	
9.52	15	
9.58	6	
9.73	19	
Average	15	38

Source: <http://alltransit.cnt.org/metrics/>

THE VISION

The Vision for Martin Luther King, Jr. Boulevard is to connect people to life's opportunities. MLK Boulevard will:

- Be an active place where people want to be.
- Be safe and comfortable for pedestrians, cyclists, and drivers
- Have intermodal connections to transit.
- Provide roadway that is designed for appropriate speeds

- Provide a bike trail/cycle track that links to the City's Bicycle Network; a link that allows people to connect to jobs, school, home, shopping and other City amenities.
- Create a complete street that provides a landscape street edge

Baltimore City's proposed BUILD project will recreate MLK Boulevard as a 21st Century multi-modal boulevard. The project will improve safety and economic competitiveness along the corridor, expand access to ladders of opportunity, and dramatically enhance the quality of life for residents in surrounding communities. The project will rehabilitate and modernize the existing assets and will facilitate change throughout the corridor. Additionally, this project aligns with the goals of many local plans and will support private investments along MLK Boulevard.

PROJECT BENEFITS

Construction of the MLK Boulevard Re-Visioning project will provide the residents, communities, businesses, and commuters with the following benefits.

Safety

- ✓ Constructing pedestrian and bicyclist improvements along the corridor to provide safer access for all users, especially disadvantaged and disabled people, offering improved access to jobs, amenities, goods, and services.

- ✓ Provide additional median relief within crosswalks to improve pedestrian connectivity and sense of comfort when walking across the boulevard.
- ✓ Constructing and placing visual cues, such as landscaping, roadway width reduction, traffic calming, and signage, to assist in transition from I-395 to the boulevard for reducing speed.

State of Good Repair

- ✓ Providing rehabilitation of deteriorated sidewalks throughout the corridor.
- ✓ Updating the corridor to the latest ADA standards.

Economic Competitiveness

- ✓ Continues incentives for public and private investments.
- ✓ Promoting a modal switch resulting in a reduction of transportation costs.
- ✓ Increase efficiency for trucks traveling through, by alleviating congestion as a result of the modal shifts.
- ✓ Create a more desirable, valuable, and equitable West Baltimore.
- ✓ Job opportunities created by the growth, expansion, and improved connectivity along and across the MLK Boulevard project corridor.

Quality of Life

- ✓ Complete Street design promotes wellness
- ✓ Transportation choices for residents needing to access critical destinations.
- ✓ Improved connectivity for bicyclist, pedestrian, and transit users.
- ✓ The opportunity to live near employment locations, decreasing transportation costs, reducing commuting traffic, and contributing to a better quality of life.
- ✓ A safer, more comfortable, attractive multi-modal environment.

Innovation

- ✓ Distinctive linear park and green space areas.
- ✓ Sustainable/environmental practices to reduce the paved surface.

Partnership

- ✓ Applies a comprehensive approach to connectivity in a regionally significant area, utilizing a multi-agency

Environmental Protection

- ✓ Improved landscaping and developing additional green space along the corridor in areas.
- ✓ Reduction of the impervious areas along the corridor. Reducing the total maximum daily load (TMDL) of pollutants to help protect the Chesapeake Bay and tributaries.
- ✓ Improvements to stormwater management facilities along MLK Boulevard.
- ✓ Opportunities for green infrastructure which will add to the biodiversity of the area.
- ✓ methodology to improve intermodal connectivity and supporting economic development throughout the corridor.
- ✓ The project has the support of a broad range of participants, public agencies, private businesses, and local community groups.

Non-Federal Revenue for Transportation Infrastructure Investment

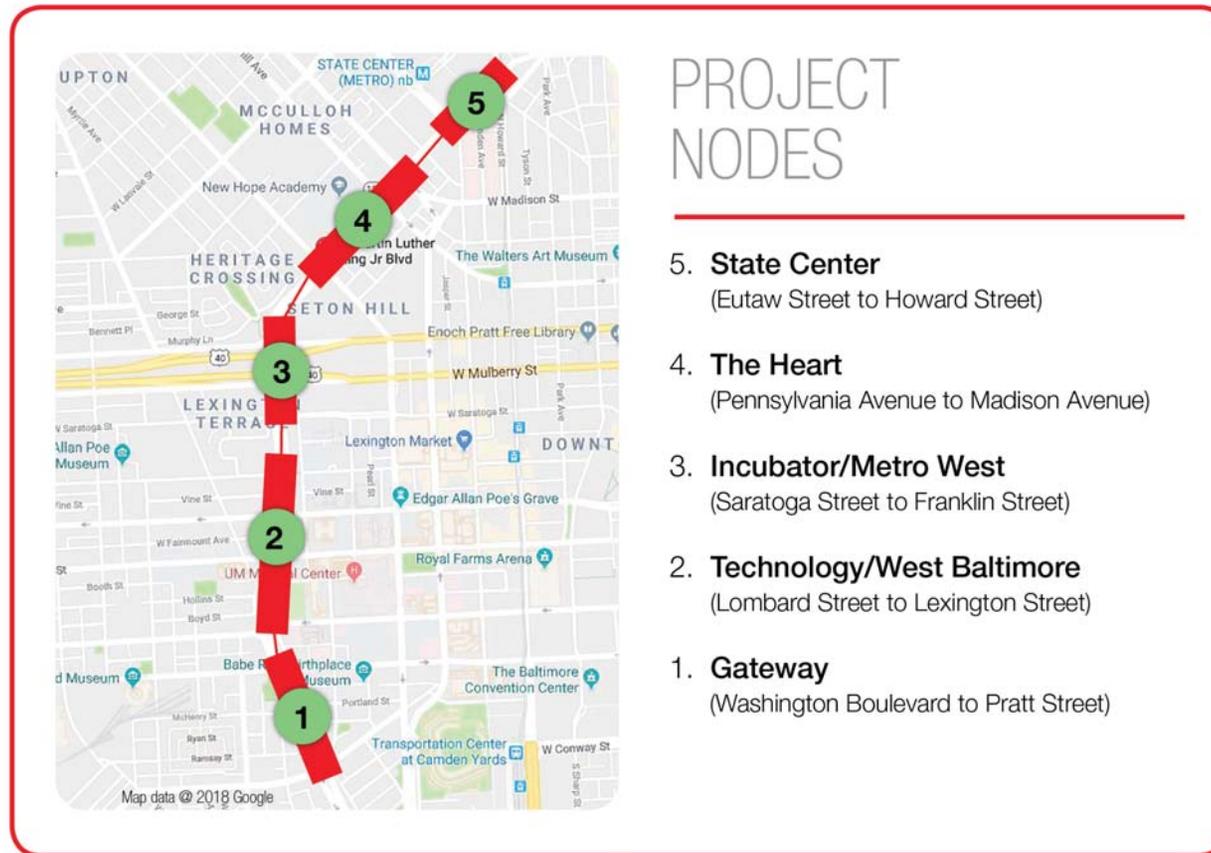
- ✓ BCDOT will collaborate with its public and private partners to uncover opportunities for non-federal revenue for transportation infrastructure investment

PROJECT ELEMENTS

The **Martin Luther King, Jr. Boulevard Re-Visioning: BUILDing Connections to Life's Opportunities** requires redesign and construction of this 1.5 mile corridor that connects the gateway entrance from I-395 at Washington Boulevard to State Center at MLK Boulevard and Howard Street. The corridor can be seen as a necklace with five nodes as beads.

The five project nodes are:

- 1. Gateway** (Washington Boulevard to Pratt Street)
- 2. Technology/West Baltimore** (Lombard Street to Lexington Street)
- 3. Incubator/Metro West** (Saratoga Street to Franklin Street)
- 4. The Heart** (Pennsylvania Avenue to Madison Avenue)
- 5. State Center** (Eutaw Street to Howard Street)



CORRIDOR WIDE-IMPROVEMENTS

Improvements to MLK Boulevard will create an urban street that significantly improves people's access to downtown's opportunities, such as jobs, health care, education, shopping, recreation, transit, and other amenities.

Under this project the following improvements will be implemented corridor-wide, except for some of the greenspace and landscaping improvements where space is limited within the State Center node. Corridor-wide improvements are as follows:

Roadway redesign and restriping to maintain a state of good repair.

Improve pedestrian accessibility and safety

- Sidewalk ramps, curbs and sidewalks will be upgraded to current ADA standards
- Narrow the travel lane to lessen the appearance of a highway barrier

Traffic calming techniques

- Lane widths will be reduced from 12' to 11' for through lanes and 12' to 10' for left turn lanes
- Rumble strips and other surface treatments will be added at key pedestrian crossings
- Enhanced landscaping will be included to narrow the "optical" width of the road

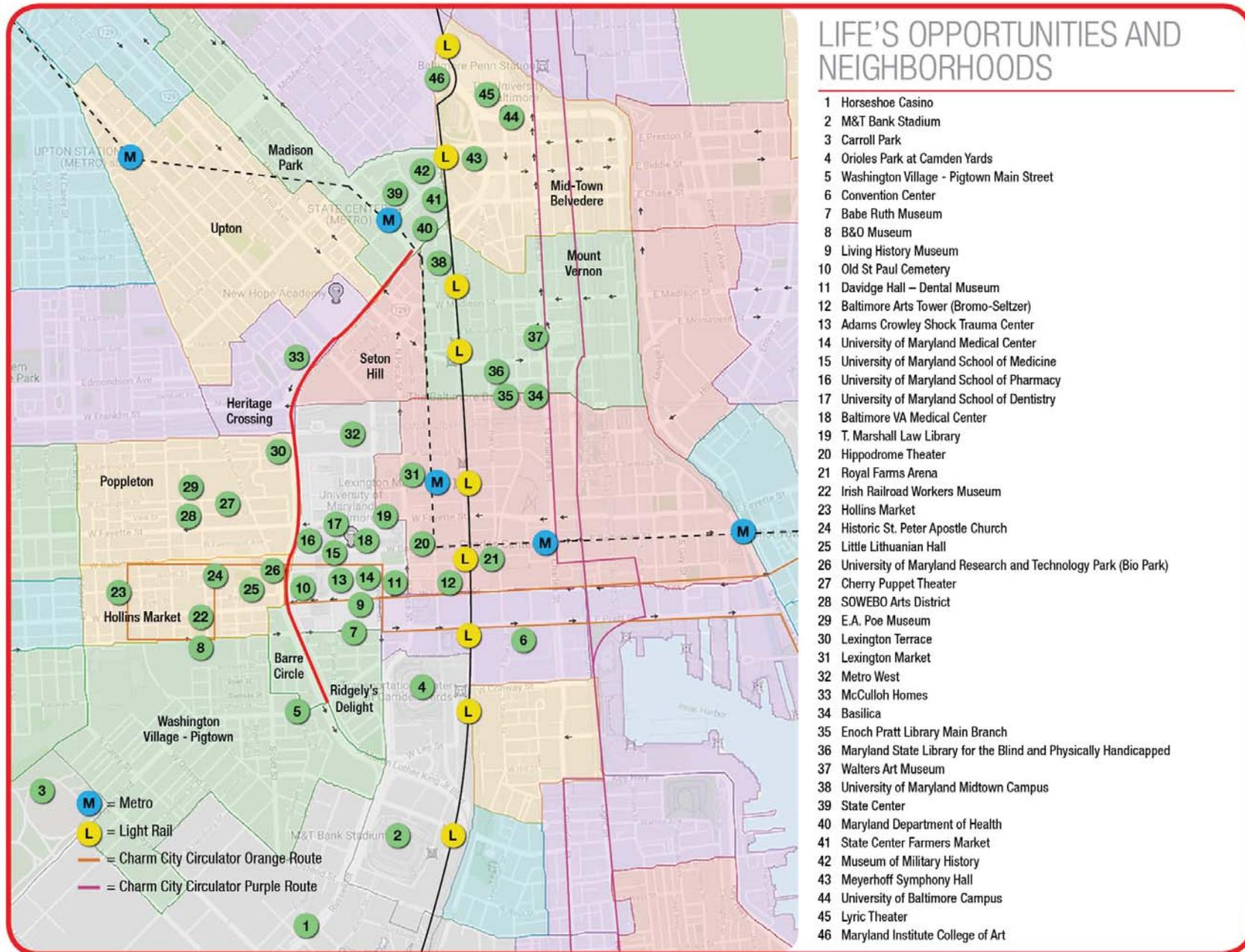
Provide new bicycle accessibility for transportation and recreational uses

- A new 10' wide bike trail will be installed along the west side of the roadway
- Provide bicycle connections to existing and planned bike facilities crossing or near the corridor

Additional greenspace and enhanced landscaping

- Passive parks will be included that would provide local residents, students, and employees areas to lounge, take breaks, eat lunch, etc.
- Active parks will be included for recreation, community events such as skate boarding, farm/garden/ flea markets, art festivals, and fit trail with exercise stations, etc.
- Aesthetics of the corridor will be improved through enhancing landscaping.
- Bioretention facilities and other micro-scale storm water management facilities will be constructed within green spaces to improve water quality.

The aforementioned elements will unify the corridor while enhancing the unique character of each project node.



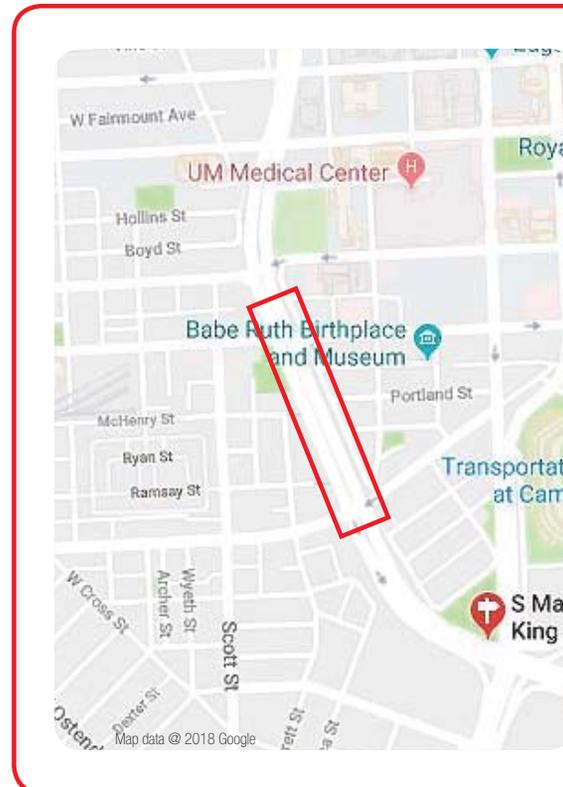
Gateway

Washington Boulevard to north of Pratt Street is the front door of MLK Boulevard from the interstate system to the City. This section of roadway will set the tone for how people travel along the MLK Boulevard corridor.

Currently there are few, if any, cues for the drivers to slow down, pedestrians to walk, bicyclist to maneuver, and transit vehicles to meet on-time performance. The environment and streetscape lack cues indicating that the interstate (I-395) ends and the city begins. A reimagined corridor will act as a gateway to welcome users to a human-scale urban street.

There are three historically designated neighborhoods (Washington Village – Pigtown, Barre Circle and Ridgely's Delight) that adjoin this gateway. These quaint neighborhoods consist of two and three story rowhomes constructed primarily in the 1800's. The communities and the Washington Village - Pigtown "Main Street" retail corridor connect the neighborhoods to each other to downtown along Washington Boulevard and at Pratt Street.

