
APPENDIX A – BENEFIT-COST ANALYSIS DISCUSSION

I. Introduction

A Benefit-Cost Analysis (BCA) was conducted for the proposed Southeast Baltimore Port Industry Freight Corridor Plan improvements. This project is located in Southeast Baltimore City in the area surrounding the Port of Baltimore's Seagirt and Dundalk Marine Terminals (DMT). The project will repair and enhance a freight network of roads and bridges. This infrastructure is critically necessary to support the Port of Baltimore and protect the surrounding communities by providing more direct highway access for trucks that circumvents the surrounding residential neighborhoods. The project is located in the 3rd and 7th Congressional Districts, including portions of both Baltimore City and Baltimore County, 5 miles southeast of downtown Baltimore in an Economically Distressed Area (EDA).

The BCA provides monetary benefits and costs, in present day dollars, associated with the project over a 30 year analysis period. The estimated benefits have been categorized by the five long-term outcomes listed in the BCA Resource Guide as follows: State of Good Repair, Economic Competitiveness, Livability, Environmental Sustainability, and Safety. An effort was made to comply with all BCA guidelines and a conservative approach has been used for all assumptions.

II. Project Summary

As described in detail in the Project Narrative, the Port of Baltimore serves as a major hub of maritime trade and international commerce. Baltimore's transportation network links the City with major markets across the country, which continues to support its role as a major shipping and manufacturing center. In 2014, the Port of Baltimore moved over 44 million tons of international cargo and is poised to continue to grow due to recent investments in major new infrastructure. This project will rehabilitate and modernize existing assets that will facilitate efficient freight movement in and out of Dundalk and Seagirt Marine Terminals. Most importantly, this project will ensure direct truck access to the interstate system, thus protecting residential communities currently impacted by freight movement. The ability of trucks to efficiently travel while minimally impacting communities is vital to continued economic success, job retention and creation, and middle class growth in Baltimore City as well as the region.

Broening Highway provides a direct connection from the marine terminals north to I-95 via Keith Avenue; however, the Colgate Creek Bridge is currently a deficient structure that restricts many trucks from using this direct route, requiring an alternate route through local community streets. The City of Baltimore completed emergency repairs in 2014 to the existing bridge to address damage caused by an overweight truck load; however, these repairs do not address the critical need for a long-term solution. Without total replacement, the aging bridge will increasingly limit freight vehicle's ability to access the interstate highway system efficiently, creating additional traffic through local communities and eventually impacting port operations.

The existing detour route around the bridge utilizes several truck-restricted local neighborhood roadways, adversely impacting area residents. The continued growth in freight traffic in the area will overwhelm the residential neighborhoods and their facilities, which are not designed to handle large volumes of traffic. Based on current local conditions, it is likely that the existing detour routes will be further restricted by legislative means to protect the residents of these impacted neighborhoods in the near future. These restrictions will force freight traffic to take a lengthy and inefficient detour, delaying freight movement and resulting in increased costs and environmental impacts.

In addition to the existing detours through communities that result from the Colgate Creek Bridge restrictions, the northern terminus of Broening Highway also runs through a residential neighborhood. While trucks are currently restricted from this section of Broening Highway, oversize/overweight permit vehicles are unable to navigate the current alternate route. Additionally, truck counts at the intersection of Broening Highway and Holabird Avenue indicate that approximately 50 non-permit trucks per day violate the truck restrictions and use this connection to access either I-95, the truck travel plaza to the west, or local destinations.

In order to provide a more direct route for freight traffic and address these impacts to residential neighborhoods, the City of Baltimore is requesting TIGER VII grant funding to improve the infrastructure of the freight network in the following ways:

1. **The Colgate Creek Bridge Replacement** – Replace a structurally deficient, functionally obsolete bridge on Broening Highway over Colgate Creek, which will enable trucks to reroute away from residential communities and provide more direct access to Interstate facilities. The bridge will be replaced with a modern bridge that can accommodate the oversize/overweight freight traveling into and out of the Port of Baltimore, as well as support the substantial anticipated growth in freight traffic in the area.
2. **Roadway Improvements Connecting Freight Directly to I-95** – Provide safer, more efficient access between the Port of Baltimore and the interstate system for freight movement without traveling through adjacent residential neighborhoods by improving existing truck routes along Keith Avenue and Holabird Avenue.
3. **Complete Streets Improvements** – Implement complete streets improvements in the residential portion of Broening Highway to further dissuade trucks from traveling through neighborhoods while creating more walkable, bikeable, environments that improve residents' quality of life and safety.

The total cost of the project is \$27.57 million. A TIGER VII grant of \$10 million is requested. The following tables are included as part of the Benefit-Cost Analysis, as described in the Benefit-Cost Analyses Guidance for TIGER Grant Applicants:

- **Table 1** provides a summary matrix for the Southeast Baltimore Port Industry Freight Corridor Plan improvements.

- **Table 2** summarizes the results of the BCA using the seven percent and three percent discount rates for the **project as a whole**.

The following sections identify the assumptions and methodology used for the BCA, and sources for these assumptions. The complete Excel Workbook used for these calculations is also provided.

Table 1: Southeast Baltimore Port Industry Freight Corridor Project Summary Matrix

Baseline and Problems to be Addressed	Change to Baseline	Impacts	Affected Population	Economic Benefit	7% Discounted Benefits	Page
Deteriorating Colgate Creek Bridge	1. Closing the bridge to all traffic after 9 years (without-project condition)	a. DMT truck traffic growth would have to be rerouted to access I-95 and all DMT truck traffic would be rerouted after 9 years	a. All DMT truck traffic	a. Increased costs associated with additional VMT	Over \$33,000,000 in additional cost	6
		b. The existing bridge would have to be maintained for 9 years	b. All bridge traffic	b. Maintenance costs for the existing bridge for 9 years	Over \$1,500,000 in maintenance costs	6
	2. Replacing the Bridge (with-project condition)	Oversize permit trucks can cross the new bridge	All Permit Trucks currently too heavy to cross the bridge	Increased benefits associated with a reduction in VMT for permit trucks and truck escort vehicles	Over \$34,000 in additional benefits	8
Truck traffic along Broening Highway using residential streets	Improve joints on Keith Avenue and pavement on Holabird Avenue to improve primary and secondary freight routes to I-95 and implement complete streets improvements along Broening Highway between Holabird Avenue and Boston Avenue (with-project condition)	All truck traffic can use identified and signed truck routes and is removed from residential streets	All trucks to and from I-95 N that do not use Keith Avenue	Increased benefits associated with the reduced maintenance costs along Keith Avenue and stormwater management benefits associated with complete streets improvements micro-bioretenion on Broening Highway	Over \$134,000 in additional benefits	8

Table 2: Southeast Baltimore Port Industry Freight Corridor Project BCA Summary

Long Term Outcomes	Total Net Benefits - 3% Discount Rate	Total Net Benefits - 7% Discount Rate
State of Good Repair		
Pavement	\$ 11,309,436	\$ 5,725,425
Maintenance of Existing Bridge and Joints	\$ 3,622,840	\$ 2,466,193
Maintenance of Replacement Bridge and Joints	\$ (1,049,305)	\$ (421,448)
Subtotal Quantified Benefits State of Good Repair	\$ 13,882,971	\$ 7,770,171
Economic Competitiveness		
Oil Import Macro Costs	\$ 26,232,144	\$ 13,279,240
Fuel Tax	\$ (3,106,889)	\$ (1,572,762)
Subtotal Quantified Benefits Economic Competitiveness	\$ 23,125,255	\$ 11,706,479
Livability		
Congestion	\$ 19,794,939	\$ 10,020,760
Noise	\$ 2,958,812	\$ 1,497,788
Subtotal Quantified Benefits Livability	\$ 22,753,751	\$ 11,518,548
Environmental Sustainability		
Pollution	\$ 4,832,177	\$ 2,446,154
GHG	\$ 3,155,890	\$ 1,559,662
Micro-Bio Retention	\$ 249,950	\$ 141,973
Subtotal Quantified Benefits Environmental Sustainability	\$ 8,238,017	\$ 4,147,789
Safety		
Crash	\$ 1,238,678	\$ 627,084
Subtotal Quantified Benefits Safety	\$ 1,238,678	\$ 627,084
Total Quantified Benefits	\$ 69,238,672	\$ 35,770,070
Project Cost	\$ 27,570,000	\$ 27,570,000
Benefit Cost Ratio	2.5	1.3

III. Assumptions and Methodology

The roadway network in the study area carries passenger vehicles, trucks, and oversize/overweight trucks that require permits. The improvements identified in this grant require different assumptions for quantifying benefits as they apply to the different types of traffic. The following sections summarize the assumptions and methodology used for comparing monetary benefits with and without the project.

Without-Project Condition

A. Maintenance Costs

Colgate Creek Bridge

An estimate is made for the costs associated with maintaining the existing bridge through its lifespan versus constructing and maintaining a new bridge. The existing Colgate Creek Bridge has an expected life span of four to nine years, assuming that there is not a significant increase in truck traffic. However, due to substantial anticipated growth at the Port and for associated uses in the vicinity, including a new Amazon.com, Inc facility, truck traffic is anticipated to grow by five percent yearly over the first five years and by one percent afterwards for the duration of the thirty year analysis period. For the purposes of this analysis, it was conservatively estimated that the existing bridge would have a lifespan of nine years based on information from Baltimore City Department of Transportation's (BCDOT) structural engineering team, after which time all truck growth would be rerouted to circumvent the bridge. The maintenance costs for the existing bridge are estimated at \$500,000 per year.

Keith Avenue Joints

An estimate is made for the costs associated with maintaining the existing joints on Keith Avenue versus constructing and maintaining new joints. The maintenance costs for the existing joints are estimated at \$100,000 per year based on information from BCDOT's structural engineering team, but it is assumed that the existing joints will not fail with continual maintenance despite the anticipated increase in truck traffic.

B. Vehicle Miles Traveled Benefits

As stated previously, truck traffic was assumed to grow at five percent per year for five years, and one percent thereafter for the thirty year period. The assumed nine year lifespan of the bridge is based on current volumes of truck traffic, therefore even while the bridge is open, all growth in truck traffic must be rerouted around the bridge to access I-95. Due to impacts to area residents, it is anticipated that no additional truck traffic would be permitted to utilize Dundalk Avenue and that eventually *all* truck traffic would be restricted from Dundalk Avenue and would be forced to take a much longer route to access I-95. The growth in truck traffic would utilize the shortest route that does not involve Dundalk Avenue or other neighborhood streets. This would reroute trucks south on Broening Highway to I-695 north, adding 10.39 miles to each truck trip. After

nine years in the without-project condition, *all* traffic would be unable to use the Colgate Creek Bridge and would be rerouted. DMT supplied daily gate counts and directional splits that were used to identify the number of trucks that would be forced to take the longer route.

Quantitative benefits based on additional vehicle miles traveled (VMT) for all trucks currently using the existing bridge that would have to be rerouted after bridge closure were calculated. A five percent growth for five years and a one percent growth rate for the remaining analysis period was applied to the number of trucks being rerouted. The detour route described in the previous paragraph was utilized. The VMT benefits for all trucks resulting from the without-project condition are calculated based on the Federal Highway Cost Responsibility tables⁽¹⁾, which show per mile values for converting VMT to monetary benefits for pavement wear, congestion, crash avoidance, noise pollution, and air pollution (other than CO₂). The values are listed in year 2000 dollars and were converted to 2015 dollars using the Bureau of Labor Statistics CPI calculator⁽²⁾. **Table 3** shows the 2015 dollars per mile values for VMT savings. Although many trucks leaving the port are much larger, in order to be conservative, a 60 kip 5 axle truck was assumed for this portion of the analysis, and the rates for urban use were utilized. VMT benefits were not quantified for passenger vehicles currently using the existing bridge as they would still have access to Dundalk Avenue for the first nine years, and could not be prevented from detouring through the neighborhood after closure of the bridge, so the added distance of circumventing the bridge was less than ¼ mile per vehicle.

Table 3: VMT Multipliers from FHWA

FHWA 2000 Values Converted to 2015 Values						
Vehicle Class/Highway Class	DOLLARS PER MILE					
	Pavement	Congestion	Crash	Air Pollution	Noise	Total
Autos/Urban Interstate	0.0014	0.1050	0.0162	0.0181	0.0012	0.1419
60 kip 5-axle Comb/Urban Interstate	0.1431	0.2507	0.0157	0.0612	0.0375	0.5082
80 kip 5-axle Comb/Urban Interstate	0.5575	0.2734	0.0157	0.0612	0.0414	0.9492

C. Social Costs of Carbon

An estimate was made for the increase in CO₂ associated with the increase in VMT in the without-project scenario. The VMT estimated above was converted to ton-miles conservatively assuming an average load of 15 tons per truck. Based on 71.61 tons of GHG (CO₂) per million ton-miles, as cited in the Port of Baltimore Export Expansion grant application⁽³⁾, the estimated

ton-miles were converted to tons of GHG and then monetized based on values outlined in the TIGER BCA Resource Guide.

