UNITED STATES DEPARTMENT OF TRANSPORTATION
FY 2018 BUILD DISCRETIONARY GRANT

Location: Baltimore City, MD
Type of Application: Project Planning
Type of Eligible Applicant: Local Government
Funds Requested: $2.4 Million

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1 Executive Summary

Baltimore City’s Vietnam Veterans Memorial Bridge was built in 1916 and its condition is rapidly deteriorating. More than 2,500 trucks cross the bridge each day. The City’s structural engineers forecast that, without improvements, commercial vehicle weight and classification restrictions could be necessary within the next decade, which would disrupt the manufacturing and commercial supply chain served from the Port of Baltimore and petrochemical facilities to the south of the bridge. A minimum detour of 12 miles for northbound trucks would occur. As happens from time to time should the bascule span fail to properly close due to mechanical and electrical problems, a major Baltimore hospital and the City’s Southern District Police Station are cut off from more than one-third of their emergency department visits and priority service calls, respectively. Neither situation is acceptable.

In order to bring the Vietnam Veterans Memorial Bridge to a state of good repair, the City of Baltimore is seeking $2.4 million in BUILD grant funding to advance detailed structural analysis, preliminary engineering, NEPA and project delivery planning. The City will contribute $1.6 million in local funds. Grant-funded project activities can begin immediately upon issuance of a grant agreement by U.S. Department of Transportation (USDOT) and should lead to bridge construction by mid-2024. The Baltimore City Department of Transportation (BCDOT) will manage the project with assistance of a General Engineering Consultant (GEC) and Program Management Consultant (PMC), with oversight by MDOT SHA.

The work plan and project schedule for the Vietnam Veterans Memorial Bridge as tied to this requested BUILD grant are based on a bottom-up structural analysis where the City will first determine if the bridge foundations and piers are capable of supporting at least 75 years of future service life. If so, analysis will begin on the superstructure and bascule span to determine strengthening and rehabilitation efforts required to extend the life of bridge by 75 years or more. The City will undertake comparative lifecycle cost analyses at each decision point, including consideration of a full bridge replacement alternative. Grant activities also include development of the project delivery mechanism, financial plan and program management plan for whichever structural option is selected.

The City has already identified several innovative approaches to structural analysis and maintaining a long-term state of good repair that will be considered as part of the Work Plan; and, the City intends to explore innovative approaches to work zone safety and maintenance of traffic due to the significant commercial vehicle activity that will continue to cross the bridge while under construction.

Maintaining access to international markets and reducing risks to public health and safety by bringing critical infrastructure to a state of good repair are the heart of this BUILD grant request. The City of Baltimore greatly appreciates USDOT’s consideration of this much needed grant.
2 Project Location

_Baltimore UA Code: 04843 (UA)_

The Vietnam Veterans Memorial Bridge serves as a gateway from South Baltimore and Anne Arundel County to the Baltimore region’s urban core. Built in 1916, the 2,290 foot long beaux arts style bridge is situated across the Middle Branch of the Patapsco River. A two-leaf bascule span allows passage by vessels requiring greater than a 38-foot clearance. United States Coast Guard regulations restrict the times of passage and require notice by mariners. The bridge connects Maryland’s 2nd Congressional District on the south side of the bridge with the 3rd Congressional District on the north end.

The bridge is a primary route from some of Baltimore’s booming port facilities to I-95, and is one of only two routes across the Baltimore Harbor for oversize, overweight and hazmat trucks. Critical petrochemical terminals and facilities auto carriers to the south rely on the safe and unrestricted operation of the Vietnam Veterans Memorial Bridge, which is within an overnight drive to nearly 35% of America’s manufacturing base and 32% of the population. Steel manufacturers in Pittsburgh, furniture makers in North Carolina, and consumers in Tennessee are all served by Baltimore’s Vietnam Veterans Memorial Bridge.

Quality of life concerns occur throughout South Baltimore. The Vietnam Veterans Memorial Bridge provides multi-modal linkages that connect residents with services, amenities, and opportunities. To the north of the bridge at Port Covington lies an economic development project of regional significance; a multi-billion dollar mixed-use redevelopment on over 260 acres that will be home to the corporate
headquarters of international sportswear manufacturer Under Armour. The development will take place in phases over the next 25 years, and will ultimately transform the area from an isolated industrial/port-based space to an extension integrated into the fabric of the city, and is anticipated to attract 10,000 employees. The Port Covington development has the potential to draw energy from Downtown to South Baltimore and beyond. Investment in the bridge will support the Port Covington development as well as other community revitalization efforts in South Baltimore. Rehabilitation or replacement of the Vietnam Veterans Memorial Bridge will also provide an opportunity for safer non-motorized connectivity between communities to the north and south sides of the bridge.
3 Project Description and Work Plan

The Vietnam Veterans Memorial Bridge is one of the most complex structures in Baltimore City’s bridge inventory, and is one of the City’s two drawbridges. Traffic volumes average 37,500 vehicles per day, including 2,500 trucks – comparable to the 3,500 daily trucks using each of the I-95 Fort McHenry and I-895 Harbor tunnels.

According to the 2016 bridge inspection report, the existing structure has a Bridge Sufficiency Rating of 51.2/100. The Deck and Superstructure - the surface and spans of the bridge that directly receive the live load – rated 4/9 (Poor Condition). The Substructure – the abutment, piers, and support structures – rated 5/9 (Fair Condition). It is within the Operating Stress Range for HS-20 and T-3 vehicles. BCDOT engineers estimate that within the next decade, the bridge could deteriorate to the point that certain weight and vehicle classes could be restricted from using the bridge if it is not fully rehabilitated.

To achieve a minimum remaining service life of 75 years, BCDOT has commenced a four-phase approach to complete rehabilitation (or replacement) of the bridge.

- **Phase I** was completed in July 2018, and considered the Hanover Street corridor in its entirety in light of changing land use and economic conditions in the region. The elements of a Planning and Environmental Linkages (PEL) study were completed in Phase I, and a preferred functional alternative for the bridge was selected. Analysis of existing physical, social, and environmental considerations, travel demand forecasting, and extensive public involvement and interagency coordination were performed.

  Phase I determined the **preferred functional alternative for the bridge: two travel lanes in each direction along with 8-10’ separated pedestrian and bicycle facilities.** Subject to approval of
the United States Coast Guard, the bascule span would be placed in a fixed position due to infrequent openings.

**Phase I Hanover Street Corridor Study – Preferred Functional Alternative**

- **Phase II** is underway concurrent with the submittal of this grant application. Findings of the preliminary investigation will be used to make interim repairs to the bridge’s deck planks, riding surface and superstructure for an intended 10-year additional lifespan while solutions for long-term rehabilitation (or replacement) are developed and constructed. The City has so far invested $2.5 million in surface repairs, to be completed Summer 2018. An additional $6-$8 million will be spent over the next 18 months on interim repairs to the superstructure.

- **Phase III** will be supported by the BUILD grant and lead to full construction activities by 2024. The primary elements of Phase III are included in the Work Plan below.

- **Phase IV** will deliver the preferred construction alternative.

3.1 Work Plan for Phase III (BUILD Grant)

**Phase III** includes several interrelated elements necessary to achieve a final decision on bridge rehabilitation or replacement including:

- Structural Analysis
- Cost and Constructability Analysis
- NEPA, Permitting and Approvals
- Project Delivery, Program Management and Financial Plans

3.1.1 Structural Analysis

The structural analysis element of Phase III will investigate if rehabilitation of the existing bridge elements is sufficient to provide a minimum 75-year remaining service life, or if full replacement is required.
The substructure evaluation will include development of the following analyses/reports: Geotechnical Data Report (GDR), Hydrologic and Hydraulic Report (HHR), Scour Analysis Report, Underwater Inspection (Level I and II), Material Testing, Dead and Live Load Ranges, and a Pier Capacity Analysis. If necessary, nondestructive evaluation of the substructure and pile foundations could be performed using acoustic imaging or ultrasonic testing.

Superstructure evaluation will include review of the current load rating to determine the current bridge members controlling the rating; review of inspection findings and contract documents for the precast deck plank repairs and resurfacing performed in 2018; analysis of the remaining superstructure elements not in the current load rating to determine the need for strengthening of these elements, including a remaining fatigue life analysis of sensitive elements; and under-bridge inspection equipment to perform the in-depth inspection of all superstructure elements to document defects for the rehabilitation plans. Non-Destructive Evaluation (NDE) may be necessary on primary load carrying members to determine the extent of any deterioration and isolated areas of destructive testing may be required to verify results of the NDE work.