This node also provides access to Carroll Park (a major regional park) and is connected to the Gwynns Fall Trail, a 15-mile hiker/biker trail. The Gwynns Falls Trail connects to 30 neighborhoods and provides hiker-



GATEWAY

This node will provide a gateway from the interstate (I-395) to the City. There will be clear visual cues for drivers to recognize that they have entered the City. Providing a connection between neighborhoods and the downtown will require traffic calming measures and create an urban boulevard and pedestrian realm. By narrowing the travel lanes, this will provide additional relief for pedestrians crossing distances and reconnect neighborhoods to amenities that currently feel distant.



Intersection of MLK Blvd and Washington Blvd



Pigtown Main Street Mural

biker access from the western boundary of the City to downtown.

Within the neighborhoods there are many attractions including the B&O Railroad Museum (the origin of American Railroads), Babe Ruth's Birth Place, numerous churches and the Washington Village retail district.

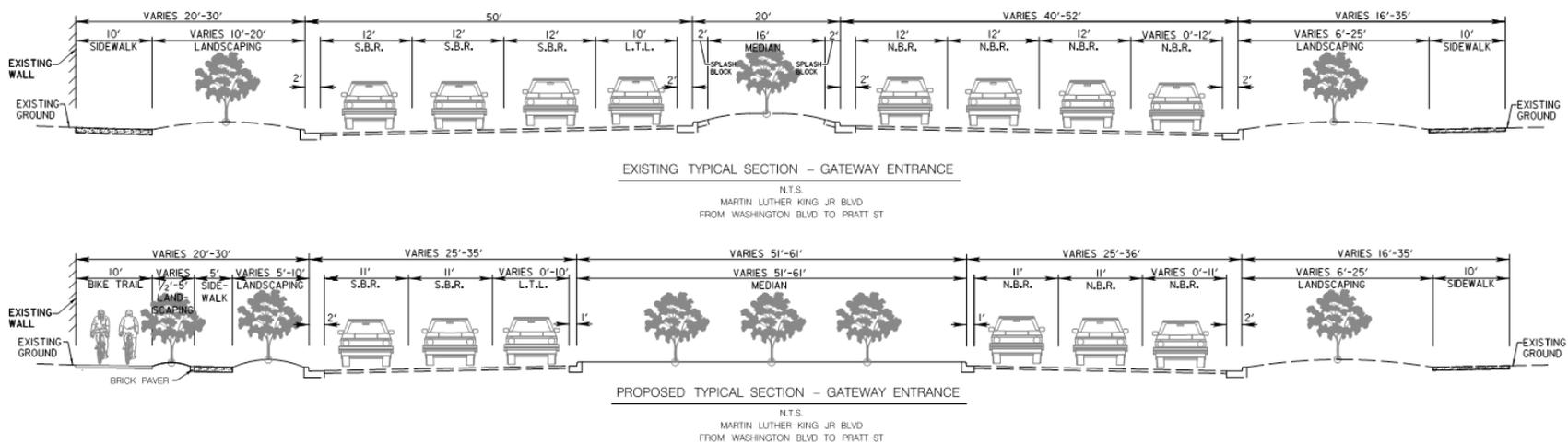
The Southwest portion of Downtown east of MLK Boulevard includes numerous points of interest including University Medical Center, Davidge Hall - Dental Museum, Oriole Park at Camden Yards, M&T Bank (Ravens) Stadium, Carroll Camden Industrial area employment, the Horseshoe Casino, Bromo-Seltzer Arts

Tower, Baltimore Convention Center and surrounding hotels adjacent to the Inner Harbor.

Improvements specific to the Gateway node include a reduction in pedestrian travel lane crossing distances from:

- 92 feet to 71 feet at the Washington Boulevard intersection, and
- 102 feet to 71 feet at the Pratt Street intersection.

Alterations and an enhanced landscape will communicate a change in the character of roadway from the interstate (I-395) at the gateway to the new MLK Boulevard.



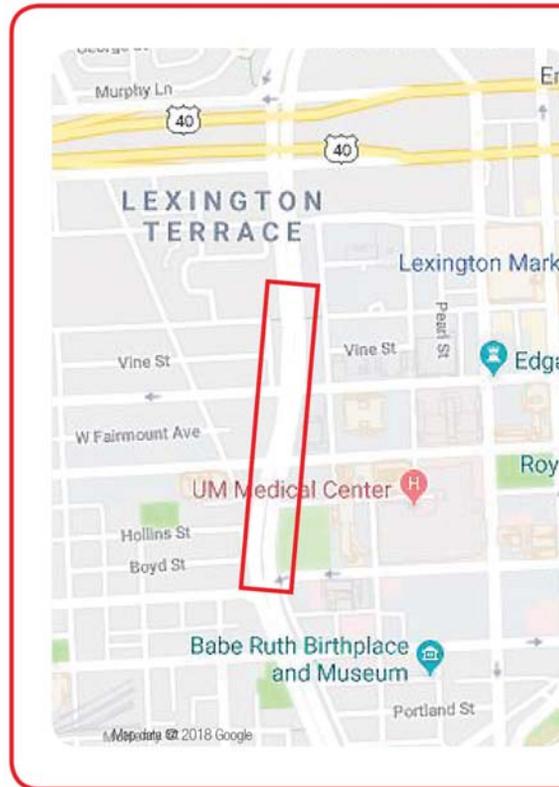
Technology/West Baltimore

Baltimore Street through Lexington Street is the technology link corridor via the University of Maryland campus. This node will focus on improving the connectivity and accessibility between University of Maryland facilities and the neighborhoods west of the boulevard.

The University of Maryland Baltimore's seven professional schools, medical center and the Veterans Medical Center occupy a 71 acre campus that abuts the downtown edge of MLK Boulevard from Pratt Street to Saratoga Street. The schools serve 6,700 students in 67 buildings/6.2 million square feet. The Medical Center has 757 beds and over 1,000 attending physicians on campus. This facility serves 35,000 inpatients and 165,000 out-patients annually.

According to the CNT data, there are currently 18,352 jobs in this Census Block Group, including 9,817 in healthcare and social assistance and 7,284 in educational services. Additionally, there is transit access to 563,459 jobs within a 30 minute commute of this node. The West Baltimore communities including Hollins Market and Poppleton abut the neighborhood side of MLK Boulevard. Hollins Market is a historic district and is characterized by three-story renovated brick row homes where many employees and students from the University live here.

Poppleton includes public housing units in



TECHNOLOGY/ WEST BALTIMORE

One of the strongest nodes between downtown and the community. This node is a major connection route for both the University campuses and the neighborhoods to downtown. Additional pedestrian amenities and median relief during pedestrian crossings will create a seamless connection.



Intersection of MLK Boulevard and Baltimore Street



UMB Research and Technology Park

renovated and new townhouse style units. Additionally, the City acquired 30 acres of deteriorated properties for redevelopment in Poppleton. The selected developer proposes approximately 1,600 mixed-income residential units in a variety of housing typologies and retail space. The first two buildings are under construction for 257 units and first floor retail.

There are also many attractions within these communities, including Hollins Market, SOWEBO Arts District and their annual festival, Edgar Allen Poe House, Irish Railroad Workers Museum, Cherry Puppet Theater, Little Lithuanian Hall, the Historic St. Peter Apostle Church complex, numerous churches, and the community retail districts along Baltimore Street.

The UMB Research and Technology Park was one of the first major employment bases to cross the MLK Boulevard divide. The intersection of MLK Boulevard and Baltimore Street connects the UMB

campus to the Research Park. The Park is 13 acres with 856,000 square feet of existing facilities and the potential for more than 2.5 million square feet. The campus has over 900 scientists and entrepreneurs, and houses educational facilities. A new, approximately 500,000 square foot Technology Building, proposed for Baltimore Street at MLK Boulevard, is starting the development review process and is proposed to be under construction in 2019.

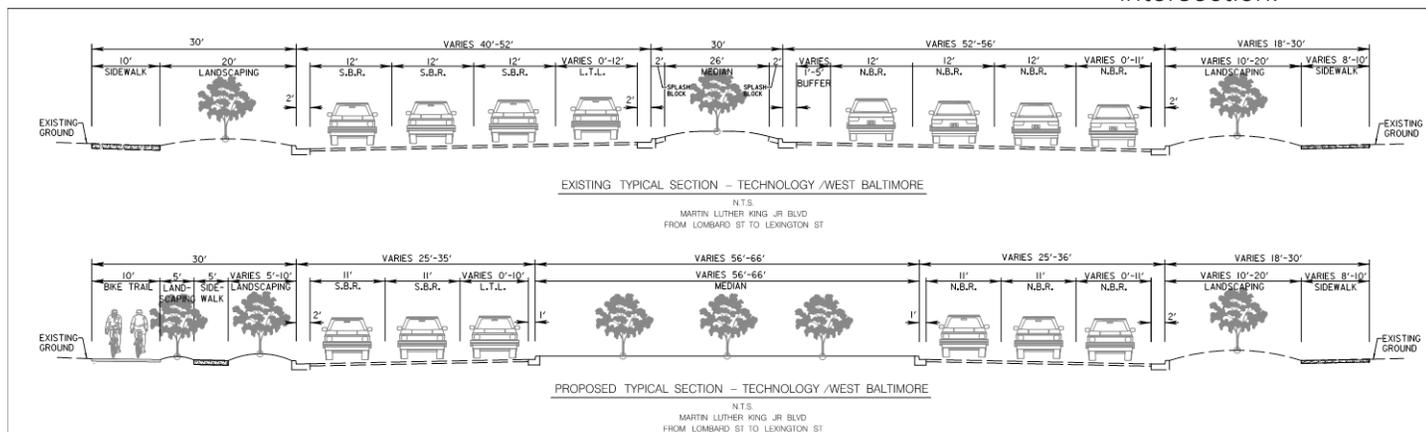
Baltimore Street at MLK Boulevard links the Research and Technology Park to the UMB Campus, and many of the doctors and students travel between these facilities, utilizing this connection.

There are also many downtown attractions along this section of the west side of downtown including: Hippodrome Theater & Everyman Theater in the South Howard Street entertainment district, Baltimore Arena, and Westminster Hall – Poe’s Grave.

The communities also use Baltimore, Fayette, Lexington and Saratoga Street to traverse from the neighborhood to downtown opportunities. The neighborhood housing serves public housing tenants, and has subsidized and market-rate rental and homeownership. The ability to connect to opportunities as a pedestrian, cyclist or on public transit is important to connect people to downtown.

Improvements specific to the Technology/ West Baltimore node include a reduction in pedestrian travel lane crossing distances from:

- 106 feet to 71 feet at the Lombard Street intersection,
- 93 feet to 71 feet at the Baltimore Street intersection,
- 91 feet to 71 feet at the Fayette Street intersection, and
- 80 feet to 71 feet at the Lexington Street intersection.



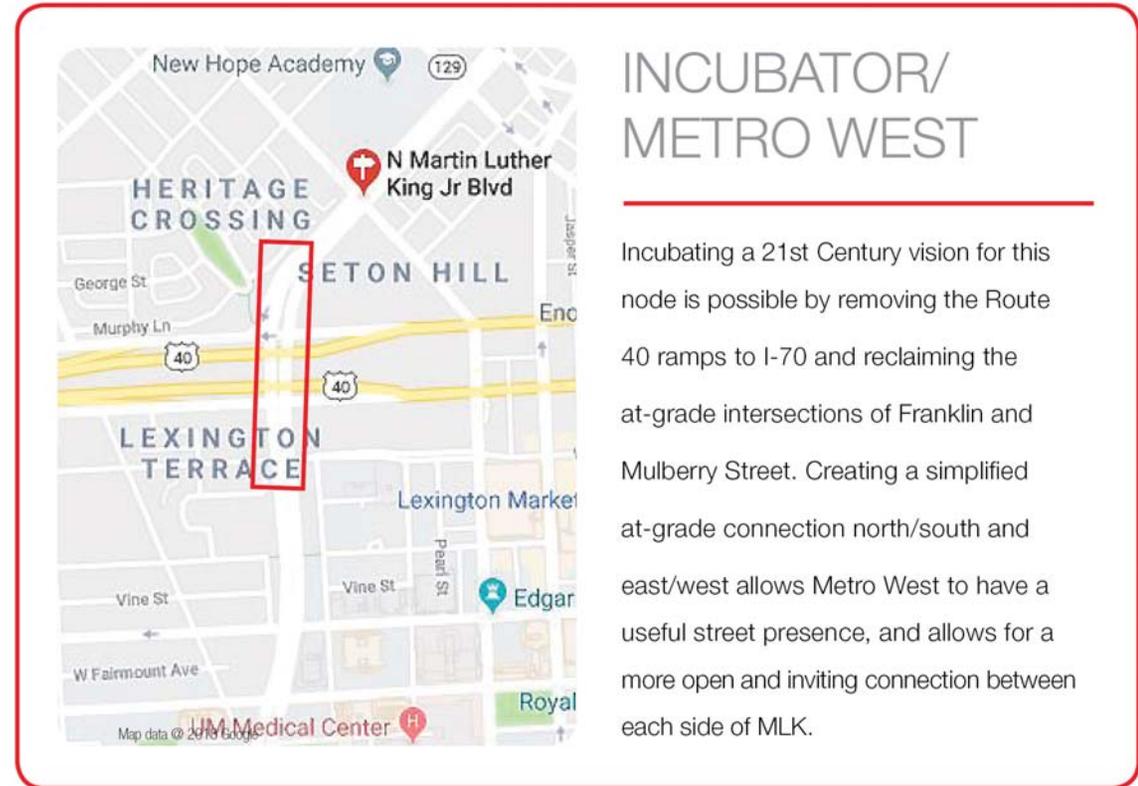
Incubator/Metro West

This area including the intersection between MLK Boulevard and Route 40 (Franklin and Mulberry Streets) carries the scars of a partially constructed Interstate 70, which was planned to connect from MLK Boulevard to the Baltimore Beltway and I-95. The highway was only constructed for a short portion through West Baltimore and was stopped in the 1970's by community groups wishing to retain Gwynns Falls and Leakin Park.

The transition from the City street grid to the remains of I-70 creates a harsh environment with its series of bridge and ramp connections. The remains of I-70 divide the West Baltimore neighborhoods, creating additional physical barriers that compartmentalize residents.

Within this node are the communities of Poppleton, Lexington Terrace, Heritage Crossing, and Seton Hill. Lexington Terrace is a former public housing high-rise site, which was redeveloped as a HOPE VI² project. The 16 acre community includes 203 rental units, 113 townhouses for homeownership, 200 senior units and a 68,000 square foot business/retail center. The Archdiocese of Baltimore is proposing a new school for this site.

Heritage Crossing was a HOPE VI project. High-rise Murphy Homes public housing was demolished and replaced



with 260 subsidized and market-rate homeownership and rental units, and public open space.

Presently, there is renewed interest in developing the former Social Security Administration complex, with 1.1 million square feet of office space, garaged parking and retail. This renovated, Metro West, has the potential to provide more than 2,000 new jobs.