With-Project Condition

A. Maintenance Costs

Colgate Creek Bridge

In the with-project condition the new bridge was assumed to be constructed in five years (year 2020) to conform to TIGER VII grant requirements. The maintenance costs associated with maintaining the new bridge increase over time, with a \$2 million cost for joint and column maintenance in project year 25 that will slightly decrease additional maintenance costs for the remaining years. The expected lifespan for the new bridge exceeds 75 years per SHA standard requirements; however for the purpose of this analysis only the years within the 30 year analysis period are included.

Keith Avenue Joints

In the with-project condition, the new joints on Keith Avenue were assumed to be constructed in less than five years (year 2020); however, benefits were calculated based on a completion year of 2020 to remain consistent with the completion of construction on the project as a whole. The maintenance costs associated with maintaining the new joints on Keith Avenue are estimated at \$5,000 per year based on information from BCDOT's structural engineering team. The expected lifespan for the new joints exceeds the 30 year analysis period.

B. Vehicle Miles Traveled Benefits

Colgate Creek Bridge

Trucks that are overweight or oversize are required to obtain permits that specify routes to and from Dundalk Marine Terminal. Additionally, some oversize loads are required to have vehicle escorts to and from I-95. The number of yearly permit trucks and escort vehicles traveling to or from Dundalk Marine Terminal was obtained from the Baltimore City Department of Transportation (BCDOT). There are four routes that all use Dundalk Avenue to circumvent the Colgate Creek Bridge, which are designated based on the dimensions and weight of the particular load. Each route distance was measured and a weighted average was calculated to determine the average VMT savings per vehicle associated with the proposed bridge being able to support the permit loads. A five percent growth rate for five years and a one percent growth rate for the remaining analysis period were applied to the number of trucks, while the ratio of trucks to escort vehicles was kept constant over the thirty year period.

The VMT benefits for all permit trucks and escort vehicles resulting from the with-project condition are calculated based on the Federal Highway Cost Responsibility tables⁽¹⁾, which show per mile values for converting VMT to monetary benefits for pavement wear, congestion, crash avoidance, noise pollution, and air pollution (other than CO₂). The values are listed in year 2000 dollars and were converted to 2015 dollars using the Bureau of Labor Statistics CPI calculator⁽²⁾.

Table 3 shows the 2015 dollars per mile values for VMT savings. The values for an 80 kip 5 axle truck on urban highways were applied to the VMT reduction for permit trucks and the auto urban rates were applied to the VMT reduction for escort vehicles.

Holabird Avenue and Complete Streets Improvements

Currently, trucks are restricted from the use of Broening Highway at the northern connection at Boston Avenue as it passes through a residential neighborhood; however, as described in the project summary, based on a 12 hour truck count, approximately 50 trucks a day are disregarding this restriction and are choosing to use Broening Highway to the north to access I-95 for a variety of reasons. Based on north- and southbound splits obtained from the Landside Access Report⁽⁴⁾, approximately 87 percent of trucks are travelling to and from I-95 North and 13 percent are traveling to/from I-95 South.

The 12 hour truck count at Holabird Avenue and Broening Highway was conservatively assumed to represent a daily count, and the 87 percent of trucks travelling through this intersection to and from Broening Highway south of Holabird Avenue that are headed toward I-95 North were rerouted in the with-project condition. Vehicles seeking to access I-95 South can more quickly access that ramp by utilizing the existing Holabird Avenue to Ponca Street route and were disregarded for BCA purposes. A five percent growth rate for five years and a one percent growth rate for the remaining analysis period was applied to the number of trucks to remain consistent with previous growth estimates.

In the with-project condition, all trucks are removed from the neighborhood section of Broening Highway between Holabird Avenue and Boston Avenue by implementation of complete streets improvements which will physically prohibit trucks from using this segment. As a result, the route to I-95 North is slightly increased by 0.47 miles. In order to completely remove these trucks from the residential section of Broening Highway, additional geometric improvements along the Holabird Avenue route are necessary to accommodate oversize or overheight truck traffic. These improvements include removing a median along Holabird Avenue at Rappolla Street, removing a median on the east leg of the Ponca Street at Interstate Avenue intersection, trimming a grass median along Interstate Avenue at the truck lay-by area, and lowering Interstate Avenue under I-895. The BCA accounts for the costs of these additional geometric improvements.

The VMT costs for trucks accessing I-95 North resulting from the with-project condition are calculated based on the Federal Highway Cost Responsibility tables⁽¹⁾, which show per mile values for converting VMT to monetary benefits for pavement wear, congestion, crash avoidance, noise pollution, and air pollution (other than CO₂). The values are listed in year 2000 dollars and were converted to 2015 dollars using the Bureau of Labor Statistics CPI calculator⁽²⁾. **Table 3** shows the 2015 dollars per mile values for VMT savings. The values for a 60 kip 5 axle truck on urban highway were used for the trucks that are currently using Broening Highway in the without-project condition that will slightly increase their VMT by rerouting along Holabird Avenue to Ponca Street.

C. Social Costs of Carbon

An estimate was made for the reduction in CO₂ associated with reducing the VMT of the permit trucks. The VMT estimated above was converted to ton-miles conservatively assuming an average load of 60 tons per truck. The existing bridge is currently rated for no more than 80 tons, thus this is a conservative estimate. Based on 71.61 tons of GHG (CO₂) per million ton-miles, as cited in the Port of Baltimore Export Expansion grant application⁽³⁾, the estimated ton-miles were converted to tons of GHG and then monetized based on values found in the TIGER BCA Resource Guide.

Macro-Economic Costs of Oil Imports

In addition to the above assumptions that are specific to individual portions of the project, an estimate was made for the savings associated with the macro-economic cost of oil imports based on the total VMT savings for all vehicles with and without the project using constant assumptions. In 2014, the US imported approximately 2.67 billion barrels of oil for a total of \$234 billion⁽⁵⁾, or \$2.08 per gallon. This value was then converted to 2015 dollars using the Bureau of Labor Statistics CPI calculator⁽²⁾. Fuel savings resulting from the reduction in truck and auto VMT were based on an assumption of 6.2 miles per gallon for trucks, as cited in the Port of Baltimore Export Expansion grant application⁽³⁾, and 24.5 miles per gallon for passenger vehicles⁽⁶⁾. In addition to the above savings, the amount of Federal fuel taxes lost resulting from the reduction in VMT were estimated based on US tax rates of 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel fuel⁽⁷⁾, and were subtracted from the net benefits.

Complete Streets Improvements

In addition to the above benefits, an estimate was made for the benefits associated with the construction of a micro-bioretenion median as part of the complete streets improvements proposed along the residential section of Broening Highway. The micro-bioretenion median is proposed to extend from Holabird Avenue to Boston Avenue with an estimated ten-foot width. Applicable quantifiable benefits include the values of groundwater recharge, reduced storm water treatment, and reduced costs for removing suspended solids and phosphorous. The Center for Neighborhood Technology (CNT) has conducted and collected studies to monetarily quantify the benefits associated with stormwater management⁽⁸⁾. For each quantifiable benefit, a monetary value has been assumed and converted to 2015 dollars using the Bureau of Labor Statistics CPI calculator⁽²⁾.

Reference List

1. Addendum to the 1997 Federal Highway Cost Allocation Study Final Report, U.S. Department of Transportation, Federal Highway Administration, May 2000
<http://www.fhwa.dot.gov/policy/hcas/addendum.htm>
2. Bureau of Labor Statistics CPI calculator
http://www.bls.gov/data/inflation_calculator.htm
3. See Appendix A.
4. Landside Access Report.
http://www.mdot.maryland.gov/Office_of_Planning_and_Capital_Programming/Plans_Programs_Reports/Historical_Documents/POB_Landside_Access_Report.pdf
5. Monthly and yearly US oil import information.
<http://www.eia.gov>
6. University of Michigan Transportation Research Institute Average Vehicle Miles per Gallon
http://www.umich.edu/~umtristwt/EDI_sales-weighted-mpg.html
7. Federal Highway Administration US Fuel Taxes
<http://www.fhwa.dot.gov/infrastructure/gastax.cfm>
8. CNT Green Values National Stormwater Management Calculator
http://greenvalues.cnt.org/national/benefits_detail.php

APPENDIX B – LIST OF CAPITAL PROJECT

Maryland Port Authority and Ports American Chesapeake's Capital Projects (2012 – 2017)

Dundalk & Seagirt Marine Terminals on Broening Highway Freight Route

Project	Cost (\$M)	Status
Dundalk High Voltage Feeder	\$3.8	Recently Completed
Dundalk Berth 6/7 RR Track Improvements	\$1.6	Recently Completed
Dundalk Heavy Load Pad	\$2.1	Recently Completed
Dundalk Maintenance Center Rehab	\$1.6	Recently Completed
Seagirt Berth IV, New & Cranes	\$98.0	Recently Completed
Seagirt Infrastructure & RTGs	\$8.0	Recently Completed
Dundalk Berths 1-4 Repairs	\$5.4	Recently Completed
Dundalk Police Facility Rehab	\$1.1	Recently Completed
Dundalk New Mobile Crane	\$3.3	Recently Completed
Seagirt Access Channel Widening	\$9.8	Underway
Dundalk Stern Ramp Demo	\$1.3	Underway
Dundalk Berth 4 Reconstruction	\$24.0	Underway
Dundalk Infrastructure Improvements	\$1.1	Underway
Dundalk Mestek Demolition	\$0.8	Underway
Dundalk Mestek Redevelopment	\$3.0	Funded, Not Yet Underway
Dundalk Over Dimensional Cargo Gate "Back Gate"	\$3.5	Funded, Not Yet Underway
Dundalk SWM Lot 304	\$1.4	Funded, Not Yet Underway
Dundalk Hangar Demo	\$1.4	Funded, Not Yet Underway
Dundalk Berth 3 Reconstruction	\$30.0	Funded, Not Yet Underway
Dundalk Parts Building Replacement	\$4.9	Funded, Not Yet Underway
20 Projects	\$206.1	

Summary of Significant Capital Projects

Dundalk & Seagirt Marine Terminals on Broening Highway Freight Route

9 Projects Recently completed	\$124.9
5 Projects Underway	\$37.0
6 Projects Funded, Not Yet Underway	\$44.2
20 Projects	\$206.1

APPENDIX C – ECONOMIC IMPACT DISCUSSION

The Economic Impact of the Proposed Infrastructure Improvements to the Baltimore City Port Industry Freight Corridor

Introduction

The City of Baltimore Department of Transportation (Baltimore City DOT), in partnership with the Maryland Department of Transportation (MDOT) and Maryland Port Administration (MPA), requests \$10 million in Transportation Investment Generating Economic Recovery VII (TIGER VII) grant funding. These funds will complete the funding package that will restore functionality to and enhance a vital freight network of roads and bridges connecting the Port of Baltimore to regional and national highway systems. This infrastructure is critically necessary to preserving and enhancing the economic security of the Port of Baltimore while simultaneously protecting communities by redirecting truck traffic away from residential neighborhoods. These improvements and their costs are summarized in the table below.

**Total Estimated Construction Costs Associated with Southeast Baltimore
Port Industry Freight Corridor Plan**

	FY16	FY17	FY18	FY19	Total
Total	\$5,500,000	\$9,900,000	\$8,100,000	\$4,000,000	\$27,500,000
Colgate Creek Bridge	\$4,000,000	\$7,000,000	\$5,000,000	\$4,000,000	\$20,000,000
Holabird to Interstate Adjs	\$720,000	\$1,620,000	\$1,260,000	\$0	\$3,600,000
Keith Ave Bridge Joints	\$400,000	\$900,000	\$700,000	\$0	\$2,000,000
Broening Complete Streets	\$380,000	\$380,000	\$1,140,000	\$0	\$1,900,000

Source: Baltimore City Department of Transportation

The Baltimore City DOT asked the Baltimore Development Corporation (BDC) to prepare an analysis of the economic impacts of the construction of these transportation improvements. The BDC is a 501(c)(3) corporation contracted with the City of Baltimore to provide economic development services. With a mission to retain and expand existing employers and attract new ones, the BDC works collaboratively within City government, and with private partners, to deliver services to help businesses grow.

Based on these construction costs, the construction of these improvements will have the following impacts on Baltimore City:

- The \$27.5 million in construction spending will increase economic activity in the City by **\$38.8 million** and create an average of **106 jobs over the four year period**, earning a total of **\$14.4 million in salaries and wages**.
- State, local, and federal tax revenues will increase by **\$3.6 million** over the multi-year construction period.

