



**STEPHANIE RAWLINGS-BLAKE**

MAYOR

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

April 21, 2014

The Honorable Anthony Foxx  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx:

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER VI Discretionary Grant to fund the Hanover Street Bridge Replacement Study (HSBRS). The HSBRS will establish a framework for the City's investment in transportation, education, recreation, regional competitiveness, and economic development within the communities of South Baltimore. The Baltimore City Department of Transportation (DOT) has over the past 5 years completed foundational studies for traffic management in the impact zone of the Hanover Street Bridge including the Baltimore City Commercial Vehicle Management Plan by establishing designated truck routes citywide and specifically designated Hanover Street as a designated truck route to protect neighborhood streets from truck traffic, which directly resulted in a collaboration for an online hauling permit process with approvals and enforcement measures for violations. Within the project limits, HSBRS will:

- Study capacity, safety, lane use controls, roundabouts, pedestrian and bicycle accommodations
- A new bridge would ensure safe passage along the Hanover Street corridor for decades.
- This is a crucial link for local and regional users. It is important for local users traveling between Cherry Hill and points south, Federal Hill/Downtown Baltimore and points north, and I-95. This is also a vital route for regional commerce and Baltimore's booming ports.
- The enhanced bridge would improve connectivity between existing transit services including MTA bus, Light Rail, Charm City Circulator, and more.
- A multi-modal bridge replacement would link existing and planned bicycle and pedestrian trail systems including the Middle Branch arm of the Gwynns Falls, Jones Falls and Masonville trails.

- ADA-accessible sidewalks would establish a safer and more comfortable pedestrian experience.
- A major investment in infrastructure such as the bridge replacement project shows a larger commitment to the City and its residents. This often fosters more redevelopment and reinvestment opportunities.

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

Thank you for your attention to this important matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephanie Rawlings-Blake". The signature is fluid and cursive, with the first name "Stephanie" written in a larger, more prominent script than the last name "Rawlings-Blake".

Stephanie Rawlings-Blake

*Mayor*

*City of Baltimore*

**Congress of the United States**  
**Washington, DC 20515**

April 18, 2014

The Honorable Anthony Foxx  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx:

It has come to our attention that the City of Baltimore will be submitting a proposal for a TIGER VI Discretionary Grant to fund the Hanover Street Bridge Replacement Study (HSBRS). The HSBRS will perform an analysis of the transportation methods in the area to provide safer access to the surrounding communities, increase quality of life for South Baltimore residents and evaluate improvements to Hanover Street from Wells Street in the Federal Hill neighborhood to Cherry Hill Road in the Cherry Hill neighborhood.

Over the past five years, the Baltimore City Department of Transportation (DOT) has completed foundational studies for traffic management in the impact zone of the Hanover Street Bridge. The City of Baltimore will build off of these previous studies to complete the HSBRS. The study will specifically look at bridge structure and lane configuration and will include extensive public outreach to the affected communities.

Upon future completion of the replacement of the Hanover Street Bridge, the residents of South Baltimore will have access to:

- A new bridge that ensures safe passage along the Hanover Street corridor for decades;
- A crucial link for local and regional users as it is a major north/south connection in South Baltimore;
- Improved connectivity between existing transit services including MTA bus, Light Rail, and Charm City Circulator;
- Better connected bicycle and pedestrian trail systems that include the Middle Branch arm of the Gwynns Falls, Jones Falls and Masonville trails; and
- ADA-accessible sidewalks allowing for a safer and more pedestrian-friendly walkway.

We respectfully request that the City of Baltimore's funding application for the HSBRS receive full consideration. Thank you for your attention to this important matter.