The above evaluations will determine whether the service life goal can be achieved if the bridge elements are repaired to as-built condition with considerations for the bridge deck rehabilitation being performed in Phase II of the project. Based on the results of this evaluation, it will be determined if strengthening the superstructure is required and/or feasible.

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**Deliverables and Decision Point #1:**

BCDOT will conduct an analysis of the foundation/substructure and prepare a full report. The evaluation will indicate the ability of Option 1 (rehabilitate/strengthen the superstructure and substructure) or Option 2 (rehabilitate/strengthen the substructure and replace the superstructure) to achieve minimum service life of 75 years.

If rehabilitation/strengthening, and/or superstructure replacement is determined feasible, BCDOT will consider the cost and constructability of these options. If not feasible, BCDOT will begin evaluation of Option 3 (Total Bridge Replacement).
3.1.2 Options for the Bascule Span

The very infrequent openings of the bascule span, its age and poor condition make for a very costly portion of the project with very little benefit to the City of Baltimore. Recognizing this challenge, BCDOT has taken a progressive set of actions approved by the U.S. Coast Guard to minimize the need for the span to be regularly tended and to make only the bare minimum improvements to the mechanical and electrical systems to open when absolutely necessary. Still, BCDOT spends between $300,000 and $500,000 to maintain the drawspan each year.

![Bascule Span in Open Position](image)

Under Baltimore City’s Middle Branch Master Plan adopted in 2007, new land uses which involve the operation or storage of commercial vessels are no longer permitted; instead, the master plan calls for a “passive shoreline” as occurs around the rest of the Middle Branch. Only one commercial operation remains within the Middle Branch.

<table>
<thead>
<tr>
<th>Year</th>
<th>Recreation/Commercial Vessels</th>
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<tr>
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</tr>
</tbody>
</table>

¹ Activities are performed by barge/crane for inspections and some maintenance of I-95 (Maryland Transportation Authority) and the Central Light Rail line (Maryland Transit Administration).
² As of July 1, 2018
### Bridge Rehabilitation and Replacement Options

**Option 1 – Repair and Rehabilitation of the Superstructure:** This option would include rehabilitation and/or strengthening of the existing structural elements (piers, foundations and superstructure) to bring them back to their as-built condition. When completed, repair of the structure will accommodate all vehicle types within the Inventory Stress Range.

**Option 2 – Superstructure Replacement:** This option would rehabilitate and/or strengthen the existing piers and foundations for the goal of supporting a new superstructure. This option would be investigated if rehabilitating the existing superstructure is not feasible or if the life-cycle cost does not justify rehabilitation.

**Option 1a/2a – Bascule Span:** The potential rehabilitation of the 2-leaf bascule span will be a significant consideration in deciding the preferred alternative; to speed project delivery, it may also be possible for the bascule span to be a breakout project unto itself.

**Option 3 – Total Bridge Replacement:** This option would be implemented if the extent of the rehabilitation to the piers/foundations is not feasible or if the life-cycle cost does not justify rehabilitation of the piers/foundations and/or superstructure.

As part of this project, BCDOT intends to:

- Petition the U.S. Coast Guard to “close” the drawspan pursuant to 33 CFR §117.39 (infrequent openings);
- Investigate the use of composite bridge decking for the bascule span to reduce stress on the bascule’s operating equipment, if the drawspan must remain in operation; and
- Consider acquiring an easement from the commercial marina restricting the mast height of vessels, to eliminate any future commercial need for the bridge to open.

### 3.1.3 Cost and Constructability Analysis

**Options 1 and 2: Repair/Rehabilitation or Replacement of the Superstructure**

If Options 1 or 2 can be reasonably forecasted to achieve an additional 75-year lifespan, then the City must determine if the option can be constructed, and if so, how much it will cost. By the time of Deliverable/Decision Point #1, the City will have retained a Program Management Consultant to perform a constructability review, evaluate the construction cost and prepare a risk assessment of the project (See Section 3.1.5).
**Deliverables and Decision Point #2:**

A cost, constructability and risk assessment report will be prepared by the Program Management Consultant. Where the City can determine that Options 1 or 2 can be performed for approximately $75 million or less and meet the intended functionality goals of the project, then the City would likely pursue one of these options which could be built under a NEPA Categorical Exclusion or Environmental Assessment/Finding of No Significant Impact.

If Options 1 and 2 are not feasible, the City would initiate Option 3 (Total Bridge Replacement) to complete lifecycle cost analysis relative to Option 2.

**Option 3: Total Bridge Replacement**

If Options 1 or 2 are not technically feasible or not cost-effective from a lifecycle perspective, Option 3 will be pursued. **Four conceptual alternatives will be developed for the replacement of the entire bridge under Option 3.** Concept plans would be developed to the level that allows a fair cost-benefit analysis of Options 2 and 3 to be performed, as well as to initiate further NEPA evaluation. Replacement alternatives will consider using innovative techniques to help minimize construction costs, traffic and environmental impacts. (See Section 3.6)

**Deliverables and Decision Point #3:**

The primary deliverable at Decision Point #3 is a robust lifecycle cost analysis comparing Options 2 and 3, including review of NEPA considerations. Draft project delivery, financial and program management plans will also be developed as described further in Section 3.1.5.

3.1.4 National Environmental Policy Act, Permitting, and Approvals

It is anticipated that Federal funds will be used for the construction of the Vietnam Veterans Memorial Bridge project. Therefore, BCDOT, in cooperation with MDOT SHA and FHWA, will follow the federal process and collect record data, perform field investigations, and conduct agency, stakeholder and public outreach to prepare a sufficient level of environmental analysis to satisfy National Environmental Policy Act (NEPA), Section 106, Section 4(f), and related regulatory requirements. Additional permits and approvals also required prior to the commencement of construction activities include U.S. Army Corps of Engineers Nationwide Permit, U.S. Coast Guard permit/approval, Chesapeake Bay Critical Area Commission project approval, and Maryland Department of the Environment erosion and sediment control/stormwater management approval.

**Options 1 and 2: Repair/Rehabilitation or Replacement of the Superstructure**

If either of these options are selected following determination that they meet the City’s criteria for additional service life and cost, while avoiding and minimizing impacts to the natural, cultural and social environments, a Categorical Exclusion (CE) may be prepared in accordance with 23 CFR 771.117 (c) (28).
The timeframe to complete a CE and associated with permitting requirements would be 6-12 months from the decision to pursue Options 1 or 2.

If it is discovered during scoping that the proposed action does not qualify for a CE and if it is uncertain whether the action would result in a significant impact, then an Environmental Assessment (EA) would be prepared. The result would be either a Finding of No Significant Impact (FONSI) or the discovery of significant impacts that would trigger a decision to prepare an Environmental Impact Statement (EIS). Discovery of unanticipated significant impacts during the preparation of an EA can be minimized with preliminary assessment of anticipated impacts and early and close coordination with MDOT SHA, FHWA, and approving/permitting environmental agencies. Under both options, a Section 106 finding of “no adverse effect” and Section 4(f) finding of de minimis is anticipated. The timeframe for completion of an EA/FONSI would be 12-18 months.

**Option 3: Total Bridge Replacement**

If Option 3 is selected, a Section 106 finding of “adverse effect” for demolition of the NRHP-eligible bridge would trigger the preparation of a Draft and Final EIS. BCDOT will work in cooperation with MDOT SHA and FHWA as the Lead Federal Agency under the policy of One Federal Decision for the federal government's processing of environmental reviews and permits for major infrastructure projects in Executive Order 1380. BCDOT will prepare a NEPA document that will define the project Purpose and Need, analyze potential impacts to the natural, cultural and social environment, and identify potential mitigation measures. BCDOT will also prepare a Draft and Final Section 4(f) Evaluation. The timeframe to complete an EIS and Record of Decision would be approximately 24 months from filing the Notice of Intent, which would occur following development and cooperating agency approval of the Purpose and Need.

**3.1.5 Project Delivery, Program Management, and Project Financial Plans**

This element of work funded by the BUILD grant will support the City’s efforts to deliver the most cost-effective project, on-time and on-budget with the fewest possible adverse impacts. A project at the scale and complexity of rehabilitating or replacing the Vietnam Veterans Memorial Bridge demands thorough consideration of the most appropriate project delivery method and a well-structured program management plan. The City will identify the appropriate delivery method of sufficient magnitude for this transportation project, and will generate a full, formal project management plan (PMP).