Economic Impact Assumptions

This economic impact analysis utilized the IMPLAN V3 input-output model for Baltimore City. The model was originally developed by a joint collaboration between the U.S. Forest Service and the University of Minnesota. IMPLAN is one of the most widely used models in economic impact analysis. The IMPLAN model can be used to estimate the impact of an economic activity based on either its employment or revenues/expenditures. IMPLAN allows a user to estimate the economic impacts that are likely to occur in a local economy in response to a change in exogenous final demand (i.e., a change in demand related to outside capital, investment, government spending, or exports). For the analysis of the economic impacts associated with the construction of these infrastructure improvements, the input to this analysis was the construction budget for each project per each year of construction.

It is important to note that all impacts identified correspond only to the period where construction is occurring. Impacts occurring after the completion of these infrastructure improvements are not identified and would contribute to a greater overall economic, employment, and fiscal impact on Baltimore City.

The Economic, Employment, and Fiscal Impacts of the Southeast Baltimore Port Industry Infrastructure Improvements on Baltimore City

There are \$27.5 million in construction expenditures associated with the improvements occurring from FY2016 to FY2019. These expenditures will increase economic activity in Baltimore City by more than the simple amount of construction dollars spent as a result of the multiplier effects estimated by the IMPLAN Model. Multiplier effects occur as the spending associated with a project are earned and, in turn, re-spent by other workers and businesses in successive rounds of earning and spending. Each of these successive rounds of spending are lower than the preceding round as an increasing portion of each round is spent outside of the local economy. There are two types of multiplier effects: indirect effects resulting from the purchase of goods and services as inputs to the direct activity; and induced effects resulting from the increase in local earnings resulting from the jobs created as a result of the direct and indirect effects.

As presented in the tables below, when the multiplier effects of this construction spending are included, the \$27.5 million in local construction expenditures increase total economic activity in the City by \$38.8 million as a result of \$6.8 million in indirect effects, from local construction related purchases, and \$4.5 million in induced effects, as a result of the jobs and income created. The infrastructure improvements will create about 89 construction jobs over the 4-year period, with an additional 17 jobs created by the indirect and induced effects for a total employment count of 106 jobs created over the period. There is a 4-year total of \$14.4 million in wages and salaries associated with these 106 jobs. The IMPLAN model also estimates total federal, state, and local tax revenues created by a project. These improvements will increase federal tax revenues by \$2.5 million and state and local tax revenues by \$1.0 million. It is important to note that these impact

figures are the aggregate impacts over the entire multi-year construction period. Thus, the impacts in any given year will be smaller.

Economic Impacts of Construction Expenditures

(Jobs and 2015\$)

Direct Impact	\$27,500,000
Economic Output	\$38,817,200
Employment ¹	106
Employee Compensation	\$14,407,425
Average Employee Compensation per Job	\$543,286
Fiscal Impact	\$3,566,841

¹ Average number of jobs created per year during construction of improvements.

Source: IMPLAN

The impacts associated per fiscal year are presented in the table below.

Economic Impacts of Construction Expenditures per Fiscal Year

(Jobs and 2015\$)

Fiscal Year 2016

	Direct	Indirect	Induced	Total
Output	\$5,500,000	\$1,353,682	\$909,758	\$7,763,440
Employment	72	7	6	85
Employee Compensation	\$2,041,958	\$484,736	\$354,791	\$2,881,485

Fiscal Year 2017

	Direct	Indirect	Induced	Total
Output	\$9,900,000	\$2,436,627	\$1,637,564	\$13,974,192
Employment	129	13	11	153
Employee Compensation	\$3,675,524	\$872,525	\$638,624	\$5,186,673

Fiscal Year 2018

	Direct	Indirect	Induced	Total
Output	\$8,100,000	\$1,993,604	\$1,339,825	\$11,433,430
Employment	105	10	9	125
Employee Compensation	\$3,007,247	\$713,884	\$522,510	\$4,243,642

Fiscal Year 2019

	Direct	Indirect	Induced	Total
Output	\$4,000,000	\$984,496	\$661,642	\$5,646,138
Employment	52	5	5	62
Employee Compensation	\$1,485,060	\$352,536	\$258,030	\$2,095,626

Source: IMPLAN

The aggregated employment impact by sector is presented below. It is important to note that IMPLAN estimates a total of 89 construction jobs to be created over the four fiscal years of construction.

The greatest number of jobs created annually will be in the construction sector (89 jobs). The other sectors creating jobs as a result of the infrastructure improvements include: retail trade (3 jobs annually), health care and social assistance (2 jobs annually), and professional, scientific, and technical services (2 jobs annually).

**Average Annual Employment Impact
of the SE Baltimore Port Infrastructure Improvements by Sector**

	Direct	Indirect	Induced	Total
Total	89	9	8	106
Natural Resources	0	0	0	0
Mining	0	0	0	0
Utilities	0	0	0	0
Construction	89	0	0	89
Manufacturing	0	0	0	0
Wholesale Trade	0	1	0	1
Retail Trade	0	2	1	3
Transportation and Warehousing	0	1	0	1
Information	0	0	0	0
Finance and Insurance	0	0	0	1
Real Estate and Rental and Leasing	0	1	0	1
Professional, Scientific, and Technical Services	0	1	0	2
Management of Companies and Enterprises	0	0	0	0
Administrative and Waste Services	0	1	0	1
Educational Services	0	0	0	0
Health Care and Social Assistance	0	0	2	2
Arts, Entertainment, and Recreation	0	0	0	0
Accommodation and Food Services	0	0	1	1
Other Services	0	1	1	1
Government	0	0	0	0

Source: IMPLAN

The fiscal impact relating to the direct, indirect, and induced impacts per fiscal year are presented below. These impacts result from both the construction expenditures, the purchase of goods and services as inputs to the construction activity, and the increase in local earnings resulting from the jobs created. The taxes collected include: sales; property; income; corporate; motor vehicles; and other taxes and fees.

The total fiscal impact of the infrastructure improvements will return a total of \$3.6 million in tax revenue. Of this amount, the project will return a total of slightly more than \$1.0 million in new tax revenue to Baltimore City and the State of Maryland.

**Fiscal Impacts from SE Baltimore Port Industry Infrastructure Improvements
by Fiscal Year**

	FY16	FY17	FY18	FY19	Total
Total	\$713,368	\$1,284,063	\$1,050,597	\$518,813	\$3,566,841
State and Local	\$205,284	\$369,512	\$302,328	\$149,298	\$1,026,422
Federal	\$508,084	\$914,551	\$748,269	\$369,515	\$2,540,419

Source: IMPLAN

**Total Estimated Construction Costs Associated with Southeast Baltimore
Port Industry Freight Corridor Plan**

	FY16	FY17	FY18	FY19	Total
Total	\$5,500,000	\$9,900,000	\$8,100,000	\$4,000,000	\$27,500,000
Colgate Creek Bridge	\$4,000,000	\$7,000,000	\$5,000,000	\$4,000,000	\$20,000,000
Holabird to Interstate Adjs	\$720,000	\$1,620,000	\$1,260,000	\$0	\$3,600,000
Keith Ave Bridge Joints	\$400,000	\$900,000	\$700,000	\$0	\$2,000,000
Broening Complete Streets	\$380,000	\$380,000	\$1,140,000	\$0	\$1,900,000

Source: Baltimore City Department of Transportation

**Average Annual Employment Impact
of the SE Baltimore Port Infrastructure Improvements by Sector**

	Direct	Indirect	Induced	Total
Total	89	9	8	106
Natural Resources	0	0	0	0
Mining	0	0	0	0
Utilities	0	0	0	0
Construction	89	0	0	89
Manufacturing	0	0	0	0
Wholesale Trade	0	1	0	1
Retail Trade	0	2	1	3
Transportation and Warehousing	0	1	0	1
Information	0	0	0	0
Finance and Insurance	0	0	0	1
Real Estate and Rental and Leasing	0	1	0	1
Professional, Scientific, and Technical Services	0	1	0	2
Management of Companies and Enterprises	0	0	0	0
Administrative and Waste Services	0	1	0	1
Educational Services	0	0	0	0
Health Care and Social Assistance	0	0	2	2
Arts, Entertainment, and Recreation	0	0	0	0
Accommodation and Food Services	0	0	1	1
Other Services	0	1	1	1
Government	0	0	0	0

Source: IMPLAN

Economic Impacts of Construction Expenditures

(Jobs and 2015\$)

Direct Impact	\$27,500,000
Economic Output	\$38,817,200
Employment ¹	106
Employee Compensation	\$14,407,425
Average Employee Compensation per Job	\$543,286
Fiscal Impact	\$3,566,841

¹ Average number of jobs created per year during construction of improvements.

Source: IMPLAN

Economic Impacts of Construction Expenditures per Fiscal Year
(Jobs and 2015\$)

Fiscal Year 2016

	Direct	Indirect	Induced	Total
Output	\$5,500,000	\$1,353,682	\$909,758	\$7,763,440
Employment	72	7	6	85
Employee Compensation	\$2,041,958	\$484,736	\$354,791	\$2,881,485

Fiscal Year 2017

	Direct	Indirect	Induced	Total
Output	\$9,900,000	\$2,436,627	\$1,637,564	\$13,974,192
Employment	129	13	11	153
Employee Compensation	\$3,675,524	\$872,525	\$638,624	\$5,186,673

Fiscal Year 2018

	Direct	Indirect	Induced	Total
Output	\$8,100,000	\$1,993,604	\$1,339,825	\$11,433,430
Employment	105	10	9	125
Employee Compensation	\$3,007,247	\$713,884	\$522,510	\$4,243,642

Fiscal Year 2019

	Direct	Indirect	Induced	Total
Output	\$4,000,000	\$984,496	\$661,642	\$5,646,138
Employment	52	5	5	62
Employee Compensation	\$1,485,060	\$352,536	\$258,030	\$2,095,626

Source: IMPLAN

**Fiscal Impacts from SE Baltimore Port Industry Infrastructure Improvements
by Fiscal Year**

	FY16	FY17	FY18	FY19	Total
Total	\$713,368	\$1,284,063	\$1,050,597	\$518,813	\$3,566,841
State and Local	\$205,284	\$369,512	\$302,328	\$149,298	\$1,026,422
Federal	\$508,084	\$914,551	\$748,269	\$369,515	\$2,540,419

Source: IMPLAN

APPENDIX D – LETTERS OF SUPPORT

United States Senate
Washington, DC 20510-2004

May 19, 2015

The Honorable Anthony R. Foxx
Secretary
Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Foxx:

It has come to my attention that the City of Baltimore has recently submitted a proposal for funding for its Broening Highway Freight Corridor Improvement Project under the TIGER grant program.

Port commerce in Baltimore City is facing a looming crisis. The Colgate Creek Bridge, which connects Maryland's largest marine terminals (Dundalk and Seagirt) and is vital to freight movement in the corridor, is structurally deficient and will likely require a complete closure in the next five to ten years. The Port of Baltimore also lacks clear freight routes for connecting truck traffic to I-95. The Broening Highway Project will replace the Colgate Creek Bridge, improve Holabird and Keith Avenues to provide direct access between the Port of Baltimore and the interstate system, and build streetscape and roadway improvements along Broening Highway to dissuade freight movement through residential neighborhoods. If awarded these funds, the Broening Highway Corridor Improvement Project will have a catalytic effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of port-related businesses with the livability and vitality of the residential areas, fostering a sustainable city and competitive region.

I respectfully request that you give all due consideration to this application, in accordance with established policies and procedures. Thank you very much.

Sincerely,



Benjamin L. Cardin
United States Senator

BLC:ab

Reply To:

509 Hart Senate Office Building
Washington, DC 20510-2004
(202) 224-4524
www.cardin.senate.gov

Reply To:

Tower 1 Suite 1710
100 S. Charles Street
Baltimore, MD 21201
(410) 962-4436

BARBARA A. MIKULSKI
MARYLAND

COMMITTEES:

APPROPRIATIONS

HEALTH, EDUCATION, LABOR,
AND PENSIONS

United States Senate

WASHINGTON, DC 20510-2003

May 20, 2015

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Dear Secretary Foxx:

Your agency will soon be receiving a proposal from the City of Baltimore for a TIGER FY15 Discretionary Grant to fund the Southeast Baltimore Port Industry Freight Corridor Plan. I am writing to draw your attention to the merits of this application and to urge you to give it every appropriate consideration.