Intersection of MLK Boulevard and Mulberry Street

² HOPE VI is a plan by the United States Department of Housing and Urban Development. It is meant to revitalize the worst public housing projects in the United States into mixed-income developments

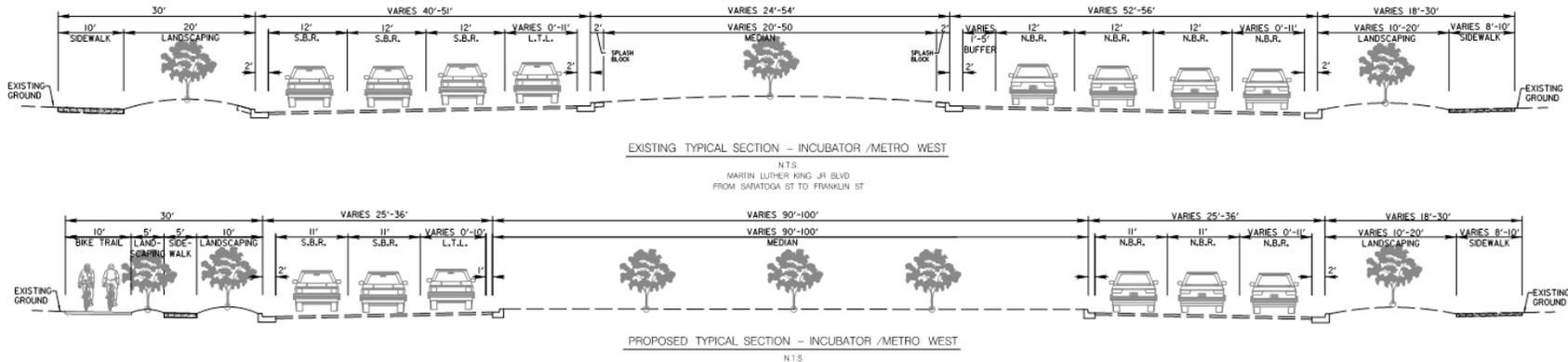
Promoting friendly multi-modal crossing helps connect people to key downtown amenities such as, Lexington Market, Howard Street retail district, Enoch Pratt Library's main branch, the Maryland State Library for the Blind and Physically Handicapped, the Basilica, Walter's Art Museum, and numerous other downtown opportunities.

The redevelopment of this site and re- envisioning of MLK Boulevard creates an opportunity to completely change this harsh highway environment and provide for at-grade connections between neighborhoods in the west side, and between the western City neighborhoods and downtown. This re-envisioned node

will create a sense of place for the Metro West project.

Improvements specific to the Incubator/ Metro West node include a reduction in pedestrian travel lane crossing distances from:

- 90 feet to 71 feet at the Saratoga Street intersection,
- 94 feet to 71 feet at the Mulberry Street intersection, and
- 94 feet to 71 feet at the Franklin Street intersection.

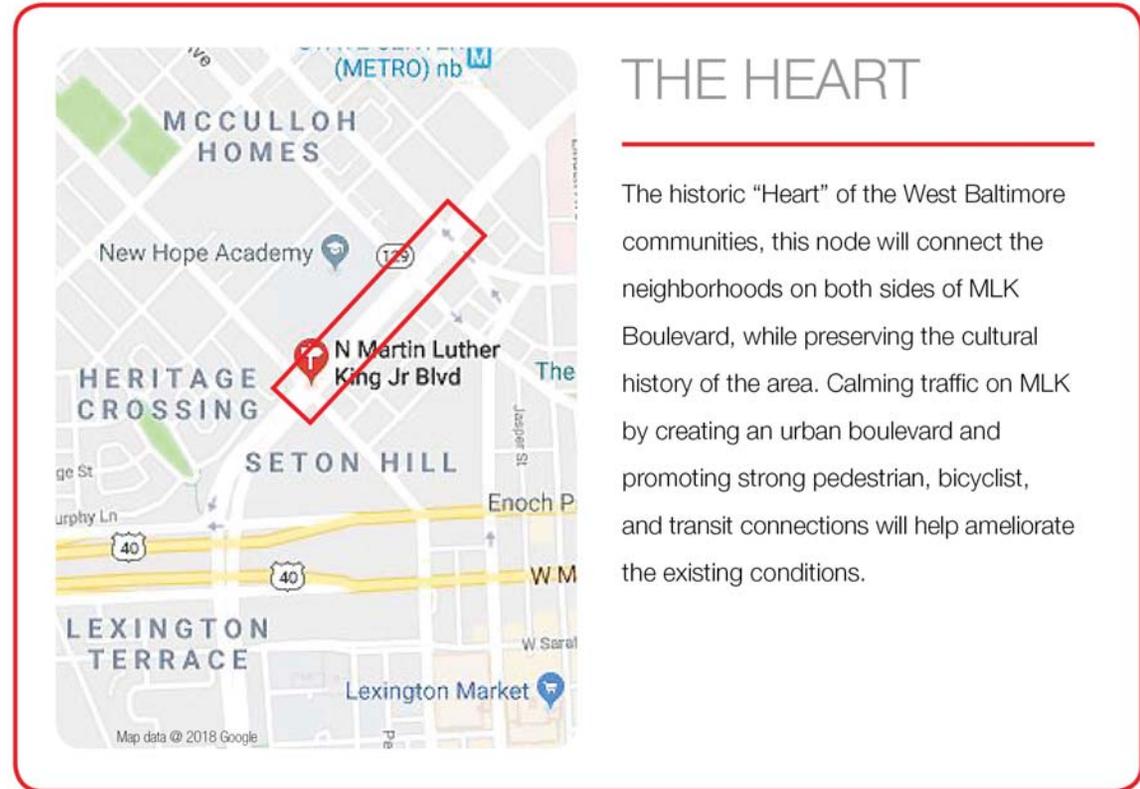


The Heart

This area is the historic “Heart” of the West Baltimore communities. From the turn of the 20th Century through the 1950’s, Pennsylvania Avenue was the thriving cultural district of Baltimore’s African American community. This commercial core catered to professionals such as doctors and lawyers, middle class retail, and provided upscale clientele with jazz clubs, theaters, dance halls, and other private and public institutions. The Upton Market and Metro Station are at the center of the Avenue’s retail district.

The neighborhoods of Heritage Crossing, Upton, and Madison Park are on the neighborhood side of MLK Boulevard and Seton Hill is on the downtown side. Along this portion of the MLK Boulevard corridor the street grid crosses MLK Boulevard at Pennsylvania Avenue, Druid Hill Avenue and Madison Street. This section of the corridor has a residential character, with lower scale buildings on each side of the corridor. Because of the residential nature of this area, the low scale buildings and the proximity of structures to the corridor this section of the project will warrant a residential scale street environment.

At the turn of the 20th Century, the Upton neighborhood was one of the most affluent African American communities in the United States. Upton was home to well-off African American property owners and Pennsylvania Avenue served upper



THE HEART

The historic “Heart” of the West Baltimore communities, this node will connect the neighborhoods on both sides of MLK Boulevard, while preserving the cultural history of the area. Calming traffic on MLK by creating an urban boulevard and promoting strong pedestrian, bicyclist, and transit connections will help ameliorate the existing conditions.

and middle class clientele. Upton was also the base for much of the local and national Civil Rights movements. The community is primarily historic three-story row houses, and includes the McCulloh Homes campus which provides public housing for 970 families. The community and the City have been implementing a master plan that includes constructing in-fill housing, improving and connecting to open space, and revitalizing the Pennsylvania Avenue “Main Street”

The Madison Park neighborhood includes the first home in Baltimore City purchased by an African-American. This area was untouched by urban renewal and features large row houses of the Queen Anne and Italianate style. This community was declared a National Register Historic District in 1985 and includes the Douglass Memorial Community Church and a legion hall.

The Seton Hill neighborhood is a mix of historic structures and 1970's garden apartments located on the downtown side of MLK Boulevard. This area was once a continuation of Upton, but was divided by MLK Boulevard's construction. Seton Hill is named for Mother Seton, an American Saint. Her house, the Seton Seminary Chapel and Park remain historic landmarks. The Seton Hill historic neighborhood includes two and three-story renovated row homes. The two garden-apartment complexes were constructed as part of urban renewal efforts. The historic Orchard Street Church, founded by African American free-men in the 1800s is also located in this neighborhood. This Church was an integral part of the Civil Rights movement.

Along MLK Boulevard at Druid Hill Avenue is a Baltimore City School site with two

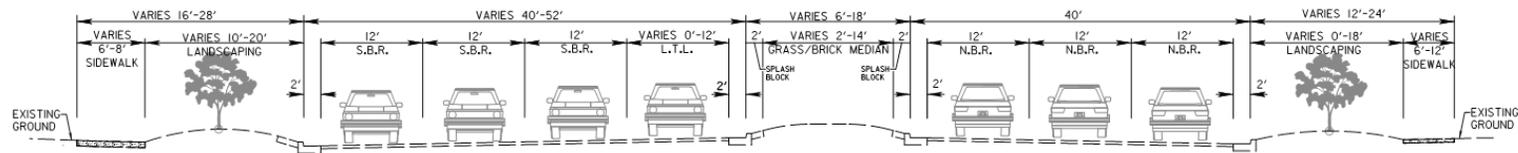
school facilities. The Historic Samuel Coolidge-Taylor Elementary School (507 West Preston Street) is proposed to be renovated as part of the Baltimore City Schools' 10 Year Plan. The New Hope Academy was relocated to North Avenue and the previous facility will be permanently vacated as part of the plan. It is likely that the vacated facility will be demolished and the land incorporated into the Elementary School program, which can also be integrated into the MLK Boulevard Re-Visioning.

The node at MLK Boulevard and Pennsylvania Avenue will create a central heart to entice residents and visitors to re-engage with Baltimore's cultural heritage and to pull the neighborhoods on both sides of MLK Boulevard together.

These communities include many residents that are transit dependent, and who walk or bike. Current conditions do not provide amenities for these residents. A Complete Street would better serve the needs of community members, balanced with the need to move people and goods throughout Baltimore.

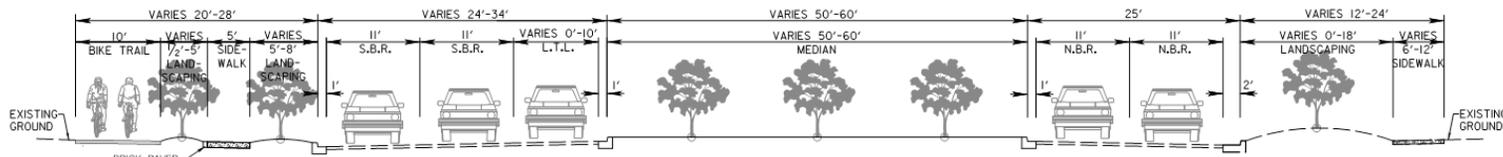
Improvements specific to the Heart node include a reduction in pedestrian travel lane crossing distances from:

- 92 feet to 59 feet at the Pennsylvania Avenue intersection,
- 92 feet to 59 feet at the Druid Hill Avenue intersection,
- 80 feet to 59 feet at the McCulloh Street intersection, and
- 83 feet to 59 feet at the Madison Avenue intersection.



EXISTING TYPICAL SECTION - THE HEART

N.T.S.
MARTIN LUTHER KING JR BLVD
FROM PENNSYLVANIA AVE TO MADISON AVE



PROPOSED TYPICAL SECTION - THE HEART

N.T.S.
MARTIN LUTHER KING JR BLVD
FROM PENNSYLVANIA AVE TO MADISON AVE

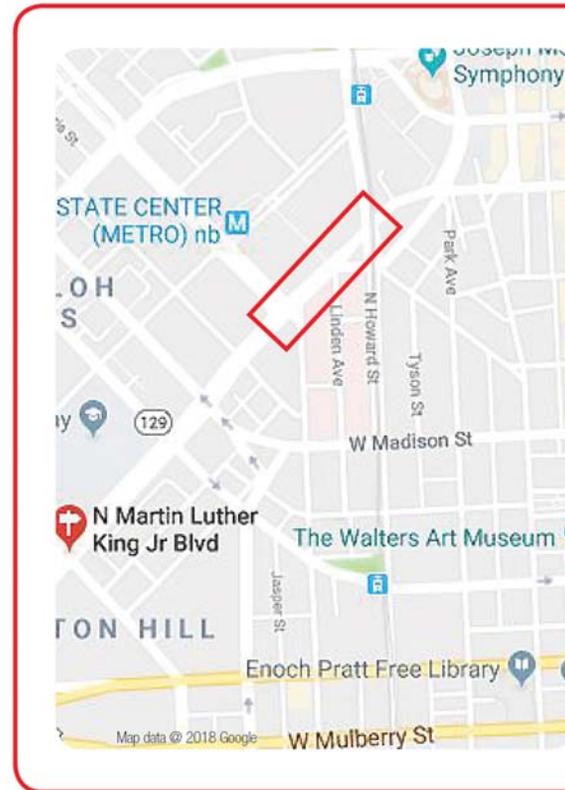
State Center

This area is the State's prime Transit Oriented Development (TOD) location within the City. This location is central to the City and the region and is accessible by MTA Light Rail, Metro, Commuter Bus, and LocalLinks, as well as by car, bike, and foot. Enhancements to this node will further improve this transit hub.

The State Center complex provides essential services and connections for Baltimore and the Maryland State Government. Additionally, the City, State and surrounding communities have been reviewing plans and concepts for a mixed-use redevelopment of the site, which would include returning the urban grid and connecting the surrounding neighborhoods of Madison Park, Seaton Hill, Mount Vernon, and Mid-Town Belvedere.

This node also connects the University of Maryland Medical Center (UMMC) Midtown Campus to the residents of Central Baltimore. UMMC has invested in this facility over the last five years. This medical center has over 30 specialties and 1,400 employees, including 500 attending physicians. A new 13-story, outpatient service facility and garage has been approved and will begin construction in 2018.

The state of Maryland is interested in private-public partnerships to replace outmoded buildings and foster TOD



STATE CENTER

The Re-Visioning of MLK at this node will enhance the transportation hub at State Center and be compatible with planned Transit-Oriented Development (TOD).

Improving pedestrian connections, to and through State Center and connecting to the City's downtown cycle-track will provide additional options for inter-modal connectivity and accessibility.

development. The vision remains for improving the transit hub, replacing the urban grid to connect the neighborhoods, and creating a mixed-use, "live near your work" community. There is the potential of over 2 million square feet of office development, 1,425 dwelling units, retail and open space. Reconnecting the urban grid and MLK Boulevard improvements will connect and extend the City's pedestrian system and bike network.

Mount Vernon and Mid-Town Belvedere neighborhoods, are both historic districts and densely populated with multi-family buildings and grand rowhomes. Mount Vernon is one of the City's oldest neighborhoods and its name is derived from the home of President George Washington. The original Washington Monument, a massive pillar to commemorate the first president, is a defining feature of

the neighborhood. Mid-Town Belvedere, named for the geographic location (Mid-Town) and the famous Belvedere Hotel, is home to many renters and popular among students and commuters using local transit. The neighborhoods include amenities such as the Meyerhoff Symphony Hall, Lyric Theater, Maryland Institute College of Art, University of Baltimore Campus, Walters Art Gallery and shopping opportunities. These neighborhoods have long been concerned about the inability to traverse by foot or bike across Howard Street to jobs, health care and to visit other neighborhoods and for neighbors and State Center employees to cross into their communities.