**Project Delivery Plan**

Given the City’s limited history using alternative project delivery methods, the process of selecting a method will be beneficial not only for the Vietnam Veteran’s Memorial Bridge project but will also serve
to inform delivery of future infrastructure projects in the City. The project delivery plan will most likely focus on a comparative analysis of Design-Bid-Build (DBB), Design-Build (DB), and Construction Manager at Risk (CMaR). While the most visible elements of the analysis are cost and schedule certainty, the City will also analyze the extent to which alternative project delivery would affect or be affected by claims, changes and scope gaps, administrative capacity, oversight and compliance requirements, and the potential for value engineering, among other matters. Once a project delivery method is agreed upon, the Project Delivery Plan will define the sequencing and conditions for each step of the solicitation process, the use of alternative technical concepts, assignment of risk between owner and contractor, incentives and disincentives, proposer stipends, and other matters to be defined in a Request for Qualifications and/or Request for Proposals.

Project Management Plan

Concurrent with the Project Delivery Plan, the City will also develop a Project Management Plan (PMP). While not considered a “major project” in accordance with Title 23 U.S. C. § 106(h), the PMP will be an essential cost and schedule discipline tool for delivering the Vietnam Veterans Memorial Bridge rehabilitation on-time and within-budget. The PMP will specify project leadership and decision-making authorities, NEPA and third-party coordination, design controls, project controls (cost, schedule, documentation, claims), risk and contingency reviews, and quality management. A Work Breakdown Structure (WBS) will be established and monitored for the project, and a detailed schedule will be established and monitored as well.

Project Financial Plan

While the Vietnam Veterans Memorial Bridge project may not meet the FHWA “major project” threshold, the City will still develop a Project Financial Plan. The initial Financial Plan will include the project cost (by WBS), known funding sources (and special financing programs, if used), TIP/STIP documentation, cash flow, and risk and response strategies. In addition to FHWA annual update cycle, the City will work closely with the Maryland State Highway Administration to manage the project finance plan.
4 Grant Funds, Sources and Uses of Project Funds

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<th>Work Element</th>
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Budget assumes that extensive rehabilitation of superstructure will be required and that the GEC scope will extend through preparation of bridging documents for design-build or other alternative project delivery methods.
5 Merit Criteria

5.1 Safety

Rehabilitation or replacement of the Vietnam Veterans Memorial Bridge will address multiple public safety issues on the 100-year old bridge – especially issues arising from the periodic failure of the bascule span to close properly.

- Vehicles are routinely damaged from striking potholes and metal grates on the bascule span, resulting in tire damage and, in at least one incident in 2015, diesel fuel being spilled onto surrounding roads and the Middle Branch of the Patapsco River when a box truck’s gas tank was punctured on the steel grate.
- Continued deterioration of the bridge threatens the viability of the Vietnam Veterans Memorial Bridge as the primary northbound route for hazardous materials arriving and departing petrochemical facilities in the Fairfield, Curtis Bay and Hawkins Point areas.
- The bridge serves as the only direct route from the north to MedStar Harbor Hospital, located at the southern end of the bridge. In 2017, the hospital received more than 51,000 emergency room visits. The Baltimore City Police Department Southern District office is located at the southern end of the bridge, however a substantial portion of the District’s service area is located to the north of the bridge. Approximately one-third of MedStar Harbor Hospital’s emergency room visits and one-third of the Southern District’s police service calls originate from north of the bridge.
- The City’s Hazardous Materials response unit is located north of the bridge in downtown Baltimore (equidistant to Baltimore’s two primary areas of HazMat calls for service) and the bridge serves as a primary emergency evacuation route for South Baltimore residents should a chemical incident occur in South Baltimore.

The bridge is also an essential evacuation route and offers non-interstate connectivity between Cherry Hill, South Baltimore, and the downtown Baltimore area. Passenger and truck traffic will continue to surge due to projects to increase capacity at the Port of Baltimore, as well as mixed-use and commercial development. The increased traffic will continue to deteriorate the historic bridge’s condition, and long-term safety concerns must be addressed.

Improvements to the bridge would increase safety by separating vehicle lanes from pedestrian and bicycle lanes, and improving driving conditions for local and regional commuters, transit services and freight vehicles - particularly those carrying hazardous materials.
5.2 State of Good Repair

The Vietnam Veterans Memorial Bridge was constructed in 1916. Previous major rehabilitation work has addressed the movable span electrical and mechanical operating systems, the movable span steel grid deck, and the approach span superstructure. In the bridge inspection report dated January 2018, the existing structure has a Bridge Sufficiency Rating of 51.2/100, with the Deck and Superstructure rated 4/9 (Poor Condition), and the Substructure rated 5/9 (Fair Condition). It is within the Operating Stress Range for minor load carrying deficiencies for HS-20 and T-3 vehicles under Maryland Legal Load Limits, however, it can reasonably be anticipated that restrictions on certain vehicle weights and classes could be required within the next decade.

In terms of rarity and historic significance, both the bascule span and the arched approaches are quite significant in terms of their structural configuration – with both configurations used on this one bridge. The main span of this bridge is a bascule truss girder that utilizes a Rall type mechanical operating system – one of only two in use in the United States. Theodor Rall patented this design, and it was manufactured by the Strobel Steel Construction Company. The main
approach spans are cantilevered concrete arch bridges that were cast into their elliptical arch forms through the use of encased structural steel trusses. These tied-back trusses were utilized to construct the arch shapes without the need for shoring in the Middle Branch. **Now more than 100 years old, the structural elegance and ingenuity of the bridge is the root of its demise.**

Baltimore City spends approximately $300,000-$500,000 annually on bridge maintenance. Although the City is investing $2.5 million in 2018 to improve the current driving surface, and $6-$8 million over the next 18 months to make interim repairs to the superstructure (Phase II as described above), this is an urgent action needed to extend the service life of the bridge up to an additional 10 years until a long-term solution can be achieved. Nearby improvements to increase rail access and storage at Maryland’s Fairfield Marine Port, the widening of the Seagirt Marine Terminal to accommodate larger ships with larger cargoes, and the 235-acre mixed-use redevelopment at Port Covington, including the new Under Armour headquarters, will continue to increase passenger and truck traffic, accelerating bridge deterioration.

5.3 Economic Competitiveness

Rehabilitating or replacing the Vietnam Veterans Memorial Bridge is a **national economic imperative**; vehicle weight restrictions will likely become necessary in the next decade as structural conditions worsen and a **key link in the primary land route to and from Port of Baltimore’s Masonville and Fairfield Terminals would be severed.** The export of automobiles, agricultural machinery and non-crude oils to key trading partners around the globe would be delayed. The Fairfield and Curtis Bay industrial areas would be affected too, as petrochemical manufacturers such as WR Grace, Novacare/Solvay, Motiva and USALCO rely on the Vietnam Veterans Memorial Bridge to move their product inland to be used for everything from the coating of airplane parts and autos to medical devices to materials for food and beauty products. Higher transportation costs owing to **detours of at least 10 miles along the Baltimore Beltway (I-695) and the most congested segment of I-95 in the region would raise the price of goods for the nearly 35% of America’s manufacturing base and 32% of the population are within an overnight drive of the Port of Baltimore.**

Ranked as the #1 most productive port in the United States in 2014, 2015 and 2016, the Port of Baltimore is one of America’s busiest international deepwater ports, offering the closest access point to and from the Midwest than any other Atlantic seaport. Combined with a 50-foot channel depth, Baltimore’s port is one of the few East Coast ports capable of handling container ships and auto carriers that traverse the expanded Panama Canal. Recent improvements to the Masonville berth have made Baltimore the nation’s leading auto port, handling more than 750,000 cars and light trucks in 2016; and,
approximately 15% of the Baltimore Foreign Trade Zone’s more than 825 acres, 147 businesses and 1,950 employees are located in an area served by the bridge. Restricting bridge capacity for any duration of time could be devastating to those businesses and their employees.

To the north of the bridge lies an economic development project of regional significance; multi-billion dollar mixed-use redevelopment on over 260 acres that will be home to the corporate headquarters of international sportswear manufacturer Under Armour. Opposite the proposed Under Armour campus is City Garage, a dynamic “maker space” that enriches Baltimore’s manufacturing heritage and cultivates the talent of local artisans and creative entrepreneur to support and a holistic manufacturing ecosystem in Baltimore. The Vietnam Veterans Memorial Bridge is an iconic landmark that spans the gap between Baltimore’s industrial history and growing commercial sector; however, the overall condition of the bridge reflects how investors and others perceive the area. Some employers have stated the condition of the bridge impacts the ability to attract new talent as employees have endured damage to their personal vehicles from pot holes and rebar protruding from the road surface.