Port commerce in Baltimore is facing a looming crisis. The Colgate Creek Bridge, which connects Maryland's largest marine terminals (Dundalk and Seagirt) and is vital to freight movement in the corridor, is structurally deficient and will likely require a complete closure in the next five to ten years. The Port of Baltimore also lacks clear freight routes for connecting truck traffic to I-95.

The Port of Baltimore is one of only two east coast ports that can accommodate post-Panamax ships following the completion of the Panama Canal expansion. This feature, along with others, continues to attract new and expanding economic activity to the Port of Baltimore. In 2014, Amazon located a 1 million square foot business center that will employ 1,000 people near the Port. Additionally, the planned redevelopment of Sparrows Point, previously home to Bethlehem Steel, will transform the former steel mill into a major east coast distribution hub. Without the sorely needed replacement of the Colgate Creek Bridge and creation of safe, efficient freight routes to I-95, the economic competitiveness of the Port of Baltimore will be severely diminished, and neighboring communities will suffer a significant adverse impact from trucks being forced to re-route into residential communities.

The Southeast Baltimore Port Industry Freight Corridor Plan features the following elements that will increase the Port of Baltimore's economic competitiveness while protecting nearby residential neighborhoods:

- **Colgate Creek Bridge Replacement:** Freight vehicles must travel over the bridge to go between the Dundalk and Seagirt Marine Terminals and the city's major interstate system, I-95 and I-695. Increased demand for freight at the Port have stressed the bridge and necessitated its replacement earlier than originally anticipated.

IN REPLY PLEASE REFER TO
OFFICE INDICATED:

- 901 SOUTH BOND STREET, SUITE 310
BALTIMORE, MD 21231
(410) 962-4510
VOICE/TDD: (410) 962-4512
- 60 WEST STREET, SUITE 202
ANNAPOLIS, MD 21401-2448
(410) 263-1805
BALTIMORE: (410) 269-1650
- 6404 IVY LANE, SUITE 406
GREENBELT, MD 20770-1407
(301) 345-5517
- 32 WEST WASHINGTON STREET
ROOM 203
HAGERSTOWN, MD 21740-4804
(301) 797-2826
- THE PLAZA GALLERY BUILDING
212 MAIN STREET, SUITE 200
SALISBURY, MD 21801-2403
(410) 546-7711

The Honorable Anthony Foxx

May 20, 2015

Page 2

- **Roadway Improvements Connecting Freight Directly to I-95:** Improvements on Holabird and Keith Avenue will provide direct access between the Port of Baltimore and the interstate system for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements through neighborhoods by way of these roadway improvements and additional directional signage will improve the quality of life and health of this stable and mature, primarily owner-occupied community.
- **Complete Streets Improvements:** Streetscape and roadway improvements along Broening Highway, between Boston Street and Holabird Avenue, will further dissuade freight movement through adjacent residential neighborhoods. Roadway improvements, such as wider sidewalks, expanded medians, and road narrowing, coupled with improved and additional signage will redirect trucks away from residential neighborhoods and toward appropriate freight routes.

If awarded these funds, the Southeast Baltimore Port Industry Freight Corridor Plan will have a catalytic effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of port-related businesses with the livability and vitality of the residential areas, fostering a sustainable city and competitive region. This project will also significantly improve freight access, increasing operational efficiencies for commercial and industrial establishments in the city.

I very much appreciate your attention and your consideration of this matter. Please keep me posted as these grant awards are made.

Sincerely,



Barbara A. Mikulski
United States Senator

BAM:wbk

ELIJAH E. CUMMINGS
7TH DISTRICT, MARYLAND

RANKING MEMBER, COMMITTEE ON
OVERSIGHT AND GOVERNMENT REFORM

RANKING MEMBER,
SELECT COMMITTEE ON BENGHAZI

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

JOINT ECONOMIC COMMITTEE

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

May 22, 2015

2230 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-2007
(202) 225-4741
FAX: (202) 225-3178

DISTRICT OFFICES:
1010 PARK AVENUE
SUITE 105
BALTIMORE, MD 21201-5037
(410) 685-9199
FAX: (410) 685-9399

754 FREDERICK ROAD
CATONSVILLE, MD 21228-4504
(410) 719-8777
FAX: (410) 455-0110

8267 MAIN STREET
ROOM 102
ELLCOTT CITY, MD 21043-9903
(410) 465-8259
FAX: (410) 465-8740

www.house.gov/cummings

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

Dear Secretary Foxx:

I write today to offer my strongest support to the application submitted by the City of Baltimore to the TIGER Fiscal Year 2015 Discretionary Grant Program seeking funding for the implementation of the Southeast Baltimore Port Industry Freight Corridor Plan.

The proposed Southeast Baltimore Port Industry Freight Corridor Plan will help ease the flow of freight into and out of the Port of Baltimore, supporting the Port's continued competitiveness while easing congestion in local neighborhoods. The Plan includes the following projects:

- **Colgate Creek Bridge Replacement:** Currently, vehicles carrying freight between the Dundalk and Seagirt Marine Terminals at the Port of Baltimore and seeking to access the city's major interstate system, I-95 and I-695, must travel over the Colgate Creek Bridge. Increased freight traffic to and from the Port of Baltimore has stressed the bridge, which is structurally deficient, and it must be replaced earlier than originally anticipated. If the bridge is not replaced, it may have to be closed over the course of the next decade.
- **Roadway Improvements Connecting Freight Directly to I-95:** Improvements on Holabird and Keith Avenue will provide direct access between the Port of Baltimore and the interstate system for freight movement and eliminate the need for trucks to travel through adjacent residential neighborhoods. This will speed commerce while improving the quality of life and health of the local community.
- **Complete Streets Improvements:** Streetscape and roadway improvements along Broening Highway, between Boston Street and Holabird Avenue, will help dissuade freight movement through adjacent residential neighborhoods. Key roadway improvements – such as wider sidewalks and expanded medians – combined with road narrowing in appropriate areas will redirect trucks away from residential neighborhoods and toward freight routes.

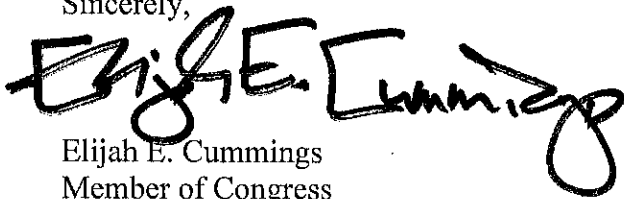
The Honorable Anthony Foxx
May 22, 2015
Page 2

Freight traffic in Baltimore is expected to increase as the port industry in Baltimore continues to expand. The Port of Baltimore is one of only two ports on the U.S. East Coast currently able to accommodate post-Panamax ships. This competitive advantage continues to attract new economic activity to the Port of Baltimore. For example, in 2014, Amazon located a 1 million-square-foot business center that will employ 1,000 people near the Port.

The Southeast Baltimore Port Industry Freight Corridor Plan includes projects that meet the urgent need for expanded freight corridors in and around the Port of Baltimore. Implementation of the Plan will have a catalytic effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time balancing the growth and viability of port-related businesses with the livability and vitality of long-established residential areas.

It is with the above in mind that I hope that the City of Baltimore's TIGER grant application for the Southeast Baltimore Port Industry Freight Corridor Plan will receive every reasonable consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Elijah E. Cummings". The signature is stylized and cursive, with the first name "Elijah" being the most prominent part.

Elijah E. Cummings
Member of Congress

cc: William M. Johnson, Director, Baltimore City Department of Transportation
Valorie LaCour, Chief, Transportation Planning, Baltimore City Department of
Transportation
Sameer Sidh, Chief, Special Projects, Baltimore City Department of Transportation

JOHN P. SARBANES
3RD DISTRICT, MARYLAND

COMMITTEE ON
NATURAL RESOURCES

COMMITTEE ON
SCIENCE, SPACE, AND TECHNOLOGY

Congress of the United States
House of Representatives
Washington, DC 20515-2003

www.sarbanes.house.gov

2444 CANNON HOUSE OFFICE BUILDING
(202) 225-4016
FAX: (202) 225-9219

600 BALTIMORE AVENUE
SUITE 303
TOWSON, MD 21204
(410) 832-8890
FAX: (410) 832-8898

44 CALVERT STREET
SUITE 349
ANNAPOLIS, MD 21401
(410) 295-1679
FAX: (410) 295-1682

May 22, 2015

Mr. Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590-0001

Dear Secretary Foxx:

I am writing to offer my strong support for the application of the City of Baltimore to the U.S. Department of Transportation's FY 15 TIGER VII Grant. The proposed Broening Highway Corridor Improvement Project would utilize grant funds to improve the freight infrastructure of Baltimore's marine terminals.

The Broening Highway Corridor Improvement Project will increase the Port of Baltimore's economic competitiveness while protecting nearby residential communities. The Port of Baltimore is one of the few east coast ports capable of accommodating new post-Panamax container ships. Once the Panama Canal expansion is complete it will be critical that Baltimore strengthen its ability to facilitate such large freight shipments. Currently, the Port lacks a direct freight route connection to I-95. Improvements proposed under this plan will allow freight to be moved directly from the Port to I-95, which will reduce local traffic congestion allowing more freight to be moved efficiently from Baltimore. Additionally, increased freight traffic has placed a significant strain on the Colgate Creek Bridge. Replacing the bridge will be necessary to meet the needs of increasing demand on the Port of Baltimore.

The infrastructure surrounding Baltimore's marine terminals have been in decline due to a lack of investment. This project will work in tandem with other planned redevelopment projects in the area to drastically improve necessary infrastructure. The project will have a revitalizing effect on the region's economy, creating employment opportunities for Marylanders. This undertaking offers the potential of being a model for balancing the growth and competitiveness of port-related business with the livability and vitality of neighboring residential areas.

I ask that you give the application of the City of Baltimore to the U.S. Department of Transportation's FY 2015 TIGER VII all appropriate consideration.

Sincerely,


John P. Sarbanes
Member of Congress

JPS/jl

REPLY TO:

2416 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225 3061
FAX: (202) 225 3094

375 WEST PADONIA ROAD, SUITE 200
TIMONIUM, MD 21093
(410) 628 2701
FAX: (410) 628 2708

www.dutch.house.gov

Congress of the United States
House of Representatives
Washington, DC 20515-2002

May 20, 2015

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

Dear Secretary Foxx:

Port commerce in the Port of Baltimore is facing a looming crisis. The Colgate Creek Bridge, which connects Maryland's largest marine terminals (Dundalk and Seagirt) and is vital to freight movement in the corridor, is structurally deficient and will likely require a complete closure in the next five to ten years. The Port of Baltimore also lacks clear freight routes for connecting truck traffic to I-95. Compounding this issue, freight traffic is expected to increase as the port industry in Baltimore continues to expand. The Port of Baltimore is one of only two east coast ports that can accommodate post-Panamax ships following the completion of the Panama Canal expansion.

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER FY15 Discretionary Grant to correct these problems and fund the Southeast Baltimore Port Industry Freight Corridor Plan. The three projects to be funded by this grant include:

- **Colgate Creek Bridge Replacement:** Freight vehicles must travel over the bridge to go between the Dundalk and Seagirt Marine Terminals and the city's major interstate system, I-95 and I-695.
- **Roadway Improvements Connecting Freight Directly to I-95:** Improvements on Holabird and Keith Avenue will provide direct access between the Port of Baltimore and the interstate system for freight movement without traveling through adjacent residential neighborhoods.
- **Complete Streets Improvements:** Streetscape and roadway improvements along Broening Highway, between Boston Street and Holabird Avenue, will further dissuade freight movement through adjacent residential neighborhoods.

The Honorable Anthony Foxx
May 20, 2015
Page 2

If funded, the Southeast Baltimore Port Industry Freight Corridor Plan will have a tremendous effect on the region's economy and culture, significantly improve freight access while providing jobs and fostering a sustainable city and competitive region. I respectfully request that the City of Baltimore's funding application for the Southeast Baltimore Port Industry Freight Corridor Plan receive every appropriate consideration during grant funding deliberations.

Sincerely,



C.A. Dutch Ruppensberger
Member of Congress

- c: ✓ William M. Johnson, Director, Baltimore City Department of Transportation
Valorie LaCour, Chief, Transportation Planning, Baltimore City Department of Transportation
Sameer Sidh, Chief, Special Projects, Baltimore City Department of Transportation



THE MARYLAND GENERAL ASSEMBLY
LEGISLATIVE DISTRICT 46
BALTIMORE CITY

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

Re: The Southeast Baltimore Port Industry Freight Corridor Plan: Promoting Economic and Community Development in a Maritime Industrial Setting

Dear Secretary Foxx:

Port commerce in Baltimore is facing a looming crisis. The Colgate Creek Bridge, which connects Maryland's largest marine terminals (Dundalk and Seagirt) and is vital to freight movement in the corridor, is structurally deficient and will likely require a complete closure in the next five to ten years. The Port of Baltimore also lacks clear freight routes for connecting truck traffic to I-95.