Benjamin L. Cardin  
United States Senator

Sincerely,



Elijah Cummings  
Member of Congress



C.A. Dutch Ruppertsberger  
Member of Congress



John P. Sarbanes  
Member of Congress



THE MARYLAND GENERAL ASSEMBLY  
46TH LEGISLATIVE DISTRICT  
BALTIMORE CITY

April 15, 2014

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

Dear Secretary Foxx:

It has come to our attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER VI Discretionary Grant to fund the Hanover Street Bridge Replacement Study (HSBRS). The HSBRS will establish a framework for the City's investment in transportation, education, recreation, regional competitiveness, and economic development within the communities of South Baltimore. The Baltimore City Department of Transportation (DOT) has over the past 5 years completed foundational studies for traffic management in the impact zone of the Hanover Street Bridge including the Baltimore City commercial vehicle management plan by establishing designated truck routes citywide and specifically designated Hanover Street as a designated truck route to protect neighborhood streets from truck traffic, which directly resulted in a collaboration for an online hauling permit process with approvals and enforcement measures for violations. Within the project limits, HSBRS will:

- Study capacity, safety, lane use controls, roundabouts, pedestrian and bicycle accommodations
- A new bridge would ensure safe passage along the Hanover Street corridor for decades.
- This is a crucial link for local and regional users. It is important for local users traveling between Cherry Hill and points south, Federal Hill/Downtown Baltimore and points north, and I-95. This is also a vital route for regional commerce and Baltimore's booming ports.
- The enhanced bridge would improve connectivity between existing transit services including MTA bus, Light Rail, Charm City Circulator, and more.
- A multi-modal bridge replacement would link existing and planned bicycle and pedestrian trail systems including the Middle Branch arm of the Gwynns Falls, Jones Falls and Masonville trails.
- ADA-accessible sidewalks would establish a safer and more comfortable pedestrian experience.
- A major investment in infrastructure such as the bridge replacement project shows a larger commitment to the City and its residents. This often fosters more redevelopment and reinvestment opportunities.



THE MARYLAND GENERAL ASSEMBLY  
46TH LEGISLATIVE DISTRICT  
BALTIMORE CITY

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

Thank you for your attention to this important matter.

Sincerely,

A handwritten signature in black ink that reads "Luke Clippinger".

Luke Clippinger  
Delegate, District 46

A handwritten signature in black ink that reads "Peter A. Hammen".

Peter A. Hammen  
Delegate, District 46

A handwritten signature in black ink that reads "Brian K. McHale".

Brian K. McHale  
Delegate, District 46

A handwritten signature in blue ink that reads "Bill Ferguson".

Bill Ferguson  
Senator, District 46





Martin O'Malley  
*Governor*  
Anthony G. Brown  
*Lieutenant Governor*

**Maryland Port Commission**  
James T. Smith, Jr.  
*Secretary*

April 17, 2014

The Honorable Anthony Foxx  
Secretary  
United States Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington DC 20590

William Dockser  
Donald C. Fry  
Dr. Donté L. Hickman, Sr.  
Peta N. Richkus  
Theodore G. Venetoulis  
Charles H. White, Jr.

James J. White  
*Executive Director*

Dear Secretary Foxx:

I am writing to offer the Maryland Port Administration's (MPA) support for the City of Baltimore's Transportation Investment Generating Economic Recover (TIGER) Discretionary Grant submission for the Hanover Street Multimodal Corridor Study.

The Port of Baltimore is a significant economic generator within the City and State of Maryland connecting Maryland to the global marketplace. The City's proposed TIGER project will increase the connectivity of the communities in South Baltimore to the employment sectors of the City while improving an important City freight corridor.

The Maryland Port Administration and City of Baltimore share many common goals to improve the economic conditions and access to employment for City residents. The Port of Baltimore generates more than 5,000 direct jobs, with an estimated \$286 million in salary, for Baltimore City residents and over 40,000 direct and indirect jobs in total. Port traffic utilizes several routes to move cargo into and out of public and private marine terminals, including the Hanover Street Bridge. Enhancing conditions for nearby communities to have greater accessibility while still maintaining the efficient movement of cargo presents a "win-win" opportunity for the City and the State of Maryland.

The Maryland Port Administration supports the City of Baltimore's Hanover Street Multimodal Corridor Study TIGER proposal. I appreciate your consideration of this important request.