5.4 Quality of Life

Neighborhoods south of the Vietnam Veterans Memorial Bridge experience high poverty and unemployment rates and low automobile ownership. South Baltimore communities rely on MDOT Maryland Transit Administration (MTA) bus service to cross the bridge to access jobs in downtown Baltimore and beyond. Weight restrictions on the bridge would eliminate the ability of transit buses to cross the Middle Branch and add a detour of 20 minutes or more for most bus riders.

Rehabilitation or replacement of the Vietnam Veterans Memorial Bridge will improve accessibility for pedestrians and cyclists between south Baltimore, the planned Port Covington development and downtown Baltimore. The bridge’s narrow sidewalks and the lack of bicycle facilities along a roadway with a 40-mph speed limit currently make for an uncomfortable environment for non-motorized travelers.

Rehabilitation of the Vietnam Veterans Memorial Bridge would preserve an important historical structure designed in the beaux arts style. The bridge is an important icon on the City’s landscape viewed by thousands of travelers on I-95 each day.

5.5 Environmental Protection

Only minor improvements to the natural environment are anticipated as a result of the bridge rehabilitation or replacement. A net water quality benefit is expected resulting from increased stormwater management requirements compared to existing conditions. As required for potential mitigation, shoreline enhancement and/or revegetation within the Chesapeake Bay Critical Area will be explored during the NEPA study. Additional funding opportunities for environmental stewardship projects associated with the bridge rehabilitation/replacement may also be explored.

5.6 Innovation

The BUILD Planning Grant provides an opportunity to explore innovative design, construction and financing methods for a project at the scale of the Vietnam Veterans Memorial Bridge project. From
issuance of GEC and PMC Requests for Proposals all the way through construction, *purposeful* innovation will be given paramount consideration.

At this time, the City sees opportunity to pursue innovation in the following categories:

- **Bascule Span Rehabilitation.** Requests for opening of the Vietnam Veteran’s Memorial Bridge have averaged less than three per year over the past decade. The City will work with the Coast Guard to achieve a practical regulatory and/or structural solution in balancing the needs of mariners against the high cost of reconstructing and maintaining the bascule span in its current operating form. The use of fiber-reinforced polymer (FRP) composite decking will be explored for the bascule span.

- **Non-Destructive Evaluation (NDE).** Several technologies are emerging that can obtain all of the qualitative and quantitative parameters needed to plan the preservation or rehabilitation of a monumental structure such as the Vietnam Veterans Memorial Bridge. Specialists will be utilized to perform NDE on primary load carrying members to determine the extent of any deterioration. NDE methods such acoustic emission, infrared thermography, ultrasonic testing, electromagnetic testing, half-cell electrical potential method testing, computer tomography, and other corrosion rate measurement tests may all be applicable on this project.

- **Bridge Sensor Technologies.** Extracting better operational performance data is essential for improving bridge management. Utilizing sensor networks for detailed inspection, periodic evaluation, and long-term monitoring provides a means for continuous intelligence about bridge health to inform maintenance, preservation, repair and rehabilitation strategies. Wireless sensor networks have the potential to enable cost efficient, scalable bridge monitoring systems that can be tailored for each bridge’s particular requirements. Several wireless system developers note that eliminating long runs of wiring from each sensor location greatly simplifies system installation, enhances reliability and allows large arrays of sensor nodes to be rapidly deployed.

- **Alternative Project Delivery.** The Vietnam Veteran’s Memorial Bridge project lends itself to alternative project delivery such as design-build or construction manager at-risk, among others. As discussed in Section 3.1.5, these opportunities will be more fully explored as part of this project.

- **Resilience.** Climate change affects the planning, design, construction, maintenance, and performance of bridge structures throughout their service life. As part of this project, a vulnerability and risk assessment will be performed to identify the need for innovative adaptation strategies.

- **Work Zone Safety/Maintenance of Traffic.** The Vietnam Veteran’s Memorial Bridge is a critical link in the region’s freight network. Inefficient maintenance of traffic plans and unsafe work zones threaten truck traffic with the potential of 10 – 12 mile detours along the most congested section of I-95 in the Baltimore area; and, a mid-sized regional hospital abuts the south end of the Vietnam Veteran’s Memorial Bridge. This project will include the development of advanced work zone safety measures and maintenance of traffic planning that considers the significant truck and emergency vehicle volumes on the bridge.
5.7 Partnership

BCDOT, as the BUILD grant recipient, will lead the Phase III work including: final decision on bridge rehabilitation or replacement; cost-benefit analysis; NEPA activities and project delivery; and financial and program management plans. In order to ensure the success of the project, BCDOT will engage multiple agencies to provide input and guidance, including but not necessarily limited to the following.

- **Federal Highway Administration** and **MDOT State Highway Administration** will be key partners in successfully navigating NEPA and associated activities.
- **United States Coast Guard** will be an essential decision-making partner as to future navigational needs within the Middle Branch.
- **Baltimore City Department of Recreation and Parks** will provide oversight for evaluation of park-related impacts as well as potential improved bicycle and pedestrian connections to the Gwynns Falls Trail system in South Baltimore.

In addition to the above, the City **intends to convene a peer review panel** to assess complicated structural evaluations and alternative approaches to bridge rehabilitation. Partners from FHWA, owners of similar movable span and historic bridges and other experts would be included on the peer review panel.

5.8 Non-Federal Revenue

It is not anticipated that new non-federal revenue sources will be used to advance this project; however, this will be further determined in the project financial plan as described in Section 3.

5.9 Project Readiness

5.9.1 Technical Feasibility

The purpose of the requested BUILD grant is to determine the best technical alternative for rehabilitation or replacement of the Vietnam Veterans Memorial Bridge, including the mechanical and electrical systems of the bascule span. Extensive testing and analysis of the substructure and superstructure will determine the most technically feasible approach in coordination with NEPA findings, project delivery and program management planning. Given the scale and the complexity of the project, the City intends to engage both a GEC and PMC to advise this work under the City’s oversight.
5.9.2 Project Schedule

As indicated above, the project schedule for this BUILD planning grant will be driven by a series of interrelated project decisions leading to the start of construction by mid-2024. The decision tree for making project decisions is shown in the following figure. The proposed schedule makes the following foundational assumptions:

- BCDOT initiates federal-aid eligible Request for Proposals for the work described in this grant in the fourth quarter of 2018 and the project contract is awarded by the end of the second quarter of 2019.
- USDOT/Baltimore City BUILD Project Agreement is entered during the first quarter of 2019.

**Obligation of the BUILD planning grant and other federal-aid funds is made by the end of the second quarter of 2019.**
5.9.3 Federal Transportation Requirements Affecting State and Local Planning

The Hanover Street Bridge Multimodal Corridor Study was included in the FY 2017-2020 Transportation Improvement Program (TIP) of the Baltimore Regional Transportation Board (Project #12-1419-13).

- Break-out Project #1 – Bridge Deck Repair is included in the FY 2018-2021 TIP.
- Break-out Project #2 – PE/NEPA phase for bridge rehabilitation or replacement will be included in the FY 2019-2022 TIP, including funds awarded under this BUILD Planning Grant.

5.9.4 Required Approvals

A critical next step towards an improved Vietnam Veterans Memorial Bridge and Hanover Street Corridor will be compliance with NEPA and related requirements. The level and complexity of the required NEPA documentation is dictated by the specific characteristics of the proposed action as identified in Options 1, 2 and 3.