Compounding this issue, freight traffic is expected to increase as the port industry in Baltimore continues to expand. The Port of Baltimore is one of only two east coast ports that can accommodate post-Panamax ships following the completion of the Panama Canal expansion. This feature, along with others, continues to attract new and expanding economic activity to the Port of Baltimore. In 2014, Amazon located a 1 million square foot business center that will employ 1,000 people near the Port. Additionally, the planned redevelopment of Sparrows Point, previously home to Bethlehem Steel, will transform the former steel mill into a major east coast distribution hub. **Without the sorely needed replacement of the Colgate Creek Bridge and creation of safe, efficient freight routes to I-95, the economic competitiveness of the Port of Baltimore will be severely diminished, and neighboring communities will suffer a significant adverse impact from trucks being forced to re-route into residential communities.**

It has come to our attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER FY15 Discretionary Grant to fund the Southeast Baltimore Port Industry Freight Corridor Plan. The Southeast Baltimore Port Industry Freight Corridor Plan features the following elements that will increase the Port of Baltimore's economic competitiveness while protecting nearby residential neighborhoods:

- **Colgate Creek Bridge Replacement:** Freight vehicles must travel over the bridge to go between the Dundalk and Seagirt Marine Terminals and the city's major interstate system, I-95 and I-695. Increased demand for freight at the Port have stressed the bridge and necessitated its replacement earlier than originally anticipated.

- **Roadway Improvements Connecting Freight Directly to I-95:** Improvements on Holabird and Keith Avenue will provide direct access between the Port of Baltimore and the interstate system for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements through neighborhoods by way of these roadway improvements and additional directional signage will improve the quality of life and health of this stable and mature, primarily owner-occupied community.
- **Complete Streets Improvements:** Streetscape and roadway improvements along Broening Highway, between Boston Street and Holabird Avenue, will further dissuade freight movement through adjacent residential neighborhoods. Roadway improvements, such as wider sidewalks, expanded medians, and road narrowing, coupled with improved and additional signage will redirect trucks away from residential neighborhoods and toward appropriate freight routes.

If awarded these funds, the Southeast Baltimore Port Industry Freight Corridor Plan will have a catalytic effect on the region's economy, connecting Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of port-related businesses with the livability and vitality of the residential areas, fostering a sustainable city and competitive region. This project will also significantly improve freight access, increasing operational efficiencies for commercial and industrial establishments in the city.

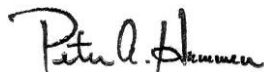
We respectfully request that the City of Baltimore's funding application for the Southeast Baltimore Port Industry Freight Corridor Plan receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,



Luke Clippinger
Delegate, District 46



Peter A. Hammen
Delegate, District 46



Brooke Lierman
Delegate, District 46



Bill Ferguson
Senator, District 46

Cc: William M. Johnson, Director, Baltimore City Department of Transportation
Valorie LaCour, Chief, Transportation Planning, Baltimore City Department of Transportation
Sameer Sidh, Chief, Special Projects, Baltimore City Department of Transportation

ROBIN L. GRAMMER, JR.
Legislative District 6
Baltimore County

Appropriations Committee



The Maryland House of Delegates
6 Bladen Street, Room 307
Annapolis, Maryland 21401
410-841-3298 · 301-858-3298
800-492-7122 Ext. 3298
Robin.Grammer@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

May 25, 2015

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

Dear Secretary Foxx:

Port commerce in Baltimore is facing a looming crisis. The Colgate Creek Bridge, which connects Maryland's largest marine terminals (Dundalk and Seagirt) and is vital to freight movement in the corridor, is structurally deficient and will likely require a complete closure in the next five to ten years. The Port of Baltimore also lacks clear freight routes for connecting truck traffic to I-95.

Compounding this issue, freight traffic is expected to increase as the port industry in Baltimore continues to expand. The Port of Baltimore is one of only two east coast ports that can accommodate post-Panamax ships following the completion of the Panama Canal expansion. This feature, along with others, continues to attract new and expanding economic activity to the Port of Baltimore. In 2014, Amazon located a 1 million square foot business center that will employ 1,000 people near the Port. Additionally, the planned redevelopment of Sparrows Point, previously home to Bethlehem Steel, will transform the former steel mill into a major east coast distribution hub. **Without the sorely needed replacement of the Colgate Creek Bridge and creation of safe, efficient freight routes to I-95, the economic competitiveness of the Port of Baltimore will be severely diminished, and neighboring communities will suffer a significant adverse impact from trucks being forced to re-route into residential communities.**

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER FY15 Discretionary Grant to fund the Broening Highway Freight Corridor Improvement Project. The Broening Highway Project features the following elements that will increase the Port of Baltimore's economic competitiveness while protecting nearby residential neighborhoods:


- **Colgate Creek Bridge Replacement:** Freight vehicles must travel over the bridge to go between the Dundalk and Seagirt Marine Terminals and the city's major interstate system, I-95 and I-695. Increased demand for freight at the Port have stressed the bridge and necessitated its replacement earlier than originally anticipated.
- **Roadway Improvements Connecting Freight Directly to I-95:** Improvements on Holabird and Keith Avenue will provide direct access between the Port of Baltimore and the interstate system for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements through neighborhoods by way of these roadway improvements and additional directional signage will improve the quality of life and health of this stable and mature, primarily owner-occupied community.
- **Complete Streets Improvements:** Streetscape and roadway improvements along Broening Highway, between Boston Street and Holabird Avenue, will further dissuade freight movement through adjacent residential neighborhoods. Roadway improvements, such as wider sidewalks, expanded medians, and road narrowing, coupled with improved and additional signage will redirect trucks away from residential neighborhoods and toward appropriate freight routes.

If awarded these funds, the Broening Highway Corridor Improvement Project will have a catalytic effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of port-related businesses with the livability and vitality of the residential areas, fostering a sustainable city and competitive region. This project will also significantly improve freight access, increasing operational efficiencies for commercial and industrial establishments in the city.

I would respectfully request that the City of Baltimore's funding application for the Broening Highway Corridor Improvement Project 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 'W. M. Johnson', with a long horizontal flourish extending to the right.

Cc: William M. Johnson, Director, Baltimore City Department of Transportation

Valorie LaCour, Chief, Transportation Planning, Baltimore City Department of Transportation

Sameer Sidh, Chief, Special Projects, Baltimore City Department of Transportation



STEPHANIE RAWLINGS-BLAKE
MAYOR

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

May 20, 2015

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

Dear Secretary Foxx:

Port commerce in Baltimore is facing a looming crisis. The Colgate Creek Bridge, which connects Maryland's largest marine terminals (Dundalk and Seagirt) and is vital to freight movement in the corridor, is structurally deficient and will likely require a complete closure in the next five to ten years. The Port of Baltimore also lacks clear freight routes for connecting truck traffic to I-95.

Compounding this issue, freight traffic is expected to increase as the port industry in Baltimore continues to expand. The Port of Baltimore is one of only two east coast ports that can accommodate post-Panamax ships following the completion of the Panama Canal expansion. This feature, along with others, continues to attract new and expanding economic activity to the Port of Baltimore. In 2014, Amazon located a 1 million square foot business center that will employ 1,000 people near the Port. Additionally, the planned redevelopment of Sparrows Point, previously home to Bethlehem Steel, will transform the former steel mill into a major east coast distribution hub. **Without the sorely needed replacement of the Colgate Creek Bridge and creation of safe, efficient freight routes to I-95, the economic competitiveness of the Port of Baltimore will be severely diminished, and neighboring communities will suffer a significant adverse impact from trucks being forced to re-route into residential communities.**

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER FY15 Discretionary Grant to fund the Southeast Baltimore Port Industry Freight Corridor Plan. The Southeast Baltimore Port Industry Freight Corridor Plan features the following elements that will increase the Port of Baltimore's economic competitiveness while protecting nearby residential neighborhoods:

- **Colgate Creek Bridge Replacement:** Freight vehicles must travel over the bridge to go between the Dundalk and Seagirt Marine Terminals and the city's major interstate system, I-95 and I-695. Increased demand for freight at the Port have stressed the bridge and necessitated its replacement earlier than originally anticipated.

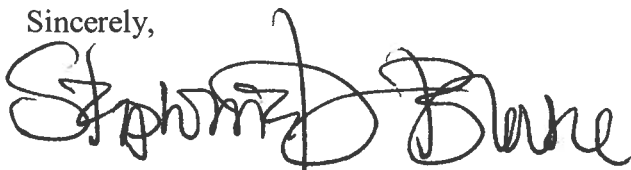
- **Roadway Improvements Connecting Freight Directly to I-95:** Improvements on Holabird and Keith Avenue will provide direct access between the Port of Baltimore and the interstate system for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements through neighborhoods by way of these roadway improvements and additional directional signage will improve the quality of life and health of this stable and mature, primarily owner-occupied community.
- **Complete Streets Improvements:** Streetscape and roadway improvements along Broening Highway, between Boston Street and Holabird Avenue, will further dissuade freight movement through adjacent residential neighborhoods. Roadway improvements, such as wider sidewalks, expanded medians, and road narrowing, coupled with improved and additional signage will redirect trucks away from residential neighborhoods and toward appropriate freight routes.

If awarded these funds, the Southeast Baltimore Port Industry Freight Corridor Plan will have a catalytic effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of port-related businesses with the livability and vitality of the residential areas, fostering a sustainable city and competitive region. This project will also significantly improve freight access, increasing operational efficiencies for commercial and industrial establishments in the city.

I would respectfully request that the City of Baltimore's funding application for the Southeast Baltimore Port Industry Freight Corridor Plan receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,

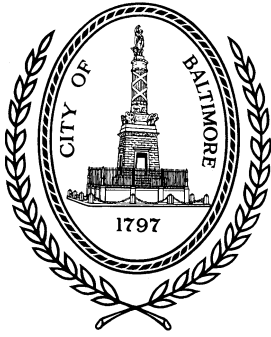
A handwritten signature in black ink, appearing to read 'Stephanie Rawlings-Blake'. The signature is fluid and cursive, with the first name 'Stephanie' written in a larger, more prominent script than the last name 'Rawlings-Blake'.

Stephanie Rawlings-Blake

Mayor

City of Baltimore

cc: William M. Johnson, Director, Baltimore City Department of Transportation
Valorie LaCour, Chief of Planning, Baltimore City Department of Transportation
Sameer Sidh, Chief, Special Projects, Baltimore City Department of Transportation
Kaliopé Parthemos, Chief of Staff, Office of the Mayor
Khalil Zaied, Deputy Mayor of Operations
Andrew Smullian, Deputy Mayor of Government Relations and Labor
Kevin Kelly, Van Scoyoc Associates



James B. Kraft

Councilman
First District

503 CITY HALL · BALTIMORE, MD 21202 · 410-396-4821 · JAMES.KRAFT@BALTIMORECITY.GOV

EMILY SHERMAN
CHIEF OF STAFF

JEFF AMOROS
COMMUNITY AIDE

KAITLYN GOLDEN
COMMUNICATIONS ASSISTANT

KATIE MILLER
SHRIVER PEACEWORKER FELLOW

May 20, 2015

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

Re: Southeast Baltimore Port Industry Freight Corridor Plan

Dear Secretary Foxx:

Port commerce in Baltimore is facing a looming crisis. The Colgate Creek Bridge, which connects Maryland's largest marine terminals (Dundalk and Seagirt) and is vital to freight movement in the corridor, is structurally deficient and will likely require a complete closure in the next five to ten years. The Port of Baltimore also lacks clear freight routes for connecting truck traffic to I-95.

Compounding this issue, freight traffic is expected to increase as the port industry in Baltimore continues to expand. The Port of Baltimore is one of only two east coast ports that can accommodate post-Panamax ships following the completion of the Panama Canal expansion. This feature, along with others, continues to attract new and expanding economic activity to the Port of Baltimore. In 2014, Amazon located a 1 million square foot business center that will employ 1,000 people near the Port. Additionally, the planned redevelopment of Sparrows Point, previously home to Bethlehem Steel, will transform the former steel mill into a major east coast distribution hub. **Without the sorely needed replacement of the Colgate Creek Bridge and creation of safe, efficient freight routes to I-95, the economic competitiveness of the Port of Baltimore will be severely diminished, and neighboring communities will suffer a significant adverse impact from trucks being forced to re-route into residential communities.**

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER FY15 Discretionary Grant to fund the Southeast Baltimore Port Industry Freight Corridor Plan. The Southeast Baltimore Port Industry Freight Corridor Plan features the following elements that will increase the Port of Baltimore's economic competitiveness while protecting nearby residential neighborhoods:

- **Colgate Creek Bridge Replacement:** Freight vehicles must travel over the bridge to go between the Dundalk and Seagirt Marine Terminals and the city's major interstate system, I-95 and I-695. Increased demand for freight at the Port have stressed the bridge and necessitated its replacement earlier than originally anticipated.