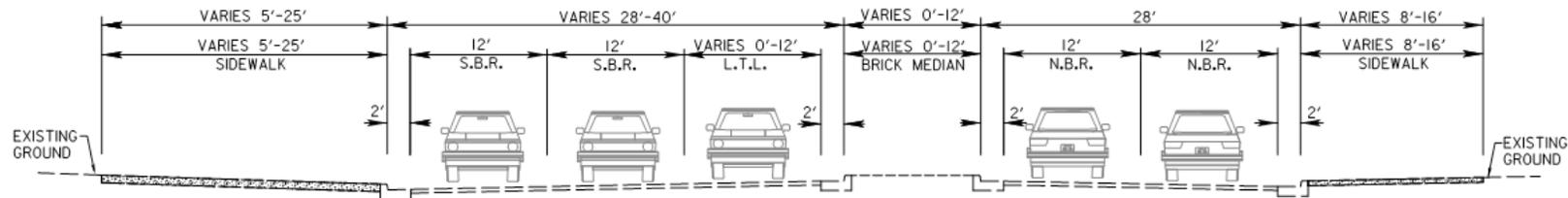
This section of MLK Boulevard has historically been a “bottle-neck” for the corridor. The improvements to MLK Boulevard will provide relief for this congestion and will provide for improved pedestrian connections. State Center provides connections for multi-modal transportation to all of Baltimore and parts of the region, including MTA Light Rail, Metro, Commuter Bus and Local Links, as well as connections to the Downtown Bicycle Network which connects to the neighborhoods and amenities throughout the city. Improvements to MLK Boulevard in this node can greatly improve access

to multi-modal transportation and opportunities both local and across the Baltimore-Washington region

Improvements specific to the State Center node include a reduction in pedestrian travel lane crossing distances from:

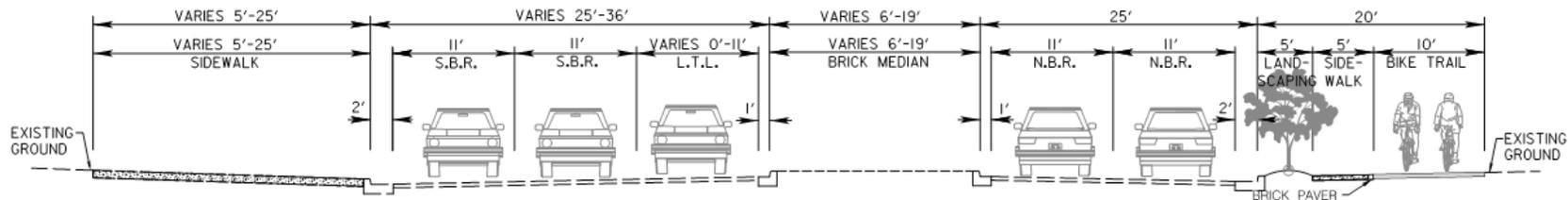
- 68 feet to 59 feet at the Eutaw Street intersection.

Alterations and enhanced landscape will communicate a change in the character of roadway at the northern connection of the boulevard at State Center.



EXISTING TYPICAL SECTION - STATE CENTER

N.T.S.
MARTIN LUTHER KING JR BLVD
FROM EUTAW ST TO HOWARD ST



PROPOSED TYPICAL SECTION - STATE CENTER

N.T.S.
MARTIN LUTHER KING JR BLVD
FROM EUTAW ST TO HOWARD ST

II. Corridor Improvements and Planning

CORRIDOR IMPROVEMENTS UNDERWAY

There has been and will continue to be significant private and public development in housing, employment, schools and retail improvements in the neighborhoods surrounding MLK Boulevard; and there are numerous and growing opportunities in Baltimore's downtown. The people on each side of the street should be able to and want to connect seamlessly and not feel isolated from one-another. Current/planned projects along the proposed MLK Boulevard project corridor include:

- **State Center** – 2.2 million square feet of offices, residents, retail, and open space.
- **Metro West** – 1.1 million square feet of retail.
- **University of Maryland Bio Park** – 1.8 million square feet.
- **University of Maryland, Baltimore** – Ongoing campus investment and expansion.
- **University of Maryland Medical Center- Midtown Campus** – 0.2 million square foot outpatient facility.

- **Poppleton PUD** – 15,000 residential units.
- **Lexington Terrace** – New parochial school.
- **Upton** – Affordable housing infill.
- **McCulloh Homes** – Improvements to homes

PREVIOUS STUDIES AND MASTER PLANS

The City of Baltimore ensures interagency coordination through planning and implementation of projects. As outlined in the City's planning documents for envisioning the City's long term future for sustainability, economic development, transportation, education, greening the City and neighborhood planning. All of the City's efforts are done with intensive public participation. All of the studies and master plans herein emphasize the need for connectivity and how strong intermodal systems improves equity.

The City developed the **South Baltimore Gateway Complete Streets Plan** in 2015. One of the main goals for this plan, which covers 14 neighborhoods including: Barre Circle, the nearby Carroll Camden Industrial

Area, Washington Village - Pigtown, and Ridgely's Delight, is transportation connectivity. The plan includes improving transportation connectivity by increasing and improving multi-modal transportation connections, access, safety and mobility.

The City's **Comprehensive Master Plan** (2010) describes goals to strengthen neighborhoods, improve the design of the City's built environment, and improve transportation access and choice for City residents.

The 2015 **Baltimore City Bicycle Master Plan** and the **2017 Separated Bike Lane Network Plan** established the City's vision for cycling and provides recommendations to make Baltimore more bicycle friendly in the next 5 years. This includes the creation of a low stress network of bicycles facilities that will connect more than 85 percent of the City.

In 2014, Baltimore DOT commissioned the **Martin Luther King, Jr. Boulevard Corridor Study** to analyze existing conditions and develop conceptual recommendations to improve mobility, enhance multi-modal opportunities, create a highly visible gateway into the City, and reduce vehicular and pedestrian

conflict points along the corridor. This study evaluated MLK Boulevard between Washington Boulevard and Eutaw Street.

The 2009 **Baltimore Sustainability Plan** includes a wide variety of sustainability actions including: Cleanliness, Pollution Prevention, Resource Conservation, Greening, Transportation, Education and Awareness, and Green Economy. The Transportation section proposes improvements to public transit, making Baltimore a bicycle- and pedestrian-friendly City facilitating shared vehicle usage, improving equity of transportation, and increasing transportation funding for alternate modes of travel.

The City developed the **Comprehensive Economic Development Strategy** (CEDs) for Baltimore (2014) which outlines the importance of Baltimore City's location on the East Coast and its interstate connections. MLK Boulevard is part of the system that moves goods into and through the City. Many of the goods from the Port of Baltimore go by train and truck to locations along the east coast and to the mid-west.

The report also emphasized Baltimore's key employment base including educational institutions, health care and technology among others. One of Baltimore's major assets, the University of Maryland's Baltimore Campus, and Research and

Technology Park sits along almost half the corridor providing jobs, educational opportunities and health care services to the surrounding communities.

The **Baltimore Green Network Plan** (draft: 2018) presents the overarching goal to use innovative approaches to provide safer, healthier and more equitable communities by connecting nodes and connections of green spaces. Nodes include communities, retail areas, major parks, and employment bases. Connections include smaller green spaces, trails and the public streets. MLK Boulevard is proposed as a community connection as part of this plan, proposing that this street include safe pedestrian and bike accommodations and integrated stormwater management in green spaces.

The **Southwest Partnership Vision Plan** (2015) includes neighborhoods west of downtown between Route 40 and the Camden Industrial Area. This plan includes differentiating connector streets and neighborhood streets, and promotes walking, biking and transit connectivity to improve residents' access to employment and services.

The **Baltimore City Strategic Transportation Safety Plan** (2013) presents the City's goals and objects with regards to safety.

In 2017, Baltimore DOT commissioned the **Metro West Traffic Impact Study** to evaluate the existing, background, and future 2019 build-out conditions around the planned Metro West Development, including MLK Boulevard.

III. Project Support

Baltimore City Department of Transportation (BCDOT) will carry out the project proposed in this grant. BCDOT is leading local and regional efforts to create a multi-modal boulevard. As the lead agency for the BUILD grant, BCDOT will be responsible for grant implementation, including day-to-day management, coordination among project partners, quality control, and project evaluation.

Baltimore City has coordinated with state agencies, private businesses, and the local community to improve connectivity and accessibility throughout the region. The complete list of stakeholders and supporters includes:

- US Representative 7th District
- State Senator District 40
- Baltimore City Comptroller
- Baltimore Local Development Corporation (LDC)
- Mayor's Office of Economic and Neighborhood Development
- Maryland Stadium Authority (MSA)
- Baltimore Regional Transportation Board (BRTB)

- Pigtown Main Street
- University of Maryland Medical Center Midtown Campus (UMMC)
- Housing Authority of Baltimore City (HABC)
- Maryland Department of Transportation (MDOT) – all business units

Letters of support are attached to this application as an Appendix.

IV. Project Funding

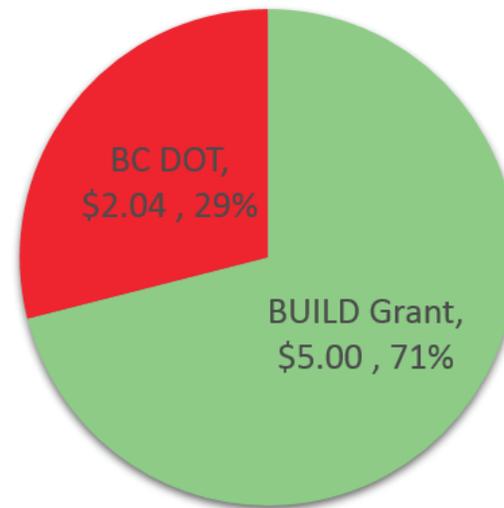
BALTIMORE CITY DEPARTMENT OF TRANSPORTATION FUNDS (\$2.04 MILLION)

Baltimore City DOT will contribute \$2.04 million in local funds to construct this project.

BUILD GRANT FUNDS (\$5 MILLION)

The City is requesting \$5 million in BUILD grant funds, which represents 71 percent of total project costs. Without these important funds, the proposed safety improvements, connectivity, and accessibility enhancements of this project will not be possible.

Funding (in millions of dollars)



■ BUILD Grant ■ BC DOT

PROJECT BUDGET

Cost Classification	Grant Funds	Non-Federal	Federal	Total
Administrative and Legal	\$71,943.26	\$29,385.28	\$0.00	\$101,328.54
Architectural and engineering fees	\$287,773.05	\$117,541.11	\$0.00	\$405,314.16
Project inspection fees	\$323,744.69	\$132,233.74	\$0.00	\$455,978.43
Construction	\$3,597,163.18	\$1,469,263.84	\$0.00	\$5,066,427.02
Contingencies	\$719,432.63	\$293,852.77	\$0.00	\$1,013,285.40
TOTAL	\$5,000,056.82	\$2,042,276.73	\$0.00	\$7,042,333.55

V. Merit Criteria

SAFETY

The City has included and developed several initiatives that address safety for the transportation network, motorists, cyclists, and pedestrians within the Baltimore communities.

This BUILD project will improve safety of transportation facilities and system for all modes of transportation and users.

Historically, there have been concerns about the safety for pedestrians crossing this wide boulevard. Over time, accidents between vehicles, and between vehicles and pedestrians have increased, as identified through a review of existing data and data available in **Martin Luther King, Jr. Boulevard Corridor Study (2014)**, (summarized in The Issues).

The BUILD grant request directly addresses the Safety objective by including funding for:

- Constructing pedestrian and bicyclist improvements along the corridor to provide safer access for all users, especially disadvantaged and handicapped residents.

- Providing additional relief within crosswalks to improve pedestrian connectivity and sense of safety when walking through the corridor.
- Constructing and placing visual cues, such as landscaping, roadway width reduction, traffic calming, and signage, to assist in transition from I-395 to boulevard for reducing speed and traffic calming.

STATE OF GOOD REPAIR

This application's state of good repair benefits include:

- Rehabilitation of deteriorated sidewalks throughout the corridor.
- Updating the corridor to modern ADA standards.

ECONOMIC COMPETITIVENESS

Over the past two decades, City government and the private sector have made substantial investments along the corridor. This investment is anticipated to continue. A redesigned MLK Boulevard would significantly change the dynamics of how the two sides of MLK Boulevard relate and foster connectivity between people

and uses. The community will have easier access to jobs, shopping, health care and other amenities.

The key elements in this application will support and foster the local and regional economy by reducing transportation costs, improving productivity and connectivity, and creating long-term economic benefits such as creating and preserving jobs for the region and beyond.

Based on the square footage of current and planned development along the corridor including State Center, Metro West, and University of Maryland, Baltimore has the potential to add more than 10,000 future jobs along the MLK Boulevard corridor.

According to the Economic Innovation Group's Distressed Communities Index, all neighborhoods north of Pratt Street in the MLK Boulevard corridor are designated as Economically Distressed Areas and would greatly benefit from job opportunities created by the growth, expansion, and improved connectivity to economic activity surrounding the project corridor. Additional economic benefits to these communities would include improved access and reduced traffic through residential streets,

which would subsequently create a more desirable, valuable, and equitable community.

Additionally, the current and future activities along MLK Boulevard will create demand for an increased workforce population. Redevelopment projects within the corridor would complement the need for a larger employment base along MLK Boulevard, providing residents with economic opportunities, as well as the opportunity to live near their place of employment, decreasing transportation costs and contributing to a better quality of life.

QUALITY OF LIFE

The key elements in this application can enhance connectivity for the surrounding residential population, improving quality of life for residents of the bordering neighborhoods.

The project will increase transportation choices and access to transportation services for people in the surrounding communities, thereby improving intermodal connectivity.

The current street design gives priority to through traffic movement to the detriment of pedestrians, cyclists, and the transit system. In order to ensure that the transition between the neighborhoods and downtown is seamless, all modes must be integrated.

Most of the cross streets along the corridor provide bus service, and there are transit stations along Pennsylvania Avenue and at State Center, however, there are few amenities, such as shelters and benches. State Center is proposed as a transit hub any improvements to MLK Boulevard will enhance connections to this transit hub.

The City has two major trails along the Gwynns Falls (15 miles) and Jones Falls (11 miles), and cycle tracks around the harbor and north of the corridor. Incorporating a protected bike lane/shared use path provides the missing link, the last mile, connecting major pathways of the City's Bicycle Master Plan.

ENVIRONMENTAL PROTECTION

The BUILD project will protect and enhance the environment by mitigating environmental impacts.

The proposed projects under this application support the City's dedication to sustainability and environmental protection in several key ways:

- Re-visioning the boulevard includes improved landscaping and developing additional green space along the corridor in areas. These "green" improvements can help reduce the heat island effect and improve air quality.

- The majority of the reconstruction will result in a reduction of the impervious areas along the corridor., reducing the total maximum daily load (TMDL) of pollutants to help protect the Chesapeake Bay and tributaries.
- Improvements to stormwater management facilities along MLK Boulevard.
- Opportunities for green infrastructure which will add to the biodiversity of the area.

Baltimore City recognizes that roadway reconstruction and improvements offer an opportunity to create a more environmentally sustainable streetscape. As part of this project, Baltimore will implement elements that protect and enhance the environment. By focusing efforts on high yielding improvements that strengthen the viability of the entire roadway network, positive environmental impacts will have a spill-over effect.

INNOVATION

This project will offer several opportunities for innovative partnerships and techniques. The BUILD grant request directly addresses the innovation objective by including funding for:

- Distinctive linear park and green space areas.
- Sustainable/environmental practices to reduce the paved surface.

PARTNERSHIP

This BUILD grant application applies a comprehensive approach to connectivity in a regionally significant area, utilizing a multi-agency methodology to improve intermodal connectivity and supporting economic development throughout the corridor.

This application demonstrates strong collaboration among a broad range of participants and integrates existing and planned development projects in the area.

The MLK Boulevard Re-Visioning project has the support of a broad range of participants, public agencies, private businesses, and local community groups. Strong collaboration among partners will result in a long history of support for the project elements proposed.

Jurisdictional and Stakeholder

Collaboration: Baltimore City is working with multiple state and local agencies, including the Maryland Department of Transportation, State Highway Administration, and Maryland Transit Administration, in support of current efforts to improve the MLK Boulevard corridor. Large, private regional businesses, such as the University of Maryland, support this project and understand the economic and quality of life benefits that this project will bring. Most importantly, community residents impacted by the existing barrier of MLK Boulevard and lack of connectivity and safety have been supportive of this project. City government and community groups recognize the mutual benefits that these improvements will have on property values, health impacts, and local infrastructure.