Early and consistent coordination with regulatory agencies will be key to the success of the Phase III Work and imperative to meeting the project delivery schedule. In cooperation with MDOT SHA and FHWA, BCDOT will support coordination of reviews and input from cooperating agencies, stakeholders and the public at the development of Purpose and Need and each relevant milestone and will conduct routine coordination with environmental agencies to set the course for timely approvals required for project delivery. A summary of anticipated agency approvals and permits is presented in the following table.
## Required Approvals

<table>
<thead>
<tr>
<th>Regulatory Requirement</th>
<th>Approving/Permitting Agencies</th>
<th>Anticipated Approach</th>
</tr>
</thead>
</table>
| **National Environmental Policy Act** | FHWA, MDOT SHA | **All Options**: BCDOT, in cooperation with FHWA and MDOT SHA will conduct early agency and public scoping activities and regular outreach to avoid schedule delays. Appropriate level of NEPA documentation based on Preferred Alternative.  
**Options 1 or 2**: CE or EA/FONSI  
**Option 3**: EIS |
| **Section 106 of the National Historic Preservation** | Maryland Historical Trust | **All Options**: Section 106 consultation will be conducted concurrently with NEPA approval process, effects determination also based on the Preferred Alternative. BCDOT will support consultation with MHT and Consulting Parties, as required.  
**Options 1 or 2**: No Adverse Effect anticipated  
**Option 3**: Adverse Effect determination anticipated. Memorandum of Understanding will be prepared and executed. |
| **Section 4(f) of the U.S. Department of Transportation Act** | Maryland Historical Trust, Baltimore City Department of Recreation and Parks, FHWA | **All Options**: BCDOT will consult with agencies with jurisdiction throughout the planning and delivery phases.  
**Options 1 or 2**: Finding of *de minimis* anticipated for minor impacts to the bridge or uses of park properties for pedestrian and bicycle access.  
**Option 3**: BCDOT will prepare a Draft and Final Section 4(f) Evaluation for FHWA approval. |
<p>| <strong>Chesapeake Bay Critical Areas Act Approval</strong> | Critical Area Commission, Baltimore Critical Area Management Program | <strong>All Options</strong>: Project approval under the Critical Areas Act will be required for construction activities within the Critical Area and compliance with stormwater water quality requirements. BCDOT will engage early in the NEPA process, then at later design milestones to obtain approvals prior to construction. Mitigation for impacts to vegetation within the Critical Area will be included in project design as required. |</p>
<table>
<thead>
<tr>
<th>Regulatory Requirement</th>
<th>Approving/Permitting Agencies</th>
<th>Anticipated Approach</th>
</tr>
</thead>
</table>
| **Maryland State Programmatic General Permit, or Individual Permit** | - U.S. Army Corps of Engineers  
- Maryland Department of the Environment | All Options: A USACE/MDE permit will be required for construction activities in and above Middle Branch. BCDOT will hold a pre-application meeting with USACE/MDE, prepare the NEPA document to meet USACE requirements, and coordinate design and mitigation plan reviews at important milestones to obtain authorization prior to the start of construction.  
Options 1 or 2: Maryland State Programmatic General Permit or Nationwide Permit is anticipated.  
Option 3: Individual Permit may be required. |
5.9.5 Assessment of Project Risks and Mitigation Strategies

Baltimore City’s average bridge rehabilitation/reconstruction project is approximately $6.2 million (construction cost) and has an average pre-construction life cycle of more than six years. BCDOT recognizes that the scope, cost and complexity of the Vietnam Veteran’s Memorial Bridge project will be well beyond the typical level of project management and oversight applied to a local bridge project. As such, the identification, analysis and mitigation planning/execution have been initiated prior to the selection of the GEC. As the GEC begins its investigative and analytical work, BCDOT will engage a PMC to provide engineering oversight and non-engineering services (right of way, program schedule and budget controls, quality management, procurement, etc.). The PMC will provide overall risk management support for the project. BCDOT’s preliminary risk identification and mitigation planning is based on a “virtual roundtable” discussion and is summarized in the following table.

<table>
<thead>
<tr>
<th>Vietnam Veterans Memorial Bridge PE/NEPA Phase Risk Management and Mitigation</th>
<th>Key</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Schedule Impact</td>
<td>0 - 2 months</td>
<td>2 - 4 months</td>
<td>4+ months</td>
<td></td>
</tr>
<tr>
<td>Budget Impact</td>
<td>&lt;$50,000</td>
<td>$50,001 – $150,000</td>
<td>$150,001+</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type</th>
<th>Name</th>
<th>Description</th>
<th>Schedule</th>
<th>Budget</th>
<th>Probability</th>
<th>Preliminary Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Institutional</td>
<td>Staff Technical/Time Capacity</td>
<td>The City's bridge engineering staff is relatively small and may lack the time and technical capacity to manage a design project of this complexity.</td>
<td></td>
<td></td>
<td>High</td>
<td>BCDOT will engage a program management consultant for this project.</td>
</tr>
<tr>
<td></td>
<td>Use of Innovative Contracting</td>
<td>The City has limited experience using innovative contracting methods. There will be skepticism on the wisdom of using an approach other than design-bid-build.</td>
<td></td>
<td></td>
<td>Medium</td>
<td>BCDOT will conduct a series of briefings on innovative contracting methods; engage dialogue with stakeholder peers on &quot;lessons learned&quot; from similar projects in the mid-Atlantic. BCDOT will emphasize role of state and federal oversight and assistance of the PMC.</td>
</tr>
<tr>
<td></td>
<td>Costs in Excess of Budget</td>
<td>The City’s capital budget is very thin as to local funds and securing additional will require re-prioritization within the capital program.</td>
<td></td>
<td></td>
<td>Low</td>
<td>BCDOT will maintain a contingency reserve aside from the GEC/PMC scope; use of the contingency will require senior management authorization based on recommendations from the project management team.</td>
</tr>
<tr>
<td></td>
<td>Political</td>
<td>The City's political leadership may take an extended period of time in considering and approving a final project delivery approach.</td>
<td></td>
<td></td>
<td>Medium</td>
<td>A regular series of briefings with key agency and elected leaders will occur throughout the project lifecycle so that none ever have to play &quot;catch up&quot; on the work when milestone decisions are required.</td>
</tr>
<tr>
<td>Type</td>
<td>Name</td>
<td>Description</td>
<td>Schedule</td>
<td>Budget</td>
<td>Probability</td>
<td>Preliminary Mitigation Measures</td>
</tr>
<tr>
<td>--------------</td>
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<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
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<td>--------</td>
<td>-------------</td>
<td>----------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Procurement</td>
<td>A/E Procurement for GEC – Duration</td>
<td>The City’s A/E procurement process typically takes 9 - 12 months and can take much longer due to the number of reviews required.</td>
<td></td>
<td></td>
<td>Medium</td>
<td>RFP is expected to begin issued in September 2018. As this project will require local and federal funds, the City will include the State Highway Administration in development of the RFP and evaluation of proposals.</td>
</tr>
<tr>
<td></td>
<td>A/E Procurement for PMC – Duration</td>
<td>The City’s A/E procurement process typically takes 9 - 12 months and can take much longer due to the number of reviews required.</td>
<td></td>
<td></td>
<td>Medium</td>
<td>RFP is expected to be issued in September 2018. As this project will require local and Federal funds, the City will include MDOT SHA in development of the RFP and evaluation of proposals.</td>
</tr>
<tr>
<td></td>
<td>A/E Procurement for PMC – Institutional Knowledge</td>
<td>The City does not typically use Project Management Consultants. There will be questions as to why the City is “paying twice” for A/E services.</td>
<td></td>
<td></td>
<td>Low</td>
<td>BCDOT will conduct a series of briefings on the solicitation and project management process prior to issuance of the GEC/PMC RFP’s.</td>
</tr>
<tr>
<td>Technical</td>
<td>Underwater Analysis/Hazardous Materials</td>
<td>The Middle Branch of the Patapsco River is heavily silted in the vicinity of the bridge and is known to be contaminated. There may be a lack of consultant capacity to undertake the work and unknown costs to remediate Hazardous Materials during the testing processes.</td>
<td></td>
<td></td>
<td>Medium</td>
<td>The ability to perform underwater analysis will be a critical factor in selection of the GEC.</td>
</tr>
<tr>
<td></td>
<td>Scope Creep – Community Stakeholders Enhancements</td>
<td>It can be anticipated that community stakeholders will want project enhancements above required mitigation activities (shoreline restoration, public art, enhanced bus stops, etc.)</td>
<td></td>
<td></td>
<td>Medium</td>
<td>Early community engagement will clearly define the scope of work, present the project challenges, purpose and need. Any enhancements will require identification of a separate funding source and development process.</td>
</tr>
<tr>
<td></td>
<td>Scope Creep – Development Add-Ons</td>
<td>The developer of adjacent parcels may desire to add unrelated elements of public infrastructure improvements to the project.</td>
<td></td>
<td></td>
<td>Medium</td>
<td>BCDOT will meet with the developer at the outset of the project to determine any related improvements that are critically interrelated. If there are such improvements, BCDOT will negotiate a MOU that clearly defines roles, responsibilities, cost allocation, risk sharing, etc.</td>
</tr>
<tr>
<td></td>
<td>Regulatory Stakeholders</td>
<td>Delays in review/concurrence/approval or additional analysis required by USCG, MHT/ACHP, MDE, etc.</td>
<td></td>
<td></td>
<td>High</td>
<td>BCDOT will work closely within the framework of USDOT’s One Federal Decision policy; designate a single point of contact for stakeholder management.</td>
</tr>
<tr>
<td></td>
<td>Bascule Span Technical Analysis</td>
<td>There is a limited pool of consultants familiar with the bascule span mechanical and electrical systems.</td>
<td></td>
<td></td>
<td>Medium</td>
<td>The ability to perform bascule span analysis will be a critical factor in selection of the GEC.</td>
</tr>
</tbody>
</table>
5.10 Benefit-Cost Analysis

Fundamentally, the decision questions to be answered through this BUILD grant focus on how to rehabilitate or replace the Vietnam Veterans Memorial Bridge, not whether to do so is supported in terms of societal benefit. If necessary, a “benefit-cost analysis” could be performed for comparative purposes at the national level; however, the City believes that doing so would be an academic exercise of limited utility at this time.