- **Roadway Improvements Connecting Freight Directly to I-95:** Improvements on Holabird and Keith Avenue will provide direct access between the Port of Baltimore and the interstate system for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements through neighborhoods by way of these roadway improvements and additional directional signage will improve the quality of life and health of this stable and mature, primarily owner-occupied community.
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If awarded these funds, the Southeast Baltimore Port Industry Freight Corridor Plan will have a catalytic effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of port-related businesses with the livability and vitality of the residential areas, fostering a sustainable city and competitive region. This project will also significantly improve freight access, increasing operational efficiencies for commercial and industrial establishments in the city.

As the City Councilman who represents this area, I respectfully request that the City of Baltimore's funding application for the Southeast Baltimore Port Industry Freight Corridor Plan receive full consideration, in accordance with established policies and procedures. If you have any questions with regard hereto, then please do not hesitate to contact me. Otherwise, I thank you for your attention to this important matter.

Very truly yours,



James B. Kraft

JK/es

Cc: William M. Johnson, Director, Baltimore City Department of Transportation
 Valorie LaCour, Chief, Transportation Planning, Baltimore City Department of Transportation
 Sameer Sidh, Chief, Special Projects, Baltimore City Department of Transportation

Foxx Re: Southeast Baltimore Port Industry Freight Corridor Plan

CHAIR: JUDICIARY AND LEGISLATIVE INVESTIGATIONS COMMITTEE
VICE CHAIR: LAND USE AND TRANSPORTATION COMMITTEE
VICE CHAIR: BUDGET AND APPROPRIATIONS COMMITTEE

COUNCIL REPRESENTATIVE: MARYLAND MUNICIPAL LEAGUE (*LEGISLATIVE COMMITTEE*)
 BALTIMORE CITY VETERANS COMMISSION
 BALTIMORE CITY HISPANIC COMMISSION



Bernard C. "Jack" Young

President

Baltimore City Council

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

410-396-4804 • Fax 410-539-0647

E-Mail councilpresident@baltimorecity.gov

June 1, 2015

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

Re: The Southeast Baltimore Port Industry Freight Corridor Plan:
Promoting Economic and Community Development in a Maritime Industrial Setting

Dear Secretary Foxx:

Port commerce in Baltimore is facing a looming crisis. The Colgate Creek Bridge, which connects Maryland's largest marine terminals (Dundalk and Seagirt) and is vital to freight movement in the corridor, is structurally deficient and will likely require a complete closure in the next five to ten years. The Port of Baltimore also lacks clear freight routes for connecting truck traffic to I-95.

Compounding this issue, freight traffic is expected to increase as the port industry in Baltimore continues to expand. The Port of Baltimore is one of only two east coast ports that can accommodate post-Panamax ships following the completion of the Panama Canal expansion. This feature, along with others, continues to attract new and expanding economic activity to the Port of Baltimore. In 2014, Amazon located a 1 million square foot business center that will employ 1,000 people near the Port. Additionally, the planned redevelopment of Sparrows Point, previously home to Bethlehem Steel, will transform the former steel mill into a major east coast distribution hub. **Without the sorely needed replacement of the Colgate Creek Bridge and creation of safe, efficient freight routes to I-95, the economic competitiveness of the Port of Baltimore will be severely diminished, and neighboring communities will suffer a significant adverse impact from trucks being forced to re-route into residential communities.**

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER FY15 Discretionary Grant to fund the Broening Highway Freight Corridor Improvement Project. The Broening Highway Project features the following elements that will

increase the Port of Baltimore's economic competitiveness while protecting nearby residential neighborhoods:

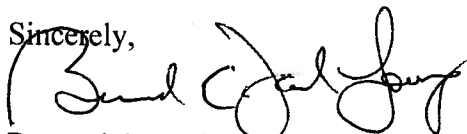
- **Colgate Creek Bridge Replacement:** Freight vehicles must travel over the bridge to go between the Dundalk and Seagirt Marine Terminals and the city's major interstate system, I-95 and I-695. Increased demand for freight at the Port have stressed the bridge and necessitated its replacement earlier than originally anticipated.
- **Roadway Improvements Connecting Freight Directly to I-95:** Improvements on Holabird and Keith Avenue will provide direct access between the Port of Baltimore and the interstate system for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements through neighborhoods by way of these roadway improvements and additional directional signage will improve the quality of life and health of this stable and mature, primarily owner-occupied community.
- **Complete Streets Improvements:** Streetscape and roadway improvements along Broening Highway, between Boston Street and Holabird Avenue, will further dissuade freight movement through adjacent residential neighborhoods. Roadway improvements, such as wider sidewalks, expanded medians, and road narrowing, coupled with improved and additional signage will redirect trucks away from residential neighborhoods and toward appropriate freight routes.

If awarded these funds, the Broening Highway Corridor Improvement Project will have a catalytic effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of port-related businesses with the livability and vitality of the residential areas, fostering a sustainable city and competitive region. This project will also significantly improve freight access, increasing operational efficiencies for commercial and industrial establishments in the city.

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

Thank you for your attention to this important matter.

Sincerely,



Bernard C "Jack" Young
President
Baltimore City Council

Cc: William M. Johnson, Director, Baltimore City Department of Transportation
Valorie LaCour, Chief, Transportation Planning, Baltimore City Department of Transportation
Sameer Sidh, Chief, Special Projects, Baltimore City Department of Transportation



May 26, 2015

City of Annapolis
Mike Pantelides
Mayor

Anne Arundel County
Steve Schuh
County Executive

City of Baltimore
Stephanie Rawlings-Blake
Mayor

Baltimore County
Kevin Kamenetz
County Executive

Carroll County
Stephen Wantz
Member, Board of Commissioners

Harford County
Barry Glassman
County Executive

Howard County
Allan H. Kittleman
County Executive

Maryland Department of Transportation
Pete Rahn
Secretary

Maryland Department of the Environment
Ben Grumbles
Secretary

Maryland Department of Planning
David Craig
Secretary

Maryland Transit Administration
Paul Comfort
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 2015 Transportation Investment Generating Economic Recovery (TIGER) 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.

Freight traffic is expected to increase as the port industry in Baltimore continues to expand. The Port of Baltimore is one of only two east coast ports that can accommodate post-Panamax ships following the completion of the Panama Canal expansion. The Broening Highway Freight Corridor Improvement Project features three critical elements that will increase the Port of Baltimore's economic competitiveness: 1) the replacement of Colgate Creek Bridge which connects Maryland's largest marine terminals (Dundalk and Seagirt) and is vital to freight movement in the corridor is structurally deficient, 2) improvements on Holabird and Keith Avenue that will provide direct access between the Port of Baltimore and the interstate system without travel through adjacent residential neighborhoods, and 3) Complete Streets Improvements along Broening Highway, between Boston Street and Holabird Avenue, to further dissuade freight movement through adjacent residential neighborhoods.

The BRTB appreciates your strong consideration of this application for the City of Baltimore as it directly responds to goals identified in the Baltimore region's long-range transportation plan as well as US DOT's long-term priorities for the nation's transportation system.

Sincerely,

Margaret Kaii-Zeigler, Chair
Baltimore Regional Transportation Board

Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230
Telephone 410-732-0500
Facsimile 410-732-8248
www.baltometro.org



Maryland Motor Truck Association



May 27, 2015

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

RE: The Southeast Baltimore Port Industry Freight Corridor Plan: Promoting Economic and Community Development in a Maritime Industrial Setting

Dear Secretary Foxx:

Port commerce in Baltimore, Maryland is facing a looming crisis. The Colgate Creek Bridge, which connects Maryland's largest marine terminals (Dundalk and Seagirt) and is vital to freight movement in the corridor, is structurally deficient and will likely require a complete closure in the next five to ten years. The Port of Baltimore also lacks clear freight routes for connecting truck traffic to I-95.

Compounding this issue, freight traffic is expected to increase dramatically as the maritime industry in Baltimore continues to expand. The Port of Baltimore is one of only two east coast ports that can accommodate post-Panamax ships following the completion of the Panama Canal expansion. This feature, along with others, continues to attract new and expanding economic activity to Baltimore. In 2014 Amazon located a 1 million square foot business center that will employ 1,000 people near the Port. Additionally, the planned redevelopment of Sparrows Point, previously home to Bethlehem Steel, will transform the former steel mill into a major east coast distribution hub. **Without the sorely needed replacement of the Colgate Creek Bridge and creation of safe, efficient freight routes to I-95, the economic competitiveness of the Port of Baltimore will be severely diminished, and neighboring communities will suffer a significant adverse impact from trucks being forced to re-route into residential communities.**

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER FY15 Discretionary Grant to fund the Southeast Baltimore Port Industry Freight Corridor Plan. This plan features the following elements that will increase the Port of Baltimore's economic competitiveness while protecting nearby residential neighborhoods:

- **Colgate Creek Bridge Replacement:** Freight vehicles must travel over the bridge to go between the Dundalk and Seagirt Marine Terminals and the city's major interstate system, I-95 and I-695. Increased demand at the Port has stressed the bridge and necessitated its replacement earlier than originally anticipated.
- **Roadway Improvements Connecting Freight Directly to I-95:** Improvements on Holabird and Keith Avenues will provide direct access between the Port of Baltimore and the interstate system for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements through neighborhoods by way of these roadway improvements will improve the quality of life and health of this stable and mature community.
- **Complete Streets Improvements:** Streetscape and road improvements along Broening Highway, between Boston Street and Holabird Avenue, will further dissuade freight movement through adjacent residential neighborhoods. Improvements such as wider sidewalks, expanded medians, and road narrowing, coupled with improved and additional signage, will redirect trucks away from residential neighborhoods and toward appropriate freight routes.

If awarded these funds, the Southeast Baltimore Port Industry Freight Corridor Plan will have a catalytic effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities. At the same time it will create a model for balancing the growth and viability of port-related

businesses with the livability and vitality of nearby residential areas, fostering a sustainable city and competitive region. This project will also significantly improve freight access, increasing operational efficiencies for commercial and industrial establishments in the city.

I would respectfully request that the City of Baltimore's funding application for the Southeast Baltimore Port Industry Freight Corridor Plan receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,

A handwritten signature in cursive script that reads "Louis Campion".

Louis Campion
President & CEO

Cc: William M. Johnson, Director, Baltimore City Department of Transportation
Valorie LaCour, Chief, Transportation Planning, Baltimore City Department of Transportation
Sameer Sidh, Chief, Special Projects, Baltimore City Department of Transportation

About Maryland Motor Truck Association: Maryland Motor Truck Association is a non-profit trade association that has represented the commercial trucking industry since 1935. In service to its 1,000+ members, MMTA is committed to supporting and advocating for a safe, efficient and profitable trucking industry across all sectors and industry types, regardless of size, domicile or type of operation



GREATER BALTIMORE COMMITTEE

Regional business leaders creating a better tomorrow...today.

David Warnock, *Chair*
Camden Partners

Donald C. Fry
President & CEO

June 2, 2015

The Honorable Anthony Foxx
United States 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, is submitting a proposal for a FY15 TIGER Discretionary Grant to fund the Broening Highway Freight Corridor Improvement Project. The Broening Highway Project features the following elements that will increase the Port of Baltimore's economic competitiveness while protecting nearby residential neighborhoods:

- **Colgate Creek Bridge Replacement:** Freight vehicles must travel over the bridge to go between the Dundalk and Seagirt Marine Terminals and the city's major interstate system, I-95 and I-695. Increased demand for freight at the Port have stressed the bridge and necessitated its replacement earlier than originally anticipated.
- **Roadway Improvements Connecting Freight Directly to I-95:** Improvements on Holabird and Keith Avenue will provide direct access between the Port of Baltimore and the interstate system for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements through neighborhoods by way of these roadway improvements and additional directional signage will improve the quality of life and health of this stable and mature, primarily owner-occupied community.
- **Complete Streets Improvements:** Streetscape and roadway improvements along Broening Highway, between Boston Street and Holabird Avenue, will further dissuade freight movement through adjacent residential neighborhoods. Roadway improvements, such as wider sidewalks, expanded medians, and road narrowing, coupled with improved and additional signage will redirect trucks away from residential neighborhoods and toward appropriate freight routes.