Sincerely,

James J. White  
Executive Director  
Maryland Port Administration

cc: Mr. James T. Smith, Jr., Secretary, Maryland Department of Transportation  
Mayor Stephanie Rawlings-Blake



THE MARYLAND GENERAL ASSEMBLY  
46TH LEGISLATIVE DISTRICT  
BALTIMORE CITY

April 15, 2014

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

Dear Secretary Foxx:

It has come to our attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER VI Discretionary Grant to fund the Hanover Street Bridge Replacement Study (HSBRS). The HSBRS will establish a framework for the City's investment in transportation, education, recreation, regional competitiveness, and economic development within the communities of South Baltimore. The Baltimore City Department of Transportation (DOT) has over the past 5 years completed foundational studies for traffic management in the impact zone of the Hanover Street Bridge including the Baltimore City commercial vehicle management plan by establishing designated truck routes citywide and specifically designated Hanover Street as a designated truck route to protect neighborhood streets from truck traffic, which directly resulted in a collaboration for an online hauling permit process with approvals and enforcement measures for violations. Within the project limits, HSBRS will:

- Study capacity, safety, lane use controls, roundabouts, pedestrian and bicycle accommodations
- A new bridge would ensure safe passage along the Hanover Street corridor for decades.
- This is a crucial link for local and regional users. It is important for local users traveling between Cherry Hill and points south, Federal Hill/Downtown Baltimore and points north, and I-95. This is also a vital route for regional commerce and Baltimore's booming ports.
- The enhanced bridge would improve connectivity between existing transit services including MTA bus, Light Rail, Charm City Circulator, and more.
- A multi-modal bridge replacement would link existing and planned bicycle and pedestrian trail systems including the Middle Branch arm of the Gwynns Falls, Jones Falls and Masonville trails.
- ADA-accessible sidewalks would establish a safer and more comfortable pedestrian experience.
- A major investment in infrastructure such as the bridge replacement project shows a larger commitment to the City and its residents. This often fosters more redevelopment and reinvestment opportunities.



THE MARYLAND GENERAL ASSEMBLY  
46TH LEGISLATIVE DISTRICT  
BALTIMORE CITY

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

Thank you for your attention to this important matter.

Sincerely,

Luke Clippinger  
Delegate, District 46

Peter A. Hammen  
Delegate, District 46

Brian K. McHale  
Delegate, District 46

Bill Ferguson  
Senator, District 46





THE MARYLAND GENERAL ASSEMBLY  
46TH LEGISLATIVE DISTRICT  
BALTIMORE CITY

April 15, 2014

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

Dear Secretary Foxx:

It has come to our attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER VI Discretionary Grant to fund the Hanover Street Bridge Replacement Study (HSBRS). The HSBRS will establish a framework for the City's investment in transportation, education, recreation, regional competitiveness, and economic development within the communities of South Baltimore. The Baltimore City Department of Transportation (DOT) has over the past 5 years completed foundational studies for traffic management in the impact zone of the Hanover Street Bridge including the Baltimore City commercial vehicle management plan by establishing designated truck routes citywide and specifically designated Hanover Street as a designated truck route to protect neighborhood streets from truck traffic, which directly resulted in a collaboration for an online hauling permit process with approvals and enforcement measures for violations. Within the project limits, HSBRS will:

- Study capacity, safety, lane use controls, roundabouts, pedestrian and bicycle accommodations
- A new bridge would ensure safe passage along the Hanover Street corridor for decades.
- This is a crucial link for local and regional users. It is important for local users traveling between Cherry Hill and points south, Federal Hill/Downtown Baltimore and points north, and I-95. This is also a vital route for regional commerce and Baltimore's booming ports.
- The enhanced bridge would improve connectivity between existing transit services including MTA bus, Light Rail, Charm City Circulator, and more.
- A multi-modal bridge replacement would link existing and planned bicycle and pedestrian trail systems including the Middle Branch arm of the Gwynns Falls, Jones Falls and Masonville trails.
- ADA-accessible sidewalks would establish a safer and more comfortable pedestrian experience.
- A major investment in infrastructure such as the bridge replacement project shows a larger commitment to the City and its residents. This often fosters more redevelopment and reinvestment opportunities.



THE MARYLAND GENERAL ASSEMBLY  
46TH LEGISLATIVE DISTRICT  
BALTIMORE CITY

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

Thank you for your attention to this important matter.