Disciplinary Integration: Baltimore City has brought together a team of multi-disciplinary stakeholders in support of this project to ensure that it coordinates and integrates with the current/planned projects and plans in the area.

NON-FEDERAL REVENUE FOR TRANSPORTATION INFRASTRUCTURE INVESTMENT

BCDOT will collaborate with public and private partners to uncover opportunities for non-federal revenue for transportation infrastructure investment.

VI. Project Readiness

TECHNICAL FEASIBILITY

The City has examined the alternatives and benefits within the Martin Luther King, Jr. Boulevard project corridor. Baltimore City has contractual mechanisms in place that will allow it to move quickly upon award to begin design and engineering of the project elements. Baltimore City understands the need for project to be obligated by September 30, 2020 to be in compliance with the BUILD grant funding requirements.

The City is committed to advancing the project elements as quickly as possible and exploring all possible project delivery methods to ensure that the project meets prescribed implementation deadlines. The

City has experience executing projects of similar scope, such as the North Avenue Rising project.

FINANCIAL FEASIBILITY

Baltimore City will be the grant administrator and will also implement the project. Baltimore City DOT has received numerous federal grants and is experienced in managing the requirements associated with the receipt of such funds.

PROJECT SCHEDULE

The figure below presents our proposed project schedule for the MLK Boulevard Re-Visioning project. Baltimore City is committed to meeting required BUILD grant timelines.

NEPA

Environmental documentation and satisfaction of the National Environmental Policy Act (NEPA) for this project is expected to be complete by December 2019. It is expected that design will occur concurrently with the environmental process, such that bidding documents can be prepared upon receipt of environmental approval and construction can begin by September 2020.

REQUIRED APPROVALS

The Baltimore City Department of Transportation will commit the necessary Capital Improvement Program (CIP) funds to the project. All funds will be appropriated as a result of legislative action approving budgets for those funds.

	FY2018				FY2019				FY2020				FY2021				FY2022				FY2023				FY2024			
	Q1	Q2	Q3	Q4																								
BUILD Application				X																								
BUILD Selection					X																							
NEPA Categorical Exclusion									X																			
BUILD Obligation											X																	
MLK Boulevard Re-Visioning Implementation																												
Planning & Engineering Design											X																	
Construction Contract Procurement																X												
MLK Boulevard Northbound Construction																				X								
MLK Boulevard Southbound Construction																											X	

United States Federal Government Fiscal Years – Q1 (Oct-Dec) Q2 (Jan-Mar) Q3 (Apr-Jun) Q4 (Jul-Sep)

ASSESSMENT OF PROJECT RISKS AND MITIGATION STRATEGIES

Baltimore City has an excellent history of risk management across decades of project and construction management. Risks to the project have been analyzed, including procurement delays, environmental uncertainties, and unexpected real estate acquisition costs.

Procurements: The City has design and engineering contracts in place that will allow this work to be awarded expeditiously.

Environmental: Planned feasibility studies will include a comprehensive examination of applicable environmental factors for all project elements requested in this grant.

Real Estate Acquisition: The entire project is located within existing City right-of-way; consequently, no real estate transactions are anticipated.

STATE AND LOCAL PLANNING

Improvements to the MLK Boulevard project corridor have been studied and elements of the project are included as a part of several state and local plans. These plans include:

- South Baltimore Gateway Complete Streets Plan (2015)
- Comprehensive Master Plan (2010)
- Baltimore Sustainability Plan (2009)
- Comprehensive Economic Development Strategy (CEDS) for Baltimore (2014)
- Baltimore City Bike Master Plan (2015)
- Baltimore Green Network Plan (draft 2018)
- Southwest Partnership Vision Plan (2015)
- Baltimore City Strategic Transportation Safety Plan (2013)

VII. Benefit Cost Analysis

The Benefit-Cost Analysis (BCA) provides monetary benefits and costs (in present day dollars) associated with the project over a 28-year analysis period. The estimated benefits have been categorized by the five long-term outcomes listed in the BCA Resource Guide - State of Good Repair, Economic Competitiveness, Quality of Life, Environmental Sustainability, and Safety.

Specifically, the monetary benefits across these categories were calculated based on a reduction in Vehicle Miles Traveled (VMT) resulting from a mode shift from vehicular to pedestrian or bicycle modes of travel in the with-project condition, health savings associated with promoting healthier lifestyles with the construction of improved pedestrian and bicycle facilities and connectivity which reduce healthcare costs, workers' compensation, and lost productivity, and stormwater management impacts associated with complete streets improvements. In the without-project condition, neighborhoods on the west side of MLK Boulevard are separated from the downtown area without pedestrian or bicycle connectivity resulting in a much lower percentage of workers commuting by walking or biking than the east side neighborhoods, despite being within a

.5 miles radius of transit. In the with-project condition, pedestrian and bicycle connectivity is improved throughout the corridor, leading to a reduction in vehicle miles traveled as commuters on the west side shift to walking or biking to work or to the closest transit station. Major benefits resulting from proposed corridor improvements in this project are as follows:

- Provides pedestrians and bicyclists living on the west side of MLK Boulevard with a safer and more efficient access to the downtown urban center.
- Decreases vehicle miles traveled by providing the west side neighborhoods with better access to the downtown urban center.
- Increases greenspace along the corridor, improving the micro-bio retention of precipitation and stormwater treatment.
- Improves quality-of-life by encouraging an active lifestyle and providing the opportunity to shift commuter modes, particularly for Western Baltimore residents.

The benefit-cost ratios for the quantifiable benefits for this project as a whole are 1.86 and 1.04 using the 3- and 7-percent discounts rates, respectively. However, there will also be other benefits which are difficult to quantify for a monetary assessment. The project will provide for improved quality-of-life for the surrounding communities, particularly the residents of the West Baltimore neighborhoods, as the project will provide increased connectivity for disadvantaged areas. Additional information, including the specific assumptions and methodology used to calculate the above ratios, is described in detail in the attached Quantitative Benefit Cost Analysis.

VIII. Federal Wage Rate Certification

CITY OF BALTIMORE

CATHERINE E. PUGH, Mayor



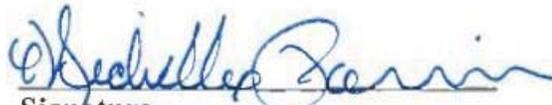
DEPARTMENT OF TRANSPORTATION

Michelle Pourciau, Director
417 E. Fayette Street, 5th Floor
Baltimore, Maryland 21202

July 19, 2018

RE: Federal Wage Rate Certification BUILD Transportation Discretionary Grant for Martin Luther King, Jr. Boulevard Re-Visioning

I, Michelle Pourciau, hereby certify that the requirements of Subchapter IV of Chapter 31 of Title 40 of the United States Code (Federal Wage Rate Requirements) will be met in the utilization of any funds granted to the City of Baltimore Department of Transportation.


Signature

Name: Michelle Pourciau
Position: Director
Applicant: City of Baltimore, Department of Transportation
Address: 417 E. Fayette Street, 5th Floor
Baltimore, MD 21202

Appendix

Financial Commitment

Letters of Support

Financial Commitment

CITY OF BALTIMORE

CATHERINE E PUGH, Mayor



DEPARTMENT OF TRANSPORTATION

Michelle Pourciau, Director
417 E. Fayette Street, 5th Floor
Baltimore, Maryland 21202

July 19, 2018

Secretary Elaine Chau
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

RE: DTOS59-18-RA-BUILD1: Martin Luther King Jr. Boulevard Re-Visioning: Building Connections To Life's Opportunities

Dear Madam Secretary:

I am writing to affirm the commitment of the Baltimore City DOT to meet the matching fund obligations as described in our application for the BUILD grant for The Martin Luther King, Jr. Boulevard Re-Visioning: Building Connections to Life's Opportunities. The City of Baltimore has committed to provide \$2,060,000.00 of local funds.

The Martin Luther King, Jr. Boulevard Re-Visioning: Building Connections to Life's Opportunities will enable the Baltimore City DOT to better serve the future needs of citizens by improving the scale of existing multi-modal linkages and reconnect them to West Baltimore and downtown.

I would respectfully request that the City of Baltimore's funding application for the BUILD grant receive full consideration, in accordance with established policies and procedures.

Sincerely,

A handwritten signature in blue ink that reads "Michelle Pourciau". The signature is fluid and cursive.

Michelle Pourciau
Director



Letters of Support



CATHERINE E. PUGH
MAYOR

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

July 18, 2018

The Honorable Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

As Mayor of the City of Baltimore, I am writing to convey my full support for the City of Baltimore's project "Martin Luther King, Jr. Boulevard Re-Visioning," and for its application to the 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program to jump-start this project.

If awarded, the BUILD grant will catalyze a project that removes long-standing barriers to human capital and economic development in Baltimore and significantly improves connectivity, access and safety for the communities along its route. In its current form, Martin Luther King, Jr. (MLK) Boulevard isolates neighborhoods and institutions from one another and creates a major psychological and physical barrier between the central business and cultural districts of Downtown, Mount Vernon and Midtown to the east, from the lower-income neighborhoods and historic communities of West Baltimore.

The City of Baltimore is committed to seeing MLK Boulevard transformed into a corridor that connects and unifies communities, rather than divides them. This is evidenced in our commitment to the UniverCity Partnership initiative with the University of Maryland Baltimore and University of Maryland Medical Center and our support of the community processes that led to the adoption of the Southwest Partnership Vision Plan and South Baltimore Gateway Master Plan.

Given these considerations, and the importance that MLK Boulevard plays for the future growth and improvement of Baltimore and its residents, I respectfully recommend full funding of the City of Baltimore's application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program.

Thank you for your attention to this important matter. For more information on this application, please contact Michelle Pourciau, Director of the City of Baltimore's Department of Transportation, at Michelle.Pourciau@baltimorecity.gov or 410-396-6802.

Sincerely,

A handwritten signature in black ink, appearing to read "Cathy Pugh". The signature is fluid and cursive, with a prominent loop at the end.

Catherine E. Pugh
Mayor
City of Baltimore



Barre Circle Community Association

July 18, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

On behalf of the Barre Circle Community Association, I am writing to convey my full support for the City of Baltimore's project "Martin Luther King, Jr. Boulevard Re-Visioning," and for its application to the 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program to jump-start this project.

If awarded, the BUILD grant will catalyze a project that removes long-standing barriers to human capital and economic development in Baltimore and significantly improves connectivity, access and safety for the communities along its route. In its current form, Martin Luther King, Jr. (MLK) Boulevard isolates neighborhoods and institutions from one another and creates a major psychological and physical barrier between the central business and cultural districts of Downtown, from historic communities, such as Barre Circle, of west Baltimore.

The Barre Circle Community Association is committed to seeing MLK Boulevard transformed into a corridor that connects and unifies communities, rather than divides them. This is evidenced in our participation in the Southwest Partnership and the South Baltimore Gateway Partnership, as well as our inclusion of a re-envisioned MLK Boulevard within the BCDOT's South Baltimore Gateway Complete Streets Plan that we contributed to in 2016/17.

This application is timely and the association is ready to serve, having recently launched a "Boulevards Committee" to work on ground-level recommendations for a major MLK Jr. Boulevard intersection critical to 3 adjacent but disrupted neighborhoods. With MLK Jr Boulevard as our neighborhood's eastern border, this project is paramount to the successful "re-attachment" of our historic community to downtown Baltimore and to a grand revitalization of a safe & vibrant multi-modal corridor connecting us to our neighborhood partners.

Given these considerations, and the importance that MLK Boulevard plays for the future growth and improvement of Baltimore and its residents, I respectfully recommend full funding of the City of Baltimore's application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program.

Thank you for your attention to this important matter.

Sincerely,

Richard J Shores, Jr

Richard Shores
President, Barre Circle Community Association

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation



City of Annapolis
Gavin Buckley
Mayor

Anne Arundel County
Steve Schuh
County Executive

City of Baltimore
Catherine E. Pugh
Mayor

Baltimore County
Don Mohler
County Executive

Carroll County
Stephen Wantz
Member, Board of Commissioners

Harford County
Barry Glassman
County Executive

Howard County
Allan H. Kittleman
County Executive

Queen Anne's County
Stephen Wilson
Member, Board of Commissioners

Maryland Department of
Transportation
Pete Rahn
Secretary

Maryland Department of the
Environment
Ben Grumbles
Secretary

Maryland Department of Planning
Rob McCord
Secretary

Maryland Transit Administration
Kevin Quinn
Administrator

Harford Transit
Robert Andrews
Administrator

1500 Whetstone Way, Suite 300
Baltimore, MD 21230
Telephone 410-732-0500

July 16, 2018

Honorable Elaine Chao, Secretary
U. S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of support for Baltimore City DOT's BUILD Grant Application –
Martin Luther King, Jr. Boulevard Re-Visioning: Connecting Communities to
Life's Opportunities in West Baltimore

Dear Secretary Chao:

Martin Luther King, Jr. (MLK) Boulevard currently creates a geographic divide between neighborhoods and downtown Baltimore. The overriding issue is that the current condition of the boulevard deters people from connecting between the neighborhoods and downtown. There has been and will continue to be significant private and public development in housing, employment, schools and retail improvements in the neighborhoods; and there are numerous and growing opportunities in Baltimore's downtown. The people on each side of the boulevard should be able to connect seamlessly and not feel isolated from one-another.

The re-visioning of MLK Boulevard will build on and leverage investments already in progress to improve the quality of life within the corridor. The ultimate intent is to create a connected, accessible, and safe boulevard for the neighboring communities.

The proposed project features the following elements that will improve connectivity, accessibility, and safety along the corridor and abutting neighborhoods. All of these elements are consistent with federal, state, regional, and local goals and objectives.

- **Improve Inter- and Multi-Modal Connectivity** – Current street design gives priority to through traffic movement. Re-visioning would integrate all modes of transportation. Improvements include:
 - **Pedestrian Connectivity** – reduce pedestrian crossing distances, update the corridor to modern ADA standards, and rehabilitate deteriorated sidewalks.
 - **Bicycle Connectivity** – construct a shared-use path along the corridor providing seamless connection to major pathways in the City's Bicycle Master Plan network.
 - **Transit** – provide amenities to existing transit system while enhancing connection to planned transit systems/hub.
 - **Vehicles** – provide for movement of goods and vehicles on an urban street at safe speeds.
- **Improve Safety** – Re-visioning would include improving safety for pedestrians crossing the boulevard, as well as motorists and cyclists traveling along the corridor. Specific objectives include reducing speed and implementing traffic calming techniques.
- **Improve Street Design/Beautification** – The nodes along the corridor should create a sense of place. Each node has its own nuance that makes it



City of Annapolis
Gavin Buckley
Mayor

Anne Arundel County
Steve Schuh
County Executive

City of Baltimore
Catherine E. Pugh
Mayor

Baltimore County
Don Mohler
County Executive

Carroll County
Stephen Wantz
Member, Board of Commissioners

Harford County
Barry Glassman
County Executive

Howard County
Allan H. Kittleman
County Executive

Queen Anne's County
Stephen Wilson
Member, Board of Commissioners

Maryland Department of
Transportation
Pete Rahn
Secretary

Maryland Department of the
Environment
Ben Grumbles
Secretary

Maryland Department of Planning
Rob McCord
Secretary

Maryland Transit Administration
Kevin Quinn
Administrator

Harford Transit
Robert Andrews
Administrator

1500 Whetstone Way, Suite 300
Baltimore, MD 21230
Telephone 410-732-0500

special. Improvements will include updated landscaping, construction of linear park/green spaces, and updated pedestrian lighting.