Instead, the City intends to perform a full lifecycle cost analysis of rehabilitation versus replacement alternatives. Development of a financial plan and project delivery approach are important also important elements of the scope of work to be funded by the BUILD grant.
1 Appendix

1.1 Wage Certificate
1.2 Financial Commitment
1.3 Letters of Support
1.1 Wage Certificate
July 19, 2018

RE: Federal Wage Rate Certification BUILD Transportation Discretionary Grant for Vietnam Veterans Memorial Bridge: Connecting Communities through Investment

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
1.2 Financial Commitment
July 19, 2018

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

RE: DTOS59-18-RA-BUILD1: Vietnam Veterans Memorial Bridge: Connecting Communities through Investment

Dear Madam Secretary:

I am writing to affirm the commitment of the Baltimore City Department of Transportation to meet the matching fund obligations as described in our application for the BUILD planning grant for the Vietnam Veterans Memorial Bridge: Connecting Communities through Investment. The City is committed to providing $1,600,000.00 of local funds.

The Vietnam Veterans Memorial Bridge serves as a gateway from South Baltimore and Anne Arundel County to Baltimore’s urban core. The bridge is a primary route for some of Baltimore’s booming port facilities to I-95 and is one of the only two routes across the Baltimore Harbor for oversize, overweight, and hazmat trucks. Additionally, the Vietnam Veterans Memorial Bridge serves as a crucial link for neighborhoods in South Baltimore to the city center. These neighborhoods are largely low income, suffer from high unemployment, and depend on the bridge to access education and employment opportunities in downtown Baltimore. The BUILD grant includes several interrelated elements necessary to achieve a final decision on The Vietnam Veterans Memorial Bridge rehabilitation or replacement including structural analysis, cost and constructability analysis, NEPA permitting and approvals, project delivery, program management and financial plans.

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,

Michelle Pourciau  
Director
1.3 Letters of Support
July 19, 2018

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

As Mayor of the City of Baltimore, I am writing to convey my full support for the City of Baltimore’s project “Vietnam Veterans Memorial Bridge: Rebuilding Baltimore’s Bridge Connecting Communities through Investment” 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 advance the structural analysis, cost benefit analysis, NEPA effort, project delivery, and the financial and program management plans necessary to move to the bridge toward construction. This bridge is vital to Baltimore City and the region, and the rehabilitated/reconstructed structure will provide safety for multiple nodes of travel across the bridge, continue the state of good repair of this infrastructure, provide economic competitiveness for the Port of Baltimore and Port of Covington businesses and connect all residents of Baltimore to the City center, employment, education and recreation opportunities.

Given these considerations, and the importance that the Vietnam Veterans Memorial Bridge 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 Vietnam Veterans Memorial Bridge: Rebuilding Baltimore’s Bridge: Connecting Communities through Investment 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@baltimorer city.gov or (410) 396-6802.

Sincerely,

Catherine E. Pugh
Mayor
City of Baltimore

phone: 410.396.3835 fax: 410.576.9425 email: mayor@baltimorer city.gov
July 17, 2018

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

Dear Secretary Chao:

I am writing to express the Baltimore Development Corporation’s strong support for Baltimore City’s BUILD grant application for the Vietnam Veterans Memorial Bridge. The 100 year-old structure is a critical link in Baltimore City’s transportation infrastructure, carrying Maryland Route 2 across the Middle branch of the Patapsco River and linking downtown, south Baltimore, Anne Arundel County, and the Port of Baltimore. The bridge is also the only direct connection from points south to Port Covington, one of the largest development projects on the east coast. Due to years of wear and tear to meet these significant and growing travel demands, the bridge has fallen into serious disrepair.

I strongly urge you to fund Baltimore City’s BUILD grant application for the Vietnam Veterans Memorial Bridge. Repairing or replacing the bridge is of critical importance to the economic vitality of the city and region, and to the safety of the many travelers that depend on this major corridor.

Sincerely,

William H. Cole
President & CEO
July 16, 2018

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

RE: Baltimore City DOT’s BUILD Planning Grant application - Vietnam Veterans Memorial Bridge Phase III

Dear Secretary Chao:

The Baltimore Regional Transportation Board (BRTB), the Metropolitan Planning Organization for the Baltimore region, is pleased to offer its support to Baltimore City for their Better Utilizing Investment to Leverage Development (BUILD) Transportation Discretionary Grant application for the Vietnam Veterans memorial Bridge Phase III.

This vital structure is in dire need of major rehabilitation or replacement which is expected to cost $150 million. Along with the restoration of the physical elements of the bridge, the replacement or rehabilitation would provide an updated multi-modal cross section.

The 100 year-old Veterans Memorial Bridge is a critical link in Baltimore City’s transportation infrastructure. It carries Maryland Route 2 across the Middle Branch of the Patapsco River, linking downtown and residential south Baltimore, with the southern portion of the city and Anne Arundel County. The bridge also connects the Port of Baltimore’s Masonville & Fairfield terminals with I-95. The bridge also connects Port Covington, one of the largest development sites on the east coast, with points south and I-895.

If Baltimore is a successful recipient of this BUILD grant it would advance the structural analysis, cost benefit analysis, NEPA effort, project delivery, and the financial and program management plans necessary to move to construction. These efforts follow the completed corridor study that identified cross section options. Currently underway is a task to repair the bridge deck and supporting panels, and apply an asphalt riding surface.

This bridge is vital to Baltimore City as well as the region and the rehabilitated/reconstructed structure will provide safety for multiple modes of travel across the bridge, continue the state of good repair of this infrastructure, provide economic competitiveness for the Port of Baltimore and Port Covington businesses as well as connect all residents of Baltimore to the City center, employment, education, and recreation opportunities.

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 Vietnam Veterans Memorial Bridge Phase III Application on 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
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 “Vietnam Veterans Memorial Bridge: Rebuilding Baltimore’s Bridge: Connecting Communities through Investment,” 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 advance the structural analysis, cost benefit analysis, NEPA effort, project delivery, and the financial and program management plans necessary to move to the bridge toward construction.

This bridge is vital to Baltimore City and the region, and the rehabilitated/reconstructed structure will provide safety for multiple nodes of travel across the bridge, continue the state of good repair of this infrastructure, provide economic competitiveness for the Port of Baltimore and Port of Covington businesses and connect all residents of Baltimore to the City center, employment, education and recreation opportunities.

Given these considerations, and the importance that the Vietnam Veterans Memorial Bridge 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 Vietnam Veterans Memorial Bridge: Rebuilding Baltimore’s Bridge: Connecting Communities through Investment through the BUILD program.

Thank you for your attention to this important matter.

Sincerely,

[Signature]

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation
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 “Vietnam Veterans Memorial Bridge: Rebuilding Baltimore’s Bridge: Connecting Communities through Investment,” 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 advance the structural analysis, cost benefit analysis, NEPA effort, project delivery, and the financial and program management plans necessary to move to the bridge toward construction.

This bridge is vital to Baltimore City and the region, and the rehabilitated/reconstructed structure will provide safety for multiple nodes of travel across the bridge, continue the state of good repair of this infrastructure, provide economic competitiveness for the Port of Baltimore and Port of Covington businesses and connect all residents of Baltimore to the City center, employment, education and recreation opportunities.

Given these considerations, and the importance that the Vietnam Veterans Memorial Bridge 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 Vietnam Veterans Memorial Bridge: Rebuilding Baltimore’s Bridge: Connecting Communities through Investment through the BUILD program.

Thank you for your attention to this important matter.