Port commerce in Baltimore is facing a looming crisis regarding the Colgate Creek Bridge, which connects Maryland's largest marine terminals (Dundalk and Seagirt) and is vital to freight movement in the corridor. It is structurally deficient and will likely require a complete closure in the next five to ten years. The Port of Baltimore also lacks clear freight routes for connecting truck traffic to I-95.

The Honorable Anthony Foxx

June 2, 2015

Page Two

Compounding this issue, freight traffic is expected to increase as the port industry in Baltimore continues to expand. The Port of Baltimore is one of only two east coast ports that can accommodate post-Panamax ships following the completion of the Panama Canal expansion. This feature, along with others, continues to attract new and expanding economic activity to the Port of Baltimore. In 2014, Amazon located a 1 million square foot business center that will employ 1,000 people near the Port. Additionally, the planned redevelopment of Sparrows Point, previously home to Bethlehem Steel, will transform the former steel mill into a major east coast distribution hub.

Without the sorely needed replacement of the Colgate Creek Bridge and creation of safe, efficient freight routes to I-95, the economic competitiveness of the Port of Baltimore will be severely diminished, and neighboring communities will suffer a significant adverse impact from trucks being forced to re-route into residential communities.

If awarded the Tiger Grant funds, the Broening Highway Corridor Improvement Project will have a catalytic effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of port-related businesses with the livability and vitality of the residential areas, fostering a sustainable city and competitive region. This project will also significantly improve freight access, increasing operational efficiencies for commercial and industrial establishments in the city.

I would respectfully request that the City of Baltimore's funding application for the Broening Highway Corridor Improvement Project receive full consideration and be granted, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,



Donald C. Fry
President & CEO

Cc: William M. Johnson, Director, Baltimore City Department of Transportation
Valorie LaCour, Chief, Transportation Planning, Baltimore City Department of Transportation
Sameer Sidh, Chief, Special Projects, Baltimore City Department of Transportation



May 29, 2015

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

Re: The Southeast Baltimore Port Industry Freight Corridor Plan

Dear Secretary Foxx:

Port commerce in Baltimore is facing a looming crisis. The Colgate Creek Bridge, which connects Maryland's largest marine terminals (Dundalk and Seagirt) and is vital to freight movement in the corridor, is structurally deficient and will likely require a complete closure in the next five to ten years. The Port of Baltimore also lacks clear freight routes for connecting truck traffic to I-95.

Compounding this issue, freight traffic is expected to increase as the port industry in Baltimore continues to expand. The Port of Baltimore is one of only two east coast ports that can accommodate post-Panamax ships following the completion of the Panama Canal expansion. This feature, along with others, continues to attract new and expanding economic activity to the Port of Baltimore. In 2014, Amazon located a 1 million square foot business center that will employ 1,000 people near the Port. Additionally, the planned redevelopment of Sparrows Point, previously home to Bethlehem Steel, will transform the former steel mill into a major east coast distribution hub. **Without the sorely needed replacement of the Colgate Creek Bridge and creation of safe, efficient freight routes to I-95, the economic competitiveness of the Port of Baltimore will be severely diminished, and neighboring communities will suffer a significant adverse impact from trucks being forced to re-route into residential communities.**

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER FY15 Discretionary Grant to fund the Southeast Baltimore Port Industry Freight Corridor Plan. The Southeast Baltimore Port Industry Freight Corridor Plan features the following elements that will increase the Port of Baltimore's economic competitiveness while protecting nearby residential neighborhoods:

- **Colgate Creek Bridge Replacement:** Freight vehicles must travel over the bridge to go between the Dundalk and Seagirt Marine Terminals and the city's major interstate system, I-95 and I-695. Increased demand for freight at the Port have stressed the bridge and necessitated its replacement earlier than originally anticipated.



- **Roadway Improvements Connecting Freight Directly to I-95:** Improvements on Holabird and Keith Avenue will provide direct access between the Port of Baltimore and the interstate system for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements through neighborhoods by way of these roadway improvements and additional directional signage will improve the quality of life and health of this stable and mature, primarily owner-occupied community.
- **Complete Streets Improvements:** Streetscape and roadway improvements along Broening Highway, between Boston Street and Holabird Avenue, will further dissuade freight movement through adjacent residential neighborhoods. Roadway improvements, such as wider sidewalks, expanded medians, and road narrowing, coupled with improved and additional signage will redirect trucks away from residential neighborhoods and toward appropriate freight routes.

If awarded these funds, the Southeast Baltimore Port Industry Freight Corridor Plan will have a catalytic effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of port-related businesses with the livability and vitality of the residential areas, fostering a sustainable city and competitive region. This project will also significantly improve freight access, increasing operational efficiencies for commercial and industrial establishments in the city.

I would respectfully request that the City of Baltimore's funding application for the Southeast Baltimore Port Industry Freight Corridor Plan receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,

Raymond A. Skinner,
President & CEO

Cc: William M. Johnson, Director, Baltimore City Department of Transportation
Valorie LaCour, Chief, Transportation Planning, Baltimore City Department of Transportation
Sameer Sidh, Chief, Special Projects, Baltimore City Department of Transportation



SOUTHEAST

community development corporation

3323 Eastern Avenue, Suite 200
Baltimore, MD 21224
410-342-3234 | 410-342-1719 fax
www.southeastcdc.org

May 28, 2015

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

Dear Secretary Foxx:

The Port of Baltimore is one of only two east coast ports that can accommodate post-Panamax ships following the Panama Canal expansion. This feature, along with others, attracts new economic activity to the Port of Baltimore. In 2014, Amazon located a 1 million square foot business center that will employ 1,000 people near the Port and the planned redevelopment of Sparrows Point, previously home to Bethlehem Steel, will transform the former steel mill into a major east coast distribution hub. Without the creation of safe, efficient freight routes to I-95, the economic competitiveness of the Port of Baltimore will be severely diminished, and neighboring communities will suffer a significant adverse impact from trucks being forced to re-route into residential communities.

It has come to my attention that the Baltimore Department of Transportation will submit a proposal for a TIGER FY15 Discretionary Grant to fund the Southeast Baltimore Port Industry Freight Corridor Plan. The Southeast Baltimore Port Industry Freight Corridor Plan features the following elements that will increase the Port of Baltimore's competitiveness while protecting nearby residential neighborhoods:

- **Colgate Creek Bridge Replacement:** Freight vehicles must travel over the bridge to go between marine terminals and the city's major interstate system. Increased demand for freight at the Port have stressed the bridge and necessitated its replacement earlier than originally anticipated.
- **Roadway Improvements Connecting Freight Directly to I-95:** Improvements on Holabird and Keith Avenue will provide direct access between the Port of Baltimore and the interstate system for freight movement **without traveling through adjacent residential neighborhoods**. Reducing freight movements through neighborhoods by way of roadway improvements and additional signage will improve the quality of life and health of this stable, owner-occupied community.
- **Complete Streets Improvements:** Streetscape and roadway improvements along Broening Highway, between Boston Street and Holabird Avenue, will further dissuade freight movement through adjacent residential neighborhoods. Improvements such as

wider sidewalks, expanded medians, and road narrowing, coupled with improved signage will redirect trucks away from residential neighborhoods and toward appropriate freight routes.

If awarded these funds, the Southeast Baltimore Port Industry Freight Corridor Plan will have a catalytic effect on the region's economy, connecting disadvantaged Baltimoreans to jobs and opportunity while balancing the growth and viability of port-related businesses with the livability and vitality of residential neighborhoods, fostering a sustainable city and competitive region.

The Southeast CDC is in **strong support** of the City of Baltimore's funding application for the Southeast Baltimore Port Industry Freight Corridor Plan. Please feel free to contact me at 410.342.3234 x33 or chris@southeastcdc.org if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Ryer", written over a light gray rectangular background.

Chris Ryer, Director, Southeast CDC

Cc: William M. Johnson, Director, Baltimore City Department of Transportation
Valorie LaCour, Chief, Transportation Planning, Baltimore City Department of Transportation
Sameer Sidh, Chief, Special Projects, Baltimore City Department of Transportation

ST. HELENA COMMUNITY ASSOCIATION, INC.

6512 ST. HELENA AVENUE, BALTIMORE, MD 21222
410-633-6077 or 410-978-7566
FEIN # 27-0721218

St. Helena Community Association, Inc.
Mr. Joseph A. Stadler
c/o 226 Detroit Ave.
Baltimore, MD 21222

May 22, 2015

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

Re: TIGER FY15

Dear Secretary Foxx,

Information regarding the 'TIGER FY2015 fund' has recently been presented to the St. Helena Community. At this time, we'd like to indicate our full support for the proposal offered by the Baltimore City Dept. of Transportation. Our neighborhood (consisting of nearly 900 homes) is within walking distance of The Dundalk and Seagirt Marine Terminals. Over these last many years, we've been the back yard to these and many other industries that complement the Port of Baltimore. Truck traffics as well as residential and thru traffic has increased exponentially over these years. A large portion of Broening Highway is currently being re-built to accommodate this, as well as projected increased usage. The old infrastructure just could no longer support the extremely heavy use. The Colgate Creek Bridge IS PART OF Broening Highway... but was NOT considered for the Broening Highway re-build. The bridge is aging; and as I understand is fast approaching a sub-standard condition. I personally know that visibly... it certainly appears to be deteriorating at a rapid pace.

Additionally, we believe that improvements along the connecting roadways within the I-95 footprint near the Marine Terminals could greatly enhance the flow of port traffic in and around our neighborhood. (I hesitate to announce the amount of complaints that we, as a Community Association, receive on a regular basis. As mentioned, we ARE the backyard as Broening Highway borders and defines the neighborhood of St. Helena). A large portion of Broening Highway (between Boston St. and Holabird Ave.) is residential. Homeowners actually sit on their front porch and can likely count just as many cars as trucks at times. Street improvements such as new wider sidewalks, narrower streets and various other calming methods could likely give these residences their 'home sweet home' back to them.

We urge the committee to give full consideration to the proposals presented by the Dept of Transportation. It is imperative that as the Port of Baltimore continues to be the life-blood of our city, it is equally important to consider residents and much needed infrastructure improvements that affect our aging communities.

Sincere Regards,
Joseph A. Stadler
St. Helena Community Association

ST. HELENA COMMUNITY ASSOCIATION, INC.

6512 ST. HELENA AVENUE, BALTIMORE, MD 21222
410-633-6077 or 410-978-7566
FEIN # 27-0721218



St. Helena Community Association
Mr. Joseph A. Stadler
c/o 226 Detroit Ave.
Baltimore, MD 21222

May 22, 2015

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

Re: The Southeast Baltimore Port Industry Freight Corridor Plan

Dear Secretary Foxx,

Information regarding the 'TIGER FY2015 fund' has recently been presented to the St. Helena Community. At this time, we'd like to indicate our full support for the proposal offered by the Baltimore City Dept. of Transportation. Our neighborhood (consisting of nearly 900 homes) is within walking distance of The Dundalk and Seagirt Marine Terminals. Over these last many years, we've been the back yard to these and many other industries that complement the Port of Baltimore. Truck traffics as well as residential and thru traffic has increased exponentially over these years. A large portion of Broening Highway is currently being re-built to accommodate this, as well as projected increased usage. The old infrastructure just could no longer support the extremely heavy use. The Colgate Creek Bridge IS PART OF Broening Highway... but was NOT considered for the Broening Highway re-build. The bridge is aging; and as I understand is fast approaching a sub-standard condition. I personally know that visibly... it certainly appears to be deteriorating at a rapid pace.

Additionally, we believe that improvements along the connecting roadways within the I-95 footprint near the Marine Terminals could greatly enhance the flow of port traffic in and around our neighborhood. (I hesitate to announce the amount of complaints that we, as a Community Association, receive on a regular basis. As mentioned, we ARE the backyard as Broening Highway borders and defines the neighborhood of St. Helena). A large portion of Broening Highway (between Boston St. and Holabird Ave.) is residential. Homeowners actually sit on their front porch and can likely count just as may cars as trucks at times. Street improvements such as new wider sidewalks, narrower streets and various other calming methods could likely give these residences their 'home sweet home' back to them.

We urge the United States Department of Transportation to award a full TIGER grant to Baltimore City for its freight corridor plan. It is imperative that as the Port of Baltimore continues to be the life-blood of our city, it is equally important to consider residents and much needed infrastructure improvements that affect our aging communities.

Sincere Regards,

Joseph A. Stadler
St. Helena Community Assn.

Sparrows Point Terminal, LLC
1600 Sparrows Point Boulevard
Baltimore, Maryland 21219

The Southeast Baltimore Port Industry Freight Corridor Plan:
Promoting Economic and Community Development in a Maritime Industrial Setting

May 20, 2015

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

Dear Secretary Foxx:

Port commerce in Baltimore is facing a looming crisis. The Colgate Creek Bridge, which connects Maryland's largest marine terminals (Dundalk and Seagirt) and is vital to freight movement in the corridor, is structurally deficient and will likely require a complete closure in the next five to ten years. The Port of Baltimore also lacks clear freight routes for connecting truck traffic to I-95.