If awarded these funds, the Martin Luther King, Jr. Boulevard Re-Visioning will be a strong step toward removing the existing barriers and significantly improving connectivity, accessibility, and safety to better serve the communities along the project corridor.

The BRTB is committed to adding all funds awarded under this competitive discretionary grant program to the Transportation Improvement Program (TIP) immediately upon award. As you may be aware, it is our practice to add grant funded projects to the TIP once funds become available.

The BRTB appreciates your strong consideration of this Martin Luther King, Jr. Boulevard Re-Visioning: Connecting Communities to Life's Opportunities in West Baltimore application of behalf of Baltimore City as it directly responds to goals identified in the Baltimore region's long-range transportation plan.

Sincerely,

Michelle Pourciau, Chair
Baltimore Regional Transportation Board



Bernard C. "Jack" Young

President

Baltimore City Council

100 N. Holliday Street, Room 400 • Baltimore, Maryland 21202

410-396-4804 • Fax 410-539-0647

E-Mail councilpresident@baltimorecity.gov

July 18, 2018

Ms. Elaine L. Chao

Secretary

United States Department of Transportation

1200 New Jersey Avenue, SE

Washington, DC 20590

RE: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao,

As the President of the Baltimore City Council, I am writing to convey my full support for the City of Baltimore's project "Martin Luther King, Jr. Boulevard Re-Visioning," and for its application to the 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program to jump-start this project.

If awarded, the BUILD grant will catalyze a project that removes long-standing barriers to human capital and economic development in Baltimore and significantly improves connectivity, access and safety for the communities along its route. In its current form, Martin Luther King, Jr. (MLK) Boulevard isolates neighborhoods and institutions from one another and creates a major psychological and physical barrier between the central business and cultural districts of Downtown, Mount Vernon and Midtown to the east, from the lower-income neighborhoods and historic communities of West Baltimore.

The Baltimore City Council is committed to seeing MLK Boulevard transformed into a corridor that connects and unifies communities, rather than divides them. The Council consistently tries to advance the corridor through legislation.

Given these considerations, and the importance that MLK Boulevard plays for the future growth and improvement of Baltimore and its residents, I respectfully recommend full funding of the City of Baltimore's application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program.

Thank you for your attention to this important matter.

Sincerely,

Bernard C. "Jack" Young

President, Baltimore City Council

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation



ROOM 509, CITY HALL
100 N. HOLLIDAY STREET, BALTIMORE, MARYLAND 21202
TELEPHONE: 410-396-4822
FAX: 410-545-7353
EMAIL: Edward.Reisinger@baltimorecity.gov

CHAIRMAN:
LAND USE & TRANSPORTATION COMMITTEE

MEMBER:
TAXATION & FINANCE COMMITTEE
JUDICIARY & LEGISLATIVE INVESTIGATIONS
PLANNING COMMISSION

July 18, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

On behalf of Edward L. Reisinger of the 10th District, I am writing to convey my full support for the City of Baltimore’s project “Martin Luther King, Jr. Boulevard Re-Visioning,” and for its application to the 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program to jump-start this project.

If awarded, the BUILD grant will catalyze a project that removes long-standing barriers to human capital and economic development in Baltimore and significantly improves connectivity, access and safety for the communities along its route. In its current form, Martin Luther King, Jr. (MLK) Boulevard isolates neighborhoods and institutions from one another and creates a major psychological and physical barrier between the central business and cultural districts of Downtown, Mount Vernon and Midtown to the east, from the lower-income neighborhoods and historic communities of West Baltimore.

The Baltimore City Council is committed to seeing MLK Boulevard transformed into a corridor that connects and unifies communities, rather than divides them. This is evidenced our inclusion of a re-envisioned MLK Boulevard within the mix-used of residential, business, and the University.

Given these considerations, and the importance that MLK Boulevard plays for the future growth and improvement of Baltimore and its residents, I respectfully recommend full funding of the City of Baltimore’s application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program.

Thank you for your attention to this important matter.

Sincerely,

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation



Chairman, Budget & Appropriations Committee
Chairman, Judiciary & Legislative Investigations Committee
Chairman, Biennial Audits Oversight Commission
Chairman, Stormwater Remediation Oversight Committee



City Hall, Room 527
100 N Holliday Street
Baltimore, MD 21202

Land Use & Transportation Committee
Taxation, Finance, & Economic Development Committee

Eric T. Costello

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(m) 443-813-1457
(e) eric.costello@baltimorecity.gov

Baltimore City Council, 11th District

July 18, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

On behalf Baltimore City's 11th Council District, I am writing to convey my full support for the City of Baltimore's project "Martin Luther King, Jr. Boulevard Re-Visioning," and for its application to the 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program to jump-start this project.

If awarded, the BUILD grant will catalyze a project that removes long-standing barriers to human capital and economic development in Baltimore and significantly improves connectivity, access and safety for the communities along its route. In its current form, Martin Luther King, Jr. (MLK) Boulevard isolates neighborhoods and institutions from one another and creates a major psychological and physical barrier between the central business and cultural districts of Downtown, Mount Vernon and Midtown to the east, from the lower-income neighborhoods and historic communities of West Baltimore.

I am committed to seeing MLK Boulevard transformed into a corridor that connects and unifies communities, rather than divides them. This is especially important for the surrounding neighborhoods who have worked tirelessly to make MLK Boulevard more pedestrian friendly and create connections between each other.

Given these considerations, and the importance that MLK Boulevard plays for the future growth and improvement of Baltimore and its residents, I respectfully recommend full funding of the City of Baltimore's application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program.

Thank you for your attention to this important matter.

Sincerely,

Eric T. Costello
Baltimore City Council, 11th District

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation

John Bullock, PhD
District 9
Housing and Urban Affairs
Committee Chair
Education and Youth Committee
Judiciary & Legislative Investigations Committee

Baltimore City Hall
100 North Holliday Street, Room 516
Baltimore, Maryland 21202
Telephone (410)-396-4815
Email: john.bullock@baltimorecity.gov



The Baltimore City Council

Baltimore, Maryland 21202

July 18, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

On behalf of the 9th Councilmanic District of Baltimore City, I am writing to convey my full support for the City of Baltimore's project "Martin Luther King, Jr. Boulevard Re-Visioning," and for its application to the 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program to jump-start this project.

If awarded, the BUILD grant will catalyze a project that removes long-standing barriers to human capital and economic development in Baltimore and significantly improves connectivity, access and safety for the communities along its route. In its current form, Martin Luther King, Jr. (MLK) Boulevard isolates neighborhoods and institutions from one another and creates a major psychological and physical barrier between the central business and cultural districts of Downtown, Mount Vernon and Midtown to the east, from the lower-income neighborhoods and historic communities of West Baltimore.

I am committed to seeing MLK Boulevard transformed into a corridor that connects and unifies communities, rather than divides them.

Given these considerations, and the importance that MLK Boulevard plays for the future growth and improvement of Baltimore and its residents, I respectfully recommend full funding of the City of Baltimore's application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program.

Thank you for your attention to this important matter.

Sincerely,

Thank you,

A handwritten signature in black ink that reads "John Bullock".

John Bullock
Councilman 9th District
Baltimore City

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation



Baltimore City Department of
**HOUSING & COMMUNITY
DEVELOPMENT**

July 16, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

Martin Luther King, Jr. (MLK) Boulevard currently creates a geographic divide between neighborhoods and downtown. The overriding issue is that the current condition of the boulevard deters people from connecting between the neighborhoods and downtown. There has been and will continue to be significant private and public development in housing, employment, schools and retail improvements in the neighborhoods; and there are numerous and growing opportunities in Baltimore's downtown. The people on each side of the street should be able to connect seamlessly and not feel isolated from one-another.

Without the re-visioning of MLK and creation of a connected, accessible, and safe boulevard, the neighboring communities will suffer and quality of life within the corridor will continue to be severely diminished.

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a BUILD FY18 Transportation Discretionary Grant to fund the Martin Luther King, Jr. Boulevard Re-Visioning. The MLK Boulevard Project features the following elements that will improve connectivity, accessibility, and safety along the corridor and abutting neighborhoods:

- **Improve Inter- and Multi-Modal Connectivity** – Current street design gives priority to through traffic movement. Re-visioning would integrate all modes of transportation. Improvements include:
 - **Pedestrian Connectivity** – reduce pedestrian crossing distances, update the corridor to modern ADA standards, and rehabilitate deteriorated sidewalks.
 - **Bicycle Connectivity** – construct shared use path along the corridor providing seamless connection to major pathways in the City's Bicycle Master Plan network.
 - **Transit** – provide amenities to existing transit system while enhancing connection to planned transit systems/hub.

Catherine E. Pugh, Mayor • Michael Braverman, Housing Commissioner

417 East Fayette Street • Baltimore, MD 21202 • 410 396 3232 • www.DHCD.BaltimoreHousing.org

- **Vehicles** – provides for movement of goods and vehicles on an urban street at safe speeds.
- **Improve Safety** – Re-visioning would include improving security for pedestrians crossing the boulevard, as well as motorist and cyclist traveling along the corridor. Including reducing speed and traffic calming techniques.
- **Improve Street Design/Beautification** – The nodes along the corridor should create a sense of place. Each node has its own nuance that makes it special. Improvements will include updated landscaping, construction of linear park/green spaces, and updated pedestrian lighting.

If awarded these funds, the Martin Luther King, Jr. Boulevard Re-Visioning will remove the existing barrier and significantly improve connectivity, accessibility, and safety to better serve the communities along the proposed MLK project corridor.

I would respectfully request that the City of Baltimore's funding application for the Martin Luther King, Jr. Boulevard Re-Visioning receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,



Michael Braverman
Housing Commissioner

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation
Jalal Greene, Chief Operating Officer, Baltimore City DHCD

July 17, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

On behalf of Caves Valley Partners, a locally-based real estate development company that is highly active in major urban redevelopment projects in the Baltimore area, I am writing to convey my support for the City of Baltimore's project "Martin Luther King, Jr. Boulevard Re-Visioning," and for its application to the 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program to jump-start this project.

If awarded, the BUILD grant will catalyze a project that removes long-standing barriers to human capital and economic development in Baltimore and significantly improves connectivity, access and safety for the communities along its route. In its current form, Martin Luther King, Jr. (MLK) Boulevard isolates neighborhoods and institutions from one another and creates a major psychological and physical barrier between the central business and cultural districts of Downtown, Mount Vernon and Midtown to the east, from the lower-income neighborhoods and historic communities of West Baltimore.

Caves Valley Partners is committed to seeing MLK Boulevard transformed into a corridor that connects and unifies communities, rather than divides them. Our firm and a partner currently own the 1,100,000sf former Social Security Administration complex known as "Metro West" and are actively working to redevelop the property. We have also been advocating for the removal of two bridges that currently run through the property and across MLK Boulevard that were part of the abandoned "Highway to Nowhere" project, where we feel there are opportunities for recreation, transit connectivity, and redevelopment potential to turn around severely blighted areas.

Given these considerations, and the importance that MLK Boulevard plays for the future growth and improvement of Baltimore and its residents, I respectfully recommend full funding of the City of Baltimore's application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program.

Thank you for your attention to this important matter.

Sincerely,



Arthur Adler
Managing Partner
Caves Valley Partners

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation

CVP | Caves Valley Partners

CITIZENS OF PIGTOWN

HISTORIC PIGTOWN'S COMMUNITY ASSOCIATION

July 17, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

On behalf of the Citizens of Pigtown (COP), I am writing to convey my full support for the City of Baltimore's project "Martin Luther King, Jr. Boulevard Re-Visioning," and for its application to the 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program to jump-start this project.

If awarded, the BUILD grant will catalyze a project that removes long-standing barriers to human capital and economic development in Baltimore and significantly improves connectivity, access and safety for the communities along its route. In its current form, Martin Luther King, Jr. (MLK) Boulevard isolates neighborhoods and institutions from one another and creates a major psychological and physical barrier between the central business and cultural districts of Downtown, Mount Vernon and Midtown to the east, from the lower-income neighborhoods and historic communities of West Baltimore.

COP is committed to seeing MLK Boulevard transformed into a corridor that connects and unifies communities, rather than divides them. This is evidenced by our inclusion of a re-envisioned MLK Boulevard within the South Baltimore Gateway Master Plan that we contributed to in 2015.

Given these considerations, and the importance that MLK Boulevard plays for the future growth and improvement of Baltimore and its residents, I respectfully recommend full funding of the City of Baltimore's application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program.

Thank you for your attention to this important matter.

Sincerely,



Kelleigh Eastman
President, Citizens of Pigtown

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation

ELIJAH E. CUMMINGS
7TH DISTRICT, MARYLAND

RANKING MEMBER, COMMITTEE ON
OVERSIGHT AND GOVERNMENT REFORM

COMMITTEE ON
TRANSPORTATION AND INFRASTRUCTURE
SUBCOMMITTEE ON COAST
GUARD AND MARITIME TRANSPORTATION
SUBCOMMITTEE ON
RAILROADS, PIPELINES, AND HAZARDOUS
MATERIALS

Congress of the United States
House of Representatives
Washington, DC 20515

July 18, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

I am writing to convey my full support for the City of Baltimore's project "Martin Luther King, Jr. Boulevard Re-Visioning," and for its application to the 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program to jump-start this project.

If awarded, the BUILD grant will catalyze a project that removes long-standing barriers to human capital and economic development in Baltimore and significantly improves connectivity, access and safety for the communities along its route. In its current form, Martin Luther King, Jr. (MLK) Boulevard isolates neighborhoods and institutions from one another and creates a major psychological and physical barrier between the central business and cultural districts of Downtown, Mount Vernon and Midtown to the east, from the lower-income neighborhoods and historic communities of West Baltimore.

I am committed to seeing MLK Boulevard transformed into a corridor that connects and unifies communities, rather than divides them. The initiatives proposed as part of the Martin Luther King, Jr. Boulevard Re-Visioning project would achieve this critical objective by creating a "complete street" that provides a bike path for cyclists, improving vehicular and pedestrian safety by easing traffic flow and reducing crosswalk lengths, and providing expanded amenities at transit hubs along the entire boulevard.

Given these considerations, and the importance that MLK Boulevard plays for the future growth and improvement of Baltimore and its residents, I hope that you will give every reasonable consideration to funding of City of Baltimore's application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program.

Sincerely,



Elijah E. Cummings
Member of Congress

CC: Michelle Pourciau
Director
Baltimore City Department of Transportation

2163 RAYBURN HOUSE OFFICE BUILDING
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FAX: (410) 465-8740

www.cummings.house.gov

CATHERINE E. PUGH
Mayor



THOMAS J. STOSUR
Director

July 16, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of support for City of Baltimore 2018 BUILD Grant Application – Martin Luther King, Jr. Boulevard Re-visioning

Dear Secretary Chao:

Martin Luther King, Jr. (MLK) Boulevard currently creates a geographic divide between neighborhoods and downtown. The overriding issue is that the current condition of the boulevard deters people from connecting between the neighborhoods and downtown. There has been and will continue to be significant private and public development in housing, employment, schools and retail improvements in the neighborhoods; and there are numerous and growing opportunities in Baltimore's downtown. The people on each side of the street should be able to connect seamlessly and not feel isolated from one-another.

Without the re-visioning of MLK and creation of a connected, accessible, and safe boulevard, the neighboring communities will suffer and quality of life within the corridor will continue to be severely diminished.