Sincerely,

[Signature]

Bernard C. “Jack” Young,
President, Baltimore City Council

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation
July 17, 2018

The Hon. Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Via Email to: Valorie LaCour, Chief of Transportation Planning
Baltimore City Department of Transportation | valorie.lacour@baltimorecity.gov

RE: City of Baltimore’s 2018 BUILD Application -- The Vietnam Veterans’ Memorial Bridge

Secretary Chao:

On behalf of Baltimore City’s 11th Council District, I write to convey my full support for the City of Baltimore’s project, “Vietnam Veterans’ Memorial Bridge: Phase III,” and for its application to the 2018 U.S. Department of Transportation’s Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program to jump-start this project.

This vital structure desperately needs major rehabilitation or replacement; the costs run to $150 million. Along with the restoration of the physical elements of the bridge, the replacement or rehabilitation would provide an updated multimodal cross section. This grant would advance the structural analysis, cost benefit analysis, NEPA effort, project delivery, and the financial and program management plans needed to move construction forward.

The 100-year-old Vietnam Veterans’ Memorial Bridge plays a critical role in Baltimore City’s transportation infrastructure. It carries Maryland Route 2 across the Middle Branch of the Patapsco River, linking downtown and the South Baltimore Peninsula with the southernmost sections of the city and Anne Arundel County. It connects the Port of Baltimore’s Masonville and Fairfield Terminals with I-95. It provides Port Covington, one of the largest development sites on the East Coast, with access to I-895. Over the course of the last several years, my constituents—residents commuting to and from work, unions and businesses operating in the Port, and commercial developers—have made it crystal clear to me that they need this bridge rehabilitated.

As a legislator representing Downtown Baltimore, I can attest to the importance of this project in supporting the economic success of the Baltimore region. I appreciate your strong consideration of this Baltimore City DOT application for a 2018 BUILD grant. Should you have any questions, please reach out to me at 410-396-4816 or eric.costello@baltimorecity.gov.

Sincerely,

Eric T. Costello
Baltimore City Council, 11th District
July 16, 2018

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

Subject: Letter of support for Baltimore City DOT’s BUILD Planning Grant application - Vietnam Veterans Memorial Bridge Phase III

Dear Madam Secretary:

I am writing to express our strong support for Baltimore City DOT’s grant application. This vital structure is in dire need of major rehabilitation or replacement which is expected to cost $150 million. Along with the restoration of the physical elements of the bridge, the replacement or rehabilitation would provide an updated multi-modal cross section.

The Greater Baybrook Alliance (GBA) and our 18 partner organizations represent 26,000 residents and dozens of local businesses in Baltimore City and Anne Arundel County, and is dedicated to revitalization of the Baybrook Peninsula. The Vietnam Veterans Memorial Bridge serves as the gateway, and the only access point, to downtown Baltimore and its many economic opportunities. Increasing access through an improved bridge is an essential component of our neighborhood revitalization strategy.

If Baltimore is a successful recipient of this BUILD grant it would advance the structural analysis, cost benefit analysis, NEPA effort, project delivery, and the financial and program management plans necessary to move to construction. These efforts follow the completed corridor study which identified cross section options. Currently underway is a task to repair the bridge deck and supporting panels, and apply an asphalt riding surface.

Again, we strongly BDOT’s proposal, and are confident this work will have a significant impact on economic development for the entire region.

Sincerely,

Meredith Chaiken  
Executive Director
July 16, 2018

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

Subject: Letter of support for Baltimore City DOT’s BUILD Planning Grant application - Vietnam Veterans Memorial Bridge Phase III

Dear Madam Secretary:

This vital structure is in dire need of replacement or a major rehabilitation which is expected to cost $150 million. Along with the restoration of the physical elements of the bridge, the replacement or rehabilitation would provide an updated multi-modal cross section.

The 100 year-old veteran’s memorial bridge is a critical link in Baltimore city’s transportation infrastructure. It carries Maryland Route 2 across the middle branch of the Baltimore harbor, linking downtown and residential south Baltimore, with the southern portion of the city and Anne Arundel County. The bridge also connects the Port of Baltimore’s Masonville & Fairfield terminals with I-95. The bridge also connects Port Covington, one of the largest development sites on the east coast, with points south and I-895.

If Baltimore is a successful recipient of this grant it would complete the inspection and structural analysis, and complete the environmental review documents including selecting the preferred alternative. These efforts would follow efforts completed to date which included a corridor study identifying cross section options. Currently underway is a task to repair the bridge deck and supporting panels, and apply an asphalt riding surface. The BUILD grant would advance the structural analysis, cost benefit analysis, NEPA effort, project delivery, and the financial and program management plans necessary to move to construction.

The proposed planning project will focus on:

- Structural analysis of the superstructure, substructure foundation and piers.
- Cost and constructability analysis of rehabilitation and replacement of the bridge.
- National Environmental Policy Act (N. E. P. A.) permitting and approvals.
- Project Delivery Program management plan, and financial plan.

This bridge is vital to Baltimore City and the region and will provide safety for multiple modes of travel across the bridge, continue the state of good repair of this infrastructure, provide economic competitiveness for the Port of Baltimore and Port Covington businesses and connect
all residents of Baltimore to the City center, employment, education, and recreation opportunities.

I strongly urge you to fund Baltimore City's BUILD grant application for the Vietnam Veterans Memorial Bridge to help advance rehabilitation of this critical infrastructure of regional and national significance.

Sincerely,

Thomas J. Stosur,
Department of Planning, Director

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation
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 -- Vietnam Veterans Memorial Bridge Phase III

Dear Secretary Chao:

On behalf of the South Baltimore Gateway Partnership, I am writing to express my enthusiastic support for the City of Baltimore’s project “Vietnam Veterans Memorial Bridge Phase III,” and 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.

Our organization is currently spearheading a major redevelopment effort along the Middle Branch of the Patapsco river, creating 11 miles of parks, public spaces, and extraordinary economic development. The Hanover Street Bridge sits squarely at the center of this effort, an iconic and highly visible structure that needs a tremendous amount of work.

The 2015 South Baltimore Gateway Master Plan, which was developed over two years with tremendous amounts of public input, calls for the reconstruction of the century-old bridge, which is in need of serious repair and rehabilitation. But this is not just because of the underlying need for maintenance. The time has come for the bridge to be reconceived as a space that is safe and inviting for pedestrians and bicyclists.

The Hanover Street bridge can connect working people in Cherry Hill to the jobs and opportunity in Port Covington and Federal Hill, while serving as an essential link in the elaborate network of biking and hiking trails that we are building. Instead of an empty space filled with speeding traffic, it can become a place where families can walk across the water. In short, this is an opportunity to reimagine the Hanover Street bridge as a central element of a reborn waterfront.

Given these considerations, and the importance that the bridge plays for the future of South Baltimore and its residents, I respectfully recommend full funding of the City of Baltimore’s application for the Vietnam Veterans Memorial Bridge Phase III project through the BUILD program.

Sincerely,

Brad Rogers  
Executive Director

1111 Light St, 4th Fl, Baltimore, MD 21230  
info@sbgpartnership.org  
sbgpartnership.org
Tuesday, July 17, 2018

Secretary Elaine Chao  
United States Department of Transportation (US DOT)  
1200 New Jersey Avenue SE, Washington, D.C. 20590

RE: Letter of Support for the Baltimore City DOT BUILD Grant Application-Vietnam Veterans Memorial Bridge Phase III

Dear Madam Secretary,

Baltimore City Recreation and Parks (BCRP) would like to offer its support to the Baltimore City Department of Transportation (DOT) in its future submission of the Better Utilizing Investment to Leverage Development (BUILD) Transportation Discretionary grant program application as a measure to restore and renovate the Vietnam Veterans Memorial Bridge, a historical transportation infrastructure in Baltimore, MD.

Although, the Veterans Memorial Bridge was constructed approximately a century ago, this historical infrastructure serves as an essential resource for transportation within the City of Baltimore. The Veterans Memorial Bridge carries Maryland Route 2 across the Middle Branch of the Patapsco River, connecting downtown Baltimore with residential areas of south Baltimore, as well as the southern portion of Baltimore and Anne Arundel County. Additionally, the Veterans Memorial Bridge links the Port of Baltimore’s Masonville and Fairfield terminals with I-95 and links Port Covington, with points south and I-895.

A revitalized transportation resource would undoubtedly provide necessary renovations to a historical infrastructure, provide safer methods of transportation across the Veterans Memorial bridge, yield a sense of economic competitiveness for the Port of Baltimore and local businesses in and near areas of Port Covington, in addition to uniting residents of Baltimore to the city’s center for employment, educational, and recreation purposes. On behalf of the BCRP, I respectfully recommend that you consider approving the City of Baltimore DOT BUILD grant application and allocate funds to restore and renovate the Vietnam Veterans Memorial Bridge.