Sincerely,

A handwritten signature in black ink that reads "Luke Clippinger".

Luke Clippinger  
Delegate, District 46

A handwritten signature in black ink that reads "Peter A. Hammen".

Peter A. Hammen  
Delegate, District 46

A handwritten signature in black ink that reads "Brian K. McHale".

Brian K. McHale  
Delegate, District 46

A handwritten signature in blue ink that reads "Bill Ferguson".

Bill Ferguson  
Senator, District 46

STEPHANIE RAWLINGS-BLAKE  
Mayor



THOMAS J. STOSUR  
Director

April 23, 2104

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

*RE: Hanover Street Bridge Multimodal Corridor Study – TIGER Planning Grant*

Dear Secretary Foxx:

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER VI Discretionary Grant to fund the Hanover Street Bridge Multimodal Corridor Study. The study will establish a framework for the City's investment in transportation, education, recreation, regional competitiveness, and economic development within the communities of South Baltimore.


The Baltimore City Department of Transportation (DOT) has over the past 5 years completed foundational studies for traffic management in the impact zone of the Hanover Street Bridge. The Baltimore City Commercial Vehicle Management Plan establishes designated truck routes citywide and specifies Hanover Street as a designated truck route to protect neighborhood streets from truck traffic. The Plan directly resulted in collaboration for an online hauling permit process with approvals and enforcement measures for violations. Leveraging the existing work under these plans, the proposed Hanover Street Bridge Study will:

- Evaluate capacity, safety, lane use controls, roundabouts, pedestrian and bicycle accommodations.
- Plan for the construction of a new bridge that would ensure safe passage along the Hanover Street corridor for decades.
- Create a crucial link for local and regional users traveling between Cherry Hill and points south, Federal Hill/Downtown Baltimore and points north, and I-95. This is also a vital route for regional commerce and Baltimore's booming ports.
- Improve connectivity between existing transit services including MTA bus, Light Rail, Charm City Circulator, and more.
- Link existing and planned bicycle and pedestrian trail systems including the Middle Branch arm of the Gwynns Falls, Jones Falls and Masonville trails through multi-modal improvements.
- Create ADA-accessible sidewalks which would establish a safer and more comfortable pedestrian experience.
- Demonstrate a larger commitment to the City and its residents through a major investment in infrastructure such as the bridge replacement. This often fosters more redevelopment and reinvestment opportunities.

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

Thank you for your attention to this important matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thomas J. Stosur". The signature is fluid and cursive, with a prominent initial "T" and a stylized "S".

Thomas J. Stosur  
Director, Baltimore City Planning Department



April 16, 2014

City of Annapolis  
Mike Pantelides  
Mayor

Anne Arundel County  
Laura Neuman  
County Executive

City of Baltimore  
Stephanie Rawlings-Blake  
Mayor

Baltimore County  
Kevin Kamenetz  
County Executive

Carroll County  
Haven Shoemaker  
Member, Board of Commissioners

Harford County  
David R. Craig  
County Executive

Howard County  
Ken Ulman  
County Executive

Maryland Department of Transportation  
James T. Smith  
Secretary

Maryland Department of the Environment  
Robert Summers, Ph.D.  
Secretary

Maryland Department of Planning  
Richard E. Hall  
Secretary

Maryland Transit Administration  
Robert Smith  
Administrator

Secretary Anthony Foxx  
US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx:

The Baltimore Regional Transportation Board, the Metropolitan Planning Organization for the Baltimore region, is pleased to offer its support to the City of Baltimore for its application for planning funding under the FY 2014 Transportation Investment Generating Economic Recovery (TIGER) VI Discretionary Grant Program. The Baltimore Regional Transportation Board is committed to adding all funds awarded under this Discretionary Program to the Transportation Improvement Program immediately upon award.

The TIGER Planning Grant Program will allow the City to undertake a comprehensive Hanover Street Bridge Replacement Study that will establish a framework for the City's investment in transportation, education, recreation and economic development within the communities of South Baltimore.