The MLK Boulevard Project features the following elements that will improve connectivity, accessibility, and safety along the corridor and abutting neighborhoods:

- **Improve Inter- and Multi-Modal Connectivity** – Current street design gives priority to through traffic movement. Re-visioning would integrate all modes of transportation. Improvements include:
 - **Pedestrian Connectivity** – reduce pedestrian crossing distances, update the corridor to modern ADA standards, and rehabilitate deteriorated sidewalks.
 - **Bicycle Connectivity** – construct shared use path along the corridor providing seamless connection to major pathways in the City's Bicycle Master Plan network.

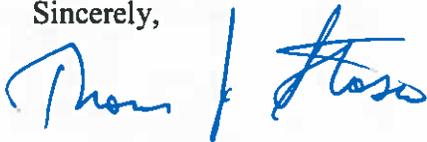
- **Transit** – provide amenities to existing transit system while enhancing connection to planned transit systems/hub.
- **Vehicles** – provide for movement of goods and vehicles on an urban street at safe speeds.
- **Improve Safety** – Re-visioning would include improving security for pedestrians crossing the boulevard, as well as motorists and cyclists traveling along the corridor, including reducing speed and traffic calming techniques.
- **Improve Street Design/Beautification** – The nodes along the corridor should create a sense of place. Each node has its own nuance that makes it special. Improvements will include updated landscaping, construction of linear park/green spaces, and updated pedestrian lighting.

If awarded these funds, the Martin Luther King, Jr. Boulevard Re-Visioning will transform the existing barrier and significantly improve connectivity, accessibility, and safety to better serve the communities along the proposed MLK project corridor.

I would respectfully request that the City of Baltimore's funding application for the Martin Luther King, Jr. Boulevard Re-Visioning receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,



Thomas J. Stosur,
Department of Planning, Director

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation

Joseph L. Smith
Chairman, Board of Commissioners

Janet Abrahams
Executive Director



July 16, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

Martin Luther King, Jr. (MLK) Boulevard currently creates a geographic divide between neighborhoods and downtown. The overriding issue is that the current condition of the boulevard deters people from connecting between the neighborhoods and downtown. There has been and will continue to be significant private and public development in housing, employment, schools and retail improvements in the neighborhoods; and there are numerous and growing opportunities in Baltimore's downtown. The people on each side of the street should be able to connect seamlessly and not feel isolated from one-another.

Without the re-visioning of MLK and creation of a connected, accessible, and safe boulevard, the neighboring communities will suffer and quality of life within the corridor will continue to be severely diminished.

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a BUILD FY18 Transportation Discretionary Grant to fund the Martin Luther King, Jr. Boulevard Re-Visioning. The MLK Boulevard Project features the following elements that will improve connectivity, accessibility, and safety along the corridor and abutting neighborhoods:

- **Improve Inter- and Multi-Modal Connectivity** – Current street design gives priority to through traffic movement. Re-visioning would integrate all modes of transportation. Improvements include:
 - **Pedestrian Connectivity** – reduce pedestrian crossing distances, update the corridor to modern ADA standards, and rehabilitate deteriorated sidewalks.
 - **Bicycle Connectivity** – construct shared use path along the corridor providing seamless connection to major pathways in the City's Bicycle Master Plan network.
 - **Transit** – provide amenities to existing transit system while enhancing connection to planned transit systems/hub.

Housing Authority of Baltimore City | 417 East Fayette Street, Baltimore, MD 21202

☎ 410.396.3232 🌐 www.HABC.baltimorehousing.org 🐦 TWITTER 📘 Facebook ▶ @BmoreHabc 🏠

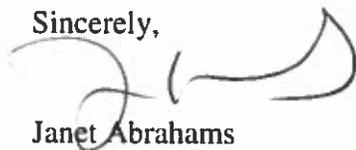
- **Vehicles** – provides for movement of goods and vehicles on an urban street at safe speeds.
- **Improve Safety** – Re-visioning would include improving security for pedestrians crossing the boulevard, as well as motorist and cyclist traveling along the corridor. Including reducing speed and traffic calming techniques.
- **Improve Street Design/Beautification** – The nodes along the corridor should create a sense of place. Each node has its own nuance that makes it special. Improvements will include updated landscaping, construction of linear park/green spaces, and updated pedestrian lighting.

If awarded these funds, the Martin Luther King, Jr. Boulevard Re-Visioning will remove the existing barrier and significantly improve connectivity, accessibility, and safety to better serve the communities along the proposed MLK project corridor.

I would respectfully request that the City of Baltimore's funding application for the Martin Luther King, Jr. Boulevard Re-Visioning receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,



Janet Abrahams
Executive Director

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation

COMPTROLLER

JOAN M. PRATT, CPA
Room 204, City Hall
Baltimore, Maryland 21202-3461



OFFICE OF THE COMPTROLLER

Department of Audits
Department of Real Estate
Municipal Post Office
Municipal Telephone Exchange
Harbor Master

July 18, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

On behalf of the Baltimore City Office of the Comptroller, I am writing to convey my full support for the City of Baltimore's project "Martin Luther King, Jr. Boulevard Re-Visioning," and for its application to the 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program to jump-start this project.

If awarded, the BUILD grant will catalyze a project that removes long-standing barriers to human capital and economic development in Baltimore and significantly improves connectivity, access and safety for the communities along its route. In its current form, Martin Luther King, Jr. (MLK) Boulevard isolates neighborhoods and institutions from one another and creates a major psychological and physical barrier between the central business and cultural districts of Downtown, Mount Vernon and Midtown to the east, from the lower-income neighborhoods and historic communities of West Baltimore.

The Office of the Comptroller is committed to seeing MLK Boulevard transformed into a corridor that connects and unifies communities, rather than divides them. This is evidenced by our support of projects in the surrounding area such as the Maryland Bio-Park and the Hollins Market Redevelopment Project.

Given the importance that MLK Boulevard plays for the future growth and improvement of Baltimore and its residents, I respectfully recommend full funding of the City of Baltimore's application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program.

Thank you for your attention to this important matter.

Sincerely,


Hon. Joan M. Pratt, CPA, Comptroller
Baltimore, Maryland

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation





Larry Hogan
Governor

Michael J. Frenz
Executive Director

Members

Thomas E. Kelso
Chairman

Leonard J. Attman
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Jodi C. Stanalonis

Maryland Stadium Authority
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TTY: 800-735-2258

July 16, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

Martin Luther King, Jr. (MLK) Boulevard currently creates a geographic divide between neighborhoods and downtown. The overriding issue is that the current condition of the boulevard deters people from connecting between the neighborhoods and downtown. There has been and will continue to be significant private and public development in housing, employment, schools and retail improvements in the neighborhoods; and there are numerous and growing opportunities in Baltimore's downtown. The people on each side of the street should be able to connect seamlessly and not feel isolated from one-another.

Without the re-visioning of MLK and creation of a connected, accessible, and safe boulevard, the neighboring communities will suffer and quality of life within the corridor will continue to be severely diminished.

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a BUILD FY18 Transportation Discretionary Grant to fund the Martin Luther King, Jr. Boulevard Re-Visioning. The MLK Boulevard Project features the following elements that will improve connectivity, accessibility, and safety along the corridor and abutting neighborhoods:

- **Improve Inter- and Multi-Modal Connectivity** – Current street design gives priority to through traffic movement. Re-visioning would integrate all modes of transportation. Improvements include:
 - **Pedestrian Connectivity** – reduce pedestrian crossing distances, update the corridor to modern ADA standards, and rehabilitate deteriorated sidewalks.
 - **Bicycle Connectivity** – construct shared use path along the corridor providing seamless connection to major pathways in the City's Bicycle Master Plan network.
 - **Transit** – provide amenities to existing transit system while enhancing connection to planned transit systems/hub.
 - **Vehicles** – provides for movement of goods and vehicles on an urban street at safe speeds.

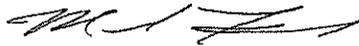
- **Improve Safety** – Re-visioning would include improving security for pedestrians crossing the boulevard, as well as motorist and cyclist traveling along the corridor, and reducing speed and installing traffic calming techniques.
- **Improve Street Design/Beautification** – The nodes along the corridor should create a sense of place. Each node has its own nuance that makes it special. Improvements will include updated landscaping, construction of linear park/green spaces, and updated pedestrian lighting.

If awarded these funds, the Martin Luther King, Jr. Boulevard Re-Visioning will remove the existing barrier and significantly improve connectivity, accessibility, and safety to better serve the communities along the proposed MLK project corridor.

I would respectfully request that the City of Baltimore's funding application for the Martin Luther King, Jr. Boulevard Re-Visioning receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,



Michael J. Frenz
Executive Director

cc: Sean Powell, Deputy Chief of Staff



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary

Office of the Secretary

July 18, 2018

Ms. Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Chao:

I write to offer my strong support for the Baltimore City Department of Transportation's (BCDOT) application for Better Utilizing Investments to Leverage Development (BUILD) grant funding for the *Martin Luther King, Jr. Re-Visioning* Project, a project connecting communities to life's opportunities in West Baltimore. The project will help to revitalize the Boulevard and create stronger connections from Washington Boulevard to Howard Street.

Martin Luther King, Jr. (MLK) Boulevard currently creates a geographic divide, deterring people from connecting between the neighborhoods and downtown Baltimore. The people on each side of the street should be able to connect seamlessly and not feel isolated from one-another. Without the re-visioning of MLK Boulevard and creating a well-connected, accessible, and safe roadway, the neighboring communities will suffer, and the quality of life within the corridor will continue to be severely diminished.

The *Martin Luther King, Jr. Re-Visioning* Project will improve connectivity, accessibility, and safety along the corridor and abutting neighborhoods by integrating all transportation modes, improving pedestrian connections, constructing shared use paths, providing transit amenities and connections, providing for better urban streets, improving streetscaping, lighting, and linear green spaces.

I respectfully urge that Baltimore City's application for grant funding for this important project receive favorable consideration. Should you have any questions or concerns, please contact Ms. Heather Murphy, MDOT Office of Planning and Capital Programming (OPCP) Director, at 410-865-1275, toll free at 888-713-1414, or by email at hmurphy@mdot.state.md.us. Of course, you may always contact me directly.

Sincerely,

Pete K. Rahn
Secretary

cc: Ms. Heather Murphy, Director, OPCP, MDOT

Ms. Elaine Chao
Page Two

bcc: Ms. Michelle Pourciau, Director, BCDOT
Ms. Michelle Martin, Assistant Director, OCP, MDOT
Mr. Jeff Stockdale, Federal Legislative Officer, MDOT
Mr. Jeff Tosi, Director, Office of Government Affairs, MDOT

July 17, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

I am writing on behalf of the South Baltimore Gateway Partnership to express strong support for the City of Baltimore's project "Martin Luther King, Jr. Boulevard Re-Visioning," and for its application to the 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program.

In its forthcoming report on MLK Boulevard, the Urban Land Institute writes:

Martin Luther King, Jr. Boulevard is, in many ways, a failure by every measure. It is not an efficient highway that swiftly moves vehicles; it is not a leafy, well maintained boulevard that attracts development; it is not an attractive neighborhood street; and it is not an inviting gateway into the city.

That said, MLK makes an excellent barrier. It is a physical barrier, discouraging pedestrian traffic between downtown and the neighborhoods. But it is also a market barrier, distorting the real estate market by driving down property values to its west.

We could not agree more. The South Baltimore Gateway Partnership is committed to seeing MLK Boulevard transformed into a corridor that connects and unifies communities, rather than a barrier that divides them. We have been engaged in this effort for the past year, and plan to be a leader in pushing this effort forward for years to come.

Moreover, there are now a string of upcoming capital projects that have the potential to dramatically reshape the conditions along MLK Boulevard. These include improvements at Washington Boulevard, a new catholic school, a new hotel serving the UMB Biopark, the Metro West redevelopment site, the removal of the unnecessary Route 40 highway ramps, and the creation of a new publicly-owned development parcel at the terminus of Route 40.

For these reasons, we strongly encourage you to fund the City of Baltimore's application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program.

Sincerely,



Executive Director

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation



Peter Franchot
Comptroller

July 17, 2018

The Honorable Elaine L. Chao, Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

As the Comptroller of the State of Maryland, I write to you to express my strong support for the City of Baltimore's project "Martin Luther King, Jr. Boulevard Re-Visioning," and for its application to the 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program to jump-start this project.

If awarded, the BUILD grant will catalyze a project that removes long-standing barriers to human capital and economic development in Baltimore and significantly improves connectivity, access and safety for the communities along its route. In its current form, Martin Luther King, Jr. (MLK) Boulevard isolates neighborhoods and institutions from one another; creating a socio-economic barrier that deprive lower-income neighborhoods and historic communities of West Baltimore from opportunities and amenities that are available in the central business and cultural districts of Downtown, Mount Vernon, and Midtown to the east. This BUILD grant effort includes the 1.5 mile MLK corridor from Washington Boulevard to Howard Street.

Given these considerations, and the importance that MLK Boulevard plays for the future growth and improvement of Baltimore and its residents, I respectfully recommend full funding of the City of Baltimore's application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program. Thank you for your kind consideration and the opportunity to express my support for this important initiative. To the extent that I or my Office can be of assistance, please do not hesitate to contact me.

Sincerely,

Peter Franchot
Comptroller

763 Washington Blvd
Baltimore, MD 21230



Facebook.com/PigtownMainSt
Twitter: @PigtownMainSt

July 12, 2018

Secretary Chao
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of support for Baltimore City DOT's BUILD Grant Application – Martin Luther King, Jr. Boulevard Re-Visioning: Connecting Communities to Life's Opportunities in West Baltimore

Dear Madam Chao,

On behalf of Pigtown Main Street, Inc. I write to you to express our enthusiastic support for Baltimore's Department of Transportation's Martin Luther King, Jr Boulevard Re-Visioning application. Unlike the Boulevard's namesake, this roadway is a pathway to disinvestment. Instead of a pathway to connect neighborhoods, people to opportunities and employment, it is a barrier to economic and neighborhood revitalization.

It is known and documented in our serving area that Baltimore's Martin Luther King Boulevard is a significant physical change needed to successfully stabilize our residential and commercial areas. Due to the design of the boulevard currently, it is a physical barrier to bikers, walkers and drivers entering and exiting our community. It is extremely unsafe for residents, especially children, to walk across the roadway to after school programs, employment, health care, education and other opportunities. Our community is located less than a mile from Baltimore's downtown, sport stadiums and other tourist areas. This roadway divides our community from those amenities and our small businesses from potential customers.

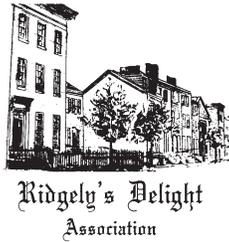
Baltimore's DOT should be congratulated and awarded this application for their vision and bold steps to revise this boulevard as a multi-modal transportation model and for recognizing the change it will bring. I invite you to visit our community and see how this project will not only reshape a roadway, but also reshape economic and social investment for our residents and thousands of others along this urban highway.

Thank you for your consideration and commitment.

Sincerely,

Kimberly Lane
Interim Director

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation



July 17, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

I am writing on behalf of the Ridgely's Delight Association to convey our full support for the City of Baltimore's project "Martin Luther King, Jr. Boulevard Re-Visioning." We are excited that the City is applying for a 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant to jump-start this project.