Regards,

Reginald Moore  
Director
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 *Vietnam Veterans Memorial Bridge* Project. The planning grant will enable the City of Baltimore to pursue the next phase in this multi-phase approach to replace or rehabilitate this important bridge serving Baltimore City commercial and residential traffic and improve regional connectivity.

The 100 year old Vietnam Veterans Memorial Bridge is a critical link in Baltimore City’s transportation infrastructure. It carries Maryland Route 2 across the Middle Branch of the Patapsco River, linking downtown Baltimore with residential South Baltimore, with the Southern portion of Baltimore City and with Anne Arundel County. The bridge also connects the Port of Baltimore’s Masonville and Fairfield terminals with I-95, along with connecting Port Covington, one of the largest development sites on the East coast, with I-895.

If BCDOT is a successful recipient of this BUILD grant, BCDOT would develop the structural analysis, cost benefit analysis, environmental analysis, and the financial and program management plans necessary to advance this project to construction. Currently, BCDOT has an effort underway to repair the bridge deck and the supporting panels, as well as apply an asphalt riding surface, which will help to maintain the bridge in the short term. If awarded these planning funds, BCDOT will be able to advance the *Vietnam Veterans Memorial Bridge* Project into the next phase of development and enable the city to maintain this critical infrastructure link.

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, OPCP, MDOT
    Mr. Jeff Stockdale, Federal Legislative Officer, MDOT
    Mr. Jeff Tosi, Director, Office of Government Affairs, MDOT
July 16, 2018

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

Subject: Letter of support for Baltimore City DOT’s BUILD Planning Grant application - Vietnam Veterans Memorial Bridge Phase III

Dear Madam Secretary:

This vital structure is in dire need of major rehabilitation or replacement which is expected to cost $150 million. Along with the restoration of the physical elements of the bridge, the replacement or rehabilitation would provide an updated multi-modal cross section.

The 100 year-old Veterans Memorial Bridge is a critical link in Baltimore City’s transportation infrastructure. It carries Maryland Route 2 across the Middle Branch of the Patapsco River, linking downtown and residential south Baltimore, with the southern portion of the city and Anne Arundel County. The bridge also connects the Port of Baltimore’s Masonville & Fairfield terminals with I-95. The bridge also connects Port Covington, one of the largest development sites on the east coast, with points south and I-895.

If Baltimore is a successful recipient of this BUILD grant it would advance the structural analysis, cost benefit analysis, NEPA effort, project delivery, and the financial and program management plans necessary to move to construction. These efforts follow the completed corridor study which identified cross section options. Currently underway is a task to repair the bridge deck and supporting panels, and apply an asphalt riding surface.

This bridge is vital to Baltimore City and the region and the rehabilitated/reconstructed structure will provide safety for multiple modes of travel across the bridge, continue the state of good repair of this infrastructure, provide economic competitiveness for the Port of Baltimore and Port Covington businesses and connect all residents of Baltimore to the City center, employment, education, and recreation opportunities.

I strongly urge you to fund Baltimore City’s BUILD grant application for the Vietnam Veterans Memorial Bridge to help maintain this critical infrastructure link of regional and national significance.

Catherine E. Pugh, Mayor  Michael Braverman, Housing Commissioner
417 East Fayette Street  Baltimore, MD 21202  410 396 3232  www.DHCD.BaltimoreHousing.org
Sincerely,

[Signature]

Michael Braverman
Housing Commissioner

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation
    Jalal Greene, Chief Operating Officer, Baltimore City DHCD
July 19, 2018

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

RE: Letter of Support for Baltimore City DOT’s BUILD Planning Grant Application:
    Vietnam Veterans Memorial Bridge Phase III

Dear Madam Secretary:

This vital structure is in dire need of major rehabilitation or replacement which is expected to cost $150 million. Along with the restoration of the physical elements of the bridge, the replacement or rehabilitation would provide an updated multi-modal cross section.

The 100-year-old Veterans Memorial Bridge is a critical link in Baltimore City’s transportation infrastructure. It carries Maryland Route 2 across the Middle Branch of the Patapsco River, linking downtown and residential south Baltimore with the southern portion of the city and Anne Arundel County. The bridge also connects the Port of Baltimore’s Masonville & Fairfield terminals with I-95. In addition, the bridge connects our project, Port Covington, one of the largest development sites on the east coast, with points south and I-895.

If Baltimore is a successful recipient of this BUILD grant it would advance the structural analysis, cost benefit analysis, NEPA effort, project delivery, and the financial and program management plans necessary to move to construction. These efforts follow the completed corridor study which identified cross section options. Currently underway is a task to repair the bridge deck and supporting panels, and apply an asphalt riding surface.

This bridge is vital to Baltimore City and the region. The rehabilitated/reconstructed structure will provide safety for multiple modes of travel across the bridge, continue the state of good repair of this infrastructure, provide economic competitiveness for the Port of Baltimore and Port Covington businesses and connect all residents of Baltimore to the City center, employment, education, and recreation opportunities.

It is for the forgoing reasons that we respectfully request USDOT fund Baltimore City’s BUILD grant application for the Vietnam Veterans Memorial Bridge to help maintain this critical infrastructure link of regional and national significance.

Sincerely,

Marc Weller
Founding Partner

Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation
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 -- Vietnam Veterans Memorial Bridge Phase III

Dear Secretary Chao:

As Chair of the Baltimore Casino Local Development Council (LDC), I am writing to support the City of Baltimore’s project “Vietnam Veterans Memorial Bridge Phase III,” and 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 advance the structural analysis, cost benefit analysis, NEPA compliance, project delivery, and financial and program management plans necessary to proceed with reconstruction of the 100 year-old Veterans Memorial Bridge across the Middle Branch of the Patapsco River in South Baltimore. These efforts follow a completed corridor study, which produced options for new, multi-modal cross section designs. Currently underway is a task to repair the bridge deck and supporting panels, and apply a new asphalt-paved riding surface.

This next phase is vital to the bridge’s critically needed, major rehabilitation, expected to cost $150 million. The 100 year-old bridge is an essential component in Baltimore City’s transportation infrastructure, carrying Maryland Route 2 across the Middle Branch of the Patapsco River. Route 2 links Downtown and the residential neighborhoods of the South Baltimore Peninsula with the neighborhoods and industrial areas of Cherry Hill, Brooklyn and Curtis Bay on the southern edge of the city, before continuing on into Anne Arundel County and south to Maryland’s Capitol region. The bridge connects the Port of Baltimore’s Masonville and Fairfield terminals with I-95, and it will be a vital link connecting Port Covington, one of the largest redevelopment projects on the east coast, with points south and I-895.

The LDC is the advisory body tasked under Maryland State Law with helping the City of Baltimore plan and execute investments of Casino Local Impact Grant (LIG) funds for the betterment of communities in South Baltimore. As such, the LDC is committed to seeing the Vietnam Veterans Memorial Bridge preserved and rehabilitated for modern use. This is evidenced by our prioritization of the bridge’s repair and reconstruction within the South Baltimore Gateway Master Plan, to which LDC members contributed between 2013 and 2015, and which is the blueprint for allocating LIG funds.

Given these considerations, and the importance that the bridge plays for the future of South Baltimore and its residents, I respectfully recommend full funding of the City of Baltimore’s application for the Vietnam Veterans Memorial Bridge Phase III project through the BUILD program.

Thank you for your attention to this important matter.
Sincerely,

Bill Ferguson
District 46
Cc: Michelle Pourciau, Director, Baltimore City Department of Transportation
    Karen Stokes, Director, Mayor’s Office of Government Relations
    Ethan Cohen, Senior Project Coordinator, Mayor’s Office of Strategic Alliances
    Michael Middleton, Chair, Cherry Hill Community Coalition
    Keisha Allen, Vice Chair, Baltimore Casino Local Development Council (LDC)
    Bill Reuter, Chair, LDC Sanitation, Transportation and Infrastructure Committee
July 19, 2018

Re: DTOS59-19-RA-BUILD1: Vietnam Veterans Memorial Bridge - Congressional District

Baltimore City Department of Transportation is submitting a project application to the U. S. Department of Transportation (USDOT) under the Better Utilizing Investment to Leverage Development (BUILD), Transportation Discretionary grant program. The Vietnam Veterans Bridge connects Dutch Ruppersberger’s Maryland’s 2nd Congressional District on the south side to John Sarbanes 3rd Congressional District on the north end.