Compounding this issue, freight traffic is expected to increase as the port industry in Baltimore continues to expand. The Port of Baltimore is one of only two east coast ports that can accommodate post-Panamax ships following the completion of the Panama Canal expansion. This feature, along with others, continues to attract new and expanding economic activity to the Port of Baltimore. In 2014, Amazon located a 1 million square foot business center that will employ 1,000 people near the Port. Additionally, the planned redevelopment of Sparrows Point, previously home to Bethlehem Steel, will transform the former steel mill into a major east coast distribution hub. **Without the sorely needed replacement of the Colgate Creek Bridge and creation of safe, efficient freight routes to I-95, the economic competitiveness of the Port of Baltimore will be severely diminished, and neighboring communities will suffer a significant adverse impact from trucks being forced to re-route into residential communities.**

It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER FY15 Discretionary Grant to fund the Southeast Baltimore Port Industry Freight Corridor Plan. The Southeast Baltimore Port Industry Freight Corridor Plan features the following elements that will increase the Port of Baltimore's economic competitiveness while protecting nearby residential neighborhoods:

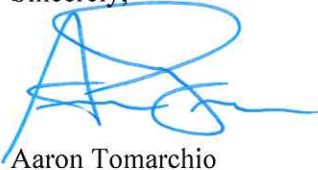
- **Colgate Creek Bridge Replacement:** Freight vehicles must travel over the bridge to go between the Dundalk and Seagirt Marine Terminals and the city's major interstate system, I-95 and I-695. Increased demand for freight at the Port have stressed the bridge and necessitated its replacement earlier than originally anticipated.
- **Roadway Improvements Connecting Freight Directly to I-95:** Improvements on Holabird and Keith Avenue will provide direct access between the Port of Baltimore and the interstate system for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements through neighborhoods by way of these roadway improvements and additional directional signage will improve the quality of life and health of this stable and mature, primarily owner-occupied community.
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If awarded these funds, the Southeast Baltimore Port Industry Freight Corridor Plan will have a catalytic effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of port-related businesses with the livability and vitality of the residential areas, fostering a sustainable city and competitive region. This project will also significantly improve freight access, increasing operational efficiencies for commercial and industrial establishments in the city.

I would respectfully request that the City of Baltimore's funding application for the Southeast Baltimore Port Industry Freight Corridor Plan receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,



Aaron Tomarchio
Vice President of Operations
Sparrows Point Terminal, LLC

Cc: William M. Johnson, Baltimore City Department of Transportation
Valorie LaCour, Chief, Transportation Planning, Baltimore City Dept. of Transportation
Sameer Sidh, Chief, Special Projects, Baltimore City Dept. of Transportation



May 21, 2015

The Southeast Baltimore Port Industry Freight Corridor Plan:
Promoting Economic and Community Development in a Maritime Industrial Setting

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

Dear Secretary Foxx:

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Compounding this issue, freight traffic is expected to increase as the port industry in Baltimore continues to expand. The Port of Baltimore is currently one of only two east coast ports that can accommodate post-Panamax ships following the completion of the Panama Canal expansion. This feature, along with others, continues to attract new and expanding economic activity to the Port of Baltimore. In 2014, Amazon located a 1 million square foot business center that will employ 1,000 people near the Port. Additionally, the planned redevelopment of Sparrows Point, previously home to Bethlehem Steel, will transform the former steel mill into a major east coast distribution hub. **Without the sorely needed replacement of the Colgate Creek Bridge and creation of safe, efficient freight routes to I-95, the economic competitiveness of the Port of Baltimore will be severely diminished, and neighboring communities will suffer a significant adverse impact from trucks being forced to re-route into residential communities.**

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4851 Holabird Avenue
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T 410.342.9300
F 410.522.1163

A Hoffberger Holdings Company

SINCE 1928



Secretary Foxx
United States Department of Transportation
May 21, 2015
Page 2

- **Roadway Improvements Connecting Freight Directly to I-95:** Improvements on Holabird and Keith Avenue will provide direct access between the Port of Baltimore and the interstate system for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements through neighborhoods by way of these roadway improvements and additional directional signage will improve the quality of life and health of this stable and mature, primarily owner-occupied community.
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I would respectfully request that the City of Baltimore's funding application for the Southeast Baltimore Port Industry Freight Corridor Plan 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 "F. Brooks Royster, III".

F. Brooks Royster, III
President

Cc: William M. Johnson, Director, Baltimore City Department of Transportation
Valorie LaCour, Chief, Transportation Planning, Baltimore City Department of Transportation
Sameer Sidh, Chief, Special Projects, Baltimore City Department of Transportation

HOFFBERGER HOLDINGS, INC.

4851 Holabird Avenue
Baltimore, MD 21224
(410) 342-9300
(410) 522-1163 Fax

May 21, 2015

The Southeast Baltimore Port Industry Freight Corridor Plan:
Promoting Economic and Community Development in a Maritime Industrial Setting

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

Dear Secretary Foxx:

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Secretary Foxx
United States Department of Transportation
May 21, 2015
Page 2

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I would respectfully request that the City of Baltimore's funding application for the Southeast Baltimore Port Industry Freight Corridor Plan receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,


Harry D. Halpert
Chief Executive Officer

Cc: William M. Johnson, Director, Baltimore City Department of Transportation
Valorie LaCour, Chief, Transportation Planning, Baltimore City Department of Transportation
Sameer Sidh, Chief, Special Projects, Baltimore City Department of Transportation



May 26, 2015

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

Re: The Southeast Baltimore Port Industry Freight Corridor Plan

Dear Secretary Foxx:

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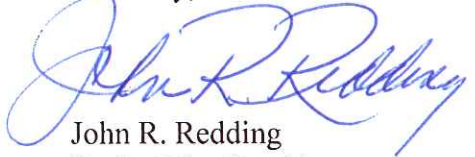
- **Roadway Improvements Connecting Freight Directly to I-95:** Improvements on Holabird Avenue and Keith Avenue will provide direct access between the Port of Baltimore and the interstate system for through freight movement exiting Baltimore without traveling through adjacent residential neighborhoods. Reducing freight movements through neighborhoods by way of these roadway improvements and additional directional signage will improve the quality of life and health of this stable and mature, primarily owner-occupied community.
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I would respectfully request that the City of Baltimore's funding application for the Southeast Baltimore Port Industry Freight Corridor Plan receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,



John R. Redding
Senior Vice President

cc: William M. Johnson, Director
Baltimore City Department of Transportation

Valorie LaCour, Chief, Transportation Planning
Baltimore City Department of Transportation

Sameer Sidh, Chief, Special Projects
Baltimore City Department of Transportation



May 26, 2015

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

Re: **The Southeast Baltimore Port Industry Freight Corridor Plan**
Promoting Economic and Community Development in a Maritime Industrial Setting

Dear Secretary Foxx:

Port commerce in Baltimore is facing a looming crisis. The Colgate Creek Bridge, which connects Maryland's largest marine terminals (Dundalk and Seagirt) and is vital to freight movement in the corridor, is structurally deficient and I understand will likely require a complete closure in the next five to ten years. The Port of Baltimore also lacks clear freight routes for connecting truck traffic to I-95.

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PORTS AMERICA CHESAPEAKE

2200 BROENING HIGHWAY, STE. 100 • BALTIMORE, MD 21224

PHONE: 410-631-7430 • FAX: 410-633-0321 • WEB: WWW.PORTSAMERICA.COM • EMAIL: CORPORATE@PORTSAMERICA.COM

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Thank you for your attention to this important matter.

Sincerely,

PORTS AMERICA CHESAPEAKE, LLC.



Bayard Hogans
General Manager

BH:smg

Cc: William M. Johnson, Director, Baltimore City Department of Transportation
Valorie LaCour, Chief, Transportation Planning, Baltimore City Department of Transportation
Sameer Sidh, Chief, Special Projects, Baltimore City Department of Transportation

The Southeast Baltimore Port Industry Freight Corridor Plan:
Promoting Economic and Community Development in a Maritime Industrial Setting

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

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I would respectfully request that the City of Baltimore's funding application for the Southeast Baltimore Port Industry Freight Corridor Plan receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,


James Lighthizer
Principal
Chesapeake Real Estate Group

Cc: William M. Johnson, Director, Baltimore City Department of Transportation
Valorie LaCour, Chief, Transportation Planning, Baltimore City Department of Transportation
Sameer Sidh, Chief, Special Projects, Baltimore City Department of Transportation



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd Rutherford
Lt. Governor

Pete K. Rahn
Secretary

May 18, 2015

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

Dear Secretary Foxx:

I am writing to express support for Baltimore City's 2015 Transportation Investment Generating Economic Recovery (TIGER) submission, the Broening Highway Corridor Improvement Project. The Broening Highway Project will increase the Port of Baltimore's economic competitiveness while protecting and supporting the stability and growth of surrounding residential communities. Major bridge, highway, road, bicycle, and pedestrian improvements will support a comprehensive freight network and the city, State, and region's ability to remain economically competitive in the global market.

In 2013, Baltimore City began reconstructing Broening Highway from immediately north of the Colgate Creek Bridge to Holabird Avenue. This reconstruction project is expected to be completed in 2016 and includes the reconfiguring Keith Avenue interchange, which will allow freight movements directly to and from I-95 that currently meet acceptable size perimeters. The Broening Highway Complete Corridor implementation includes two additional projects:

- The north section (I-95 to Holabird Avenue) is a proposed new roadway section linking I-95 to Holabird Avenue that will provide direct access to and from the Port of Baltimore for freight movement without traveling through adjacent residential neighborhoods. The reduced freight movements will improve the quality of life and health of this stable, mature, owner-occupied neighborhood.
- The Colgate Creek Bridge replacement is at the Port of Baltimore's main entrance, where freight movement must travel over the bridge. Due to the increased demand for freight at the Port of Baltimore and the necessity to increase the total load weight of these movements, the bridge has been stressed and is in need of replacement earlier than its initial expected lifecycle.
- Heavy loads are required to bypass the Colgate Creek Bridge, which directs these freight movements through both Baltimore County and Baltimore City residential neighborhoods where trucks are currently prohibited. Permitted oversize loads are granted permission to travel on these prohibited streets as there is currently no better routing option. The bridge replacement project adds the final Baltimore City connection for freight movement from the interstate system to the Port of Baltimore.

Mr. Anthony Foxx
Page Two

If awarded 2015 TIGER funds, the Broening Highway Corridor Improvement Project will have a transformative effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities. At the same time, this project creates a model for balancing the growth and viability of port-related businesses with the livability and vitality of the residential areas while fostering a sustainable city and competitive region.

I respectfully request that Baltimore City's 2015 TIGER application for the Broening Highway Corridor Improvement Project receive full consideration, in accordance with the U.S. Department of Transportation's established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Pete K. Rahn". The signature is fluid and cursive, with a large initial "P" and "K".

Pete K. Rahn
Secretary

cc: The Honorable Stephanie Rawlings-Blake, Mayor, City of Baltimore
Mr. William M. Johnson, Director, Department of Transportation, City of Baltimore
Mr. Tom Stosur, Director, Department of Planning, City of Baltimore

Larry Hogan
Governor
Boyd Rutherford
Lieutenant Governor



June 28, 2015

Maryland Port Commission
Pete K. Rahn
Chairman

William B. Dockser
Donald C. Fry
Dr. Donté L. Hickman, Sr.
David M. Richardson
Theodore G. Venetoulis
Charles H. White, Jr.

James J. White
Executive Director

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

Dear Secretary Foxx:

The Maryland Port Administration and the Maryland Department of Transportation are committed to working in partnership with the Baltimore City Department of Transportation and other project stakeholders to advance freight movement and efficiency while rerouting trucks out of neighborhoods. We enthusiastically support the application being made by the City of Baltimore for a TIGER VII Discretionary Grant titled "Southeast Baltimore Port Industry Freight Corridor Plan".

Baltimore City has coordinated with State agencies, private businesses, and the local community over the past decade to develop solutions that will improve freight movement along Broening Highway. In recognition of the importance of these freight efficiencies to the Port, as well as the benefits to the neighborhoods from a reduction in truck traffic, the Maryland Port Administration hereby commits \$2,000,000 of its capital budget from the Maryland Transportation Trust Fund, to supplement the local cost share and to reduce the federal ask.

The Southeast Baltimore Port Industry Freight Corridor Plan will increase the nation's economic competitiveness while protecting and supporting the stability and growth of surrounding