The BRTB appreciates your strong consideration of this City of Baltimore application as it directly responds to goals identified in the Baltimore region's long-range transportation plan.

Sincerely,

Anthony McClune, Chair

---

Offices @ McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230  
Telephone 410-732-0500  
Facsimile 410-732-8248  
[www.baltometro.org](http://www.baltometro.org)





[www.baltimoreindustrialgroup.org](http://www.baltimoreindustrialgroup.org)

A Non-Profit Trade Organization  
Recognized under Section 501(c) (6) of the IRS Code 1986

April 16<sup>th</sup> 2014

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

### **Hanover Street Bridge Replacement Study (Planning Grant)**

Dear Secretary Foxx:

The Baltimore Industrial Group (BIG) was established by prominent public and private business organizations in the Baltimore metropolitan region to advocate for industry and maritime operations. We represent an array of businesses involved in manufacturing, transportation, maritime, shipping and warehousing. BIG members alone employ 16,000 workers directly and indirectly in the Baltimore metropolitan area

It has come to our attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER VI Discretionary Grant to fund the Hanover Street Bridge Replacement Study (HSBRS).

We believe that the HSBRS will establish a framework for the City's investment in transportation, education, recreation, regional competitiveness, and economic development within the communities of South Baltimore.

Hanover Street, and therefore the bridge, is critical to maritime and industrial businesses in the south west quadrant of Baltimore City as in the event on an incident in or around the Fort McHenry Tunnel (that connects I-95 north and south of the Patapsco River), truck traffic has no alternative than to use Hanover Street or transit through Baltimore City.

The Baltimore City Department of Transportation (DOT) has advised us that over the past 5 years they have completed foundational studies for traffic management in the impact zone of the Hanover Street Bridge including the Baltimore City Commercial vehicle management plan by establishing designated truck routes citywide and specifically designated Hanover Street as a truck route.

Continued/..

In turn this protects neighborhood streets from truck traffic and directly resulted in collaboration for an online hauling permit process with approvals and enforcement measures for violations.

Within the project limits, HSBRS will:

- Study capacity, safety, lane use controls, roundabouts, pedestrian and bicycle accommodations
- A new bridge would ensure safe passage along the Hanover Street corridor for decades.
- This is a crucial link for local and regional users. It is important for local users traveling between Cherry Hill and points south, Federal Hill/Downtown Baltimore and points north, and I-95. This is also a vital route for regional commerce and Baltimore's booming ports.
- The enhanced bridge would improve connectivity between existing transit services including MTA bus, Light Rail, Charm City Circulator, and more.
- A multi-modal bridge replacement would link existing and planned bicycle and pedestrian trail systems including the Middle Branch arm of the Gwynns Falls, Jones Falls and Masonville trails.
- ADA-accessible sidewalks would establish a safer and more comfortable pedestrian experience.
- A major investment in infrastructure such as the bridge replacement project shows a larger commitment to the City and its residents. This often fosters more redevelopment and reinvestment opportunities.

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

Thank you for your attention to this important matter.

Sincerely,



Rupert Denney

For The Baltimore Industrial Group  
Chairman

c/o C. Steinweg (Baltimore) Inc.,  
1201 Wallace Street, Baltimore MD 21230  
410.864.1922  
[r.denney@us.steinweg.com](mailto:r.denney@us.steinweg.com)

**Hanover Street Bridge Replacement Study (Planning Grant)**

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

CHAIRMAN:  
LAND USE &  
TRANSPORTATION  
COMMITTEE

MEMBER:  
TAXATION & FINANCE COMMITTEE  
BUDGET & APPROPRIATIONS

Dear Secretary Foxx:

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER VI Discretionary Grant to fund the Hanover Street Bridge Replacement Study (HSBRS). The HSBRS will establish a framework for the City's investment in transportation, education, recreation, regional competitiveness, and economic development within the communities of South Baltimore. The Baltimore City Department of Transportation (DOT) has over the past 5 years completed foundational studies for traffic management in the impact zone of the Hanover Street Bridge including the Baltimore City Commercial vehicle management Plan by establishing designated truck routes citywide and specifically designated Hanover Street as a designated truck route to protect neighborhood streets from truck traffic, which directly resulted in a collaboration for an online hauling permit process with approvals and enforcement measures for violations. Within the project limits, HSBRS will:

- Study capacity, safety, lane use controls, roundabouts, pedestrian and bicycle accommodations
- A new bridge would ensure safe passage along the Hanover Street corridor for decades.
- This is a crucial link for local and regional users. It is important for local users traveling between Cherry Hill and points south, Federal Hill/Downtown Baltimore and points north, and I-95. This is also a vital route for regional commerce and Baltimore's booming ports.
- The enhanced bridge would improve connectivity between existing transit services including MTA bus, Light Rail, Charm City Circulator, and more.
- A multi-modal bridge replacement would link existing and planned bicycle and pedestrian trail systems including the Middle Branch arm of the Gwynns Falls, Jones Falls and Masonville trails.
- ADA-accessible sidewalks would establish a safer and more comfortable pedestrian experience.
- A major investment in infrastructure such as the bridge replacement project shows a larger commitment to the City and its residents. This often fosters more redevelopment and reinvestment opportunities.

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

Thank you for your attention to this important matter.

Sincerely,

**Hanover Street Bridge Replacement Study (Planning Grant)**

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

CHAIRMAN:  
LAND USE &  
TRANSPORTATION  
COMMITTEE

MEMBER:  
TAXATION & FINANCE COMMITTEE  
BUDGET & APPROPRIATIONS

Dear Secretary Foxx:

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER VI Discretionary Grant to fund the Hanover Street Bridge Replacement Study (HSBRS). The HSBRS will establish a framework for the City's investment in transportation, education, recreation, regional competitiveness, and economic development within the communities of South Baltimore. The Baltimore City Department of Transportation (DOT) has over the past 5 years completed foundational studies for traffic management in the impact zone of the Hanover Street Bridge including the Baltimore City Commercial vehicle management Plan by establishing designated truck routes citywide and specifically designated Hanover Street as a designated truck route to protect neighborhood streets from truck traffic, which directly resulted in a collaboration for an online hauling permit process with approvals and enforcement measures for violations. Within the project limits, HSBRS will:

- Study capacity, safety, lane use controls, roundabouts, pedestrian and bicycle accommodations
- A new bridge would ensure safe passage along the Hanover Street corridor for decades.
- This is a crucial link for local and regional users. It is important for local users traveling between Cherry Hill and points south, Federal Hill/Downtown Baltimore and points north, and I-95. This is also a vital route for regional commerce and Baltimore's booming ports.
- The enhanced bridge would improve connectivity between existing transit services including MTA bus, Light Rail, Charm City Circulator, and more.
- A multi-modal bridge replacement would link existing and planned bicycle and pedestrian trail systems including the Middle Branch arm of the Gwynns Falls, Jones Falls and Masonville trails.
- ADA-accessible sidewalks would establish a safer and more comfortable pedestrian experience.
- A major investment in infrastructure such as the bridge replacement project shows a larger commitment to the City and its residents. This often fosters more redevelopment and reinvestment opportunities.

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

Thank you for your attention to this important matter.

Sincerely,





April 16, 2014

City of Annapolis  
Mike Pantelides  
Mayor

Anne Arundel County  
Laura Neuman  
County Executive

City of Baltimore  
Stephanie Rawlings-Blake  
Mayor

Baltimore County  
Kevin Kamenetz  
County Executive

Carroll County  
Haven Shoemaker  
Member, Board of Commissioners

Harford County  
David R. Craig  
County Executive

Howard County  
Ken Ulman  
County Executive

Maryland Department of Transportation  
James T. Smith  
Secretary

Maryland Department of the Environment  
Robert Summers, Ph.D.  
Secretary

Maryland Department of Planning  
Richard E. Hall  
Secretary

Maryland Transit Administration  
Robert Smith  
Administrator

Secretary Anthony Foxx  
US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx:

The Baltimore Regional Transportation Board, the Metropolitan Planning Organization for the Baltimore region, is pleased to offer its support to the City of Baltimore for its application for planning funding under the FY 2014 Transportation Investment Generating Economic Recovery (TIGER) VI Discretionary Grant Program. The Baltimore Regional Transportation Board is committed to adding all funds awarded under this Discretionary Program to the Transportation Improvement Program immediately upon award.

The TIGER Planning Grant Program will allow the City to undertake a comprehensive Hanover Street Bridge Replacement Study that will establish a framework for the City's investment in transportation, education, recreation and economic development within the communities of South Baltimore.

The BRTB appreciates your strong consideration of this City of Baltimore application as it directly responds to goals identified in the Baltimore region's long-range transportation plan.

Sincerely,

Anthony McClune, Chair

---

Offices @ McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230  
Telephone 410-732-0500  
Facsimile 410-732-8248  
[www.baltometro.org](http://www.baltometro.org)





# MedStar Harbor Hospital

**Dennis W. Pullin, FACHE**  
President, MedStar Harbor Hospital  
Senior Vice President, MedStar Health

April 23, 2014

Dear Secretary Foxx:

It has come to my attention that the City of Baltimore will soon submit a proposal for a TIGER VI Discretionary Grant to fund the Hanover Street Bridge Replacement Study (HSBRS). Within the project limits, the HSBRS will study capacity, safety, lane use controls, roundabouts, pedestrian and bicycle accommodations. In addition:

- A new bridge would ensure safe passage along Hanover Street for decades.
- This is a crucial link for local and regional users. It is important for local users traveling between Cherry Hill and points south; Federal Hill/Downtown Baltimore and points north; and I-95. This is also a vital route for regional commerce and Baltimore's booming ports.
- The enhanced bridge would improve connectivity between existing transit services including MTA bus, Light Rail, Charm City Circulator, and more.
- A multimodal bridge replacement would link existing and planned bicycle and pedestrian trail systems including the Middle Branch arm of the Gwynns Falls, Jones Falls and Masonville trails.
- Americans with Disabilities Act-accessible sidewalks would establish a safer and more comfortable pedestrian experience.
- A major investment in infrastructure such as the bridge replacement project shows a larger commitment to the city and its residents. This often fosters more redevelopment and reinvestment opportunities.

Many MedStar Harbor Hospital employees, patients, and guests travel to and from our facility via the Hanover Street bridge. While the bridge is a beautiful landmark on the Patapsco River, it also is in need of a focused rehabilitation. I respectfully request the City of Baltimore's funding application for the HSBRS receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,

Dennis W. Pullin, FACHE  
President, MedStar Harbor Hospital  
Senior Vice President, MedStar Health



April 22, 2014

Secretary Anthony Foxx  
Office of the Secretary  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Fox:

I am writing on behalf of Bikemore, Baltimore's bicycle advocacy organization, in support of the Baltimore City Department of Transportation's TIGER application for the Hanover Street Bridge project.

The Hanover Street Bridge project is critical to reinvigorating a disconnected, underserved South Baltimore, as well as the entire Middle Branch area.

The Hanover Street Bridge over the Middle Branch of the Patapsco River created a new gateway into the city when it was first constructed close to a century ago. However, the bridge's current configuration, deteriorating sidewalks, and bridge deck make travel outright dangerous for bicyclists, pedestrians, and disabled individuals.

The neighborhoods of Cherry Hill and Brooklyn rely on the Hanover Street Bridge as their connection to Baltimore. Almost half of the households in these neighborhoods lack access to a car, which combined with the lack of safe pedestrian and bicycle infrastructure on the Hanover Street Bridge, results in isolation of these impoverished and underserved neighborhoods from jobs, commerce, and opportunity.

Beyond the immediate opportunity gains for Cherry Hill and Brooklyn, the Hanover Street Bridge is a missing link in already significant existing bike infrastructure to the south and planned and existing infrastructure to the north.

Baltimore City needs the aid of the U.S. Department of Transportation to rehabilitate the Hanover Street Bridge, which will provide new opportunity to our city's most underserved residents and bridge a major gap in existing bicycle infrastructure.

We urge you to support this application, and thank you for your consideration.

Sincerely,

Jed Weeks  
President, Bikemore