We are a small neighborhood, wedged between Martin Luther King, Jr. (MLK) Boulevard and downtown Baltimore. Since nearly a third of the Ridgely's Delight borders MLK Boulevard, and this area is a gateway to Baltimore City, this project is very important to us. The Boulevard has long been a perceived boundary between us and the Pigtown business district to our west. We are committed to seeing it transformed into a welcoming corridor to everyone that is beneficial to both neighborhoods.

Given these considerations, and the importance that MLK Boulevard plays for the future growth and improvement of Baltimore and its residents, I respectfully recommend full funding of the City of Baltimore's application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program. We look forward to continuing to work with the Baltimore City Department of Transportation in the revisioning process.

Thank you for your attention to this important matter.

Sincerely,

Sharon Reuter
President,
Ridgely's Delight Association

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation



Baltimore City Department of
**HOUSING & COMMUNITY
DEVELOPMENT**

July 16, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

Martin Luther King, Jr. (MLK) Boulevard currently creates a geographic divide between neighborhoods and downtown. The overriding issue is that the current condition of the boulevard deters people from connecting between the neighborhoods and downtown. There has been and will continue to be significant private and public development in housing, employment, schools and retail improvements in the neighborhoods; and there are numerous and growing opportunities in Baltimore's downtown. The people on each side of the street should be able to connect seamlessly and not feel isolated from one-another.

Without the re-visioning of MLK and creation of a connected, accessible, and safe boulevard, the neighboring communities will suffer and quality of life within the corridor will continue to be severely diminished.

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a BUILD FY18 Transportation Discretionary Grant to fund the Martin Luther King, Jr. Boulevard Re-Visioning. The MLK Boulevard Project features the following elements that will improve connectivity, accessibility, and safety along the corridor and abutting neighborhoods:

- **Improve Inter- and Multi-Modal Connectivity** – Current street design gives priority to through traffic movement. Re-visioning would integrate all modes of transportation. Improvements include:
 - **Pedestrian Connectivity** – reduce pedestrian crossing distances, update the corridor to modern ADA standards, and rehabilitate deteriorated sidewalks.
 - **Bicycle Connectivity** – construct shared use path along the corridor providing seamless connection to major pathways in the City's Bicycle Master Plan network.
 - **Transit** – provide amenities to existing transit system while enhancing connection to planned transit systems/hub.

Catherine E. Pugh, Mayor • Michael Braverman, Housing Commissioner

417 East Fayette Street • Baltimore, MD 21202 • 410 396 3232 • www.DHCD.BaltimoreHousing.org

- **Vehicles** – provides for movement of goods and vehicles on an urban street at safe speeds.
- **Improve Safety** – Re-visioning would include improving security for pedestrians crossing the boulevard, as well as motorist and cyclist traveling along the corridor. Including reducing speed and traffic calming techniques.
- **Improve Street Design/Beautification** – The nodes along the corridor should create a sense of place. Each node has its own nuance that makes it special. Improvements will include updated landscaping, construction of linear park/green spaces, and updated pedestrian lighting.

If awarded these funds, the Martin Luther King, Jr. Boulevard Re-Visioning will remove the existing barrier and significantly improve connectivity, accessibility, and safety to better serve the communities along the proposed MLK project corridor.

I would respectfully request that the City of Baltimore's funding application for the Martin Luther King, Jr. Boulevard Re-Visioning receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,



Michael Braverman
Housing Commissioner

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation
Jalal Greene, Chief Operating Officer, Baltimore City DHCD

July 17, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

I am writing on behalf of the South Baltimore Gateway Partnership to express strong support for the City of Baltimore's project "Martin Luther King, Jr. Boulevard Re-Visioning," and for its application to the 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program.

In its forthcoming report on MLK Boulevard, the Urban Land Institute writes:

Martin Luther King, Jr. Boulevard is, in many ways, a failure by every measure. It is not an efficient highway that swiftly moves vehicles; it is not a leafy, well maintained boulevard that attracts development; it is not an attractive neighborhood street; and it is not an inviting gateway into the city.

That said, MLK makes an excellent barrier. It is a physical barrier, discouraging pedestrian traffic between downtown and the neighborhoods. But it is also a market barrier, distorting the real estate market by driving down property values to its west.

We could not agree more. The South Baltimore Gateway Partnership is committed to seeing MLK Boulevard transformed into a corridor that connects and unifies communities, rather than a barrier that divides them. We have been engaged in this effort for the past year, and plan to be a leader in pushing this effort forward for years to come.

Moreover, there are now a string of upcoming capital projects that have the potential to dramatically reshape the conditions along MLK Boulevard. These include improvements at Washington Boulevard, a new catholic school, a new hotel serving the UMB Biopark, the Metro West redevelopment site, the removal of the unnecessary Route 40 highway ramps, and the creation of a new publicly-owned development parcel at the terminus of Route 40.

For these reasons, we strongly encourage you to fund the City of Baltimore's application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program.

Sincerely,



Executive Director

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation



BUILDING COMMUNITY
TOGETHER

July 18, 2018

Ms. Elaine L. Chao , Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

On behalf of the Southwest Partnership Inc. (SWP) I am writing to convey our full support for the City of Baltimore's project "Martin Luther King, Jr. Boulevard Re-Visioning," and for its application to the 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program to jump-start this project.

If awarded, the BUILD grant will catalyze a project that removes long-standing barriers to human capital and economic development in Baltimore and significantly improves connectivity, access and safety for the communities along its route. In its current form, Martin Luther King, Jr. (MLK) Boulevard isolates neighborhoods and institutions from one another and creates a major psychological and physical barrier between the central business and cultural districts of Downtown, Mount Vernon and Midtown to the east, from the lower-income neighborhoods and historic communities of West Baltimore.

The Southwest Partnership is committed to seeing MLK Boulevard transformed into a corridor that connects and unifies communities, rather than divides them. The SWP's vision plan addresses the need for our major arterials to effectively bridge the divide between neighborhoods. SWP has multiple projects on W Baltimore Street immediately off the MLK corridor. These projects include the conversion of an old vaudeville theater into a community cultural arts and performance center, the renovation of over thirty row homes into homeownership opportunities, the renovation of twenty-four storefront retail opportunities, and the renovation of three historic 19th century buildings into mixed use properties. SWP is working with Pigtown Main Street to redevelop the 700 through 900 blocks of Washington Blvd as a vibrant retail strip. There are seven other small residential developments in the works that are in close proximity to the MLK Blvd.

Given these considerations, and the importance that MLK Boulevard plays for the future growth and improvement of Baltimore and its residents, I respectfully recommend full funding of the City of Baltimore's application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program.

Thank you for your attention to this important matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael V. Seipp". The signature is fluid and cursive, with the first name "Michael" written in a larger, more prominent script than the last name "Seipp".

Michael V. Seipp
Executive Director
Southwest Partnership Inc

BARBARA A. ROBINSON
Legislative District 40
Baltimore City

Education, Health, and Environmental
Affairs Committee

Chair Emeritus
Legislative Black Caucus of Maryland



THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

Annapolis Office
Miller Senate Office Building
11 Bladen Street, Suite 401
Annapolis, Maryland 21401
410-841-3656 · 301-858-3656
800-492-7122 Ext. 3656
Fax 410-841-3738 · 301-858-3738
Barbara.Robinson@senate.state.md.us

District Office
2901 Druid Park Drive, Suite 210
Baltimore, Maryland 21215
410-225-3620 · Fax 410-225-3621

July 18, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

On behalf of the 40th Legislative District of Baltimore City, I am writing to convey my full support for the City of Baltimore's project "Martin Luther King, Jr. Boulevard Re-Visioning," and for its application to the 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program to jump-start this project.

If awarded, the BUILD grant will catalyze a project that removes long-standing barriers to human capital and economic development in Baltimore and significantly improves connectivity, access and safety for the communities along its route. In its current form, Martin Luther King, Jr. (MLK) Boulevard isolates neighborhoods and institutions from one another and creates a major psychological and physical barrier between the central business and cultural districts of Downtown, Mount Vernon and Midtown to the east, from the lower-income neighborhoods and historic communities of West Baltimore.

The 40th Legislative District of Baltimore City is committed to seeing MLK Boulevard transformed into a corridor that connects and unifies communities, rather than divides them.

Given these considerations, and the importance that MLK Boulevard plays for the future growth and improvement of Baltimore and its residents, I respectfully recommend full funding of the City of Baltimore's application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program. Thank you for your attention to this important matter.

Sincerely,

Handwritten signature of Barbara A. Robinson in cursive.

Senator Barbara A. Robinson
Representing the 40th Legislative District

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation



250 W. Pratt Street
24th Floor
Baltimore, Maryland 21201-6829
www.umms.org

CORPORATE OFFICE

July 18, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

On behalf of the University of Maryland Medical System, I am writing to convey our full support for the City of Baltimore's project "Martin Luther King, Jr. Boulevard Re-Visioning," and for its application to the 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program to jump-start this project.

If awarded, the BUILD grant will catalyze a project that removes long-standing barriers to human capital and economic development in Baltimore and significantly improves connectivity, access and safety for the communities along its route. In its current form, Martin Luther King, Jr. (MLK) Boulevard isolates neighborhoods and institutions from one another and creates a major psychological and physical barrier between the central business and cultural districts of Downtown, Mount Vernon and Midtown to the east, from the lower-income neighborhoods and historic communities of West Baltimore.

University of Maryland Medical System is committed to seeing MLK Boulevard transformed into a corridor that connects and unifies communities, rather than divides them. Successful implementation of this initiative will enhance our mission to continue the growth and development of Maryland's Academic Medical Center while meeting our commitment to address the health disparities challenging the people and neighborhoods of West Baltimore.

Page Two
July 18, 2018
Letter of Support for City of Baltimore 2018 BUILD Grant Application

Given these considerations, and the importance that MLK Boulevard plays for the future growth and improvement of Baltimore and its residents, we respectfully recommend full funding of the City of Baltimore's application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program.

Thank you for your attention to this important matter.

Sincerely,



Mark Wasserman
Senior Vice President, External Affairs

cc: Michelle Pourciau, Director, Baltimore City Department of Transportation

July 16, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

On behalf of the University of Maryland, Baltimore, I am writing to convey my full support for the City of Baltimore's project "Martin Luther King, Jr. Boulevard Re-Visioning," and for its application to the 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program to jump-start this project.

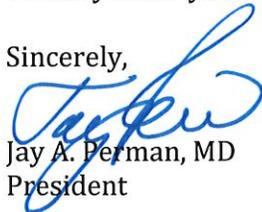
If awarded, the BUILD grant will catalyze a project that removes long-standing barriers to human capital and economic development in Baltimore and significantly improves connectivity, access and safety for the communities along its route. In its current form, Martin Luther King, Jr. (MLK) Boulevard isolates neighborhoods and institutions from one another and creates a major psychological and physical barrier between the central business and cultural districts of Downtown, Mount Vernon and Midtown to the east, from the lower-income neighborhoods and historic communities of West Baltimore.

The University of Maryland, Baltimore is committed to seeing MLK Boulevard transformed into a corridor that connects and unifies communities, rather than divides them. In fact, we will be fully engaged in the planning of the project to every extent possible. MLK Boulevard is a gateway to our campus with our students, faculty, staff and visitors regularly using the road to commute, educate, get around campus where our buildings border both sides of the road, and to heal and help our local Baltimore community as well as the community at large. Transforming MLK Boulevard is one of our highest priorities and greatest needs where buildings can embrace the boulevard, pedestrian crossing is improved, gateways are created, traffic speed is reduced, a new cycle track is introduced, and sidewalks are repaired. The potential of a revitalized MLK Boulevard is tremendous for Baltimore City.

Given these considerations, and the importance that MLK Boulevard plays for the future growth and improvement of Baltimore and its residents, I respectfully recommend full funding of the City of Baltimore's application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program.

Thank you for your attention to this important matter.

Sincerely,



Jay A. Perman, MD
President

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation

WAR HORSE CITIES CDC

July 16, 2018

Ms. Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for City of Baltimore 2018 BUILD Grant Application

Dear Secretary Chao:

On behalf of War Horse Cities Community Development Corporation, I am writing to convey my full support for the City of Baltimore's project "Martin Luther King, Jr. Boulevard Re-Visioning," and for its application to the 2018 U.S. Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program to jump-start this project.

If awarded, the BUILD grant will catalyze a project that removes long-standing barriers to human capital and economic development in Baltimore and significantly improves connectivity, access and safety for the communities along its route. In its current form, Martin Luther King, Jr. (MLK) Boulevard isolates neighborhoods and institutions from one another and creates a major psychological and physical barrier between the central business and cultural districts from the disinvested residential and historic communities of West Baltimore.

War Horse Cities Community Development Corporation has invested and committed upwards of \$6M to-date in the Hollins Market neighborhood of Southwest Baltimore and plans to spend roughly \$20M on various improvements.

Our Hollins project is part of an overarching vision for the revitalization of the greater community. The historic Hollins Market is at the center of this project - connecting historic neighborhoods like Union Square and Pigtown with the University of Maryland, Baltimore and over 1,000 UMBio Park employees - bringing a vital amenity that will attract students, workers and resident populations throughout the day. This project will address public safety and transportation issues, such as street lighting, plantings and trees, sidewalks, crosswalks, and wayfinding. Additionally, we are modernizing surrounding housing and retail space, creating new opportunities for office space as well as live/work artist housing.

WAR HORSE CITIES CDC

War Horse Cities CDC is committed to seeing MLK Boulevard transformed into a corridor that connects and unifies communities, rather than divides them. This is evidenced in our inclusion of a re-envisioned MLK Boulevard within our Vision Planning exercise of this year, which seeks to begin this work by exploring opportunities for public art to create pedestrian gateways to the community. Our intent is to stabilize and revitalize this community to be the vibrant, beautiful, and engaging place it had been for much of its history, using the Market and a new “Hollins Square” as its cultural center and gathering hub.

Given these considerations, and the importance that MLK Boulevard plays for the future growth and improvement of Baltimore and its residents, I respectfully recommend full funding of the City of Baltimore’s application for Martin Luther King, Jr. Boulevard Re-Visioning through the BUILD program.

Thank you for the consideration to fund this vitally important project.

Sincerely,
WAR HORSE CITIES, CDC

A handwritten signature in black ink that reads "Jim Mills". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

Jim Mills
Director of Design & Development
for J. Scott Plank, CEO

Long Term Outcomes	Total Net Benefits - 3% Discount Rate	Total Net Benefits - 7% Discount Rate
State of Good Repair		
Pavement	\$ 9,471	\$ 5,297
Subtotal Quantified Benefits State of Good Repair	\$ 9,471	\$ 5,297
Economic Competitiveness		
Oil Import Macro Costs	\$ 665,341	\$ 372,109
Fuel Tax	\$ (73,927)	\$ (41,345)
Subtotal Quantified Benefits Economic Competitiveness	\$ 591,414	\$ 330,764
Quality of Life		
Congestion	\$ 729,257	\$ 407,856
Noise	\$ 8,524	\$ 4,767
Health Benefits	\$ 9,094,969	\$ 5,086,602
Subtotal Quantified Benefits Livability	\$ 9,832,750	\$ 5,499,225
Environmental Sustainability		
Air Pollution	\$ 125,963	\$ 70,448
Micro-Bio Retention	\$ 2,474,633	\$ 1,384,004
Subtotal Quantified Benefits Environmental Sustainability	\$ 2,600,596	\$ 1,454,452
Safety		
Crash	\$ 112,703	\$ 63,032
Subtotal Quantified Benefits Safety	\$ 112,703	\$ 63,032
Total Quantified Benefits	\$ 13,146,934	\$ 7,352,770
Project Cost	\$ 7,062,719	\$ 7,062,719
Benefit Cost Ratio	1.86	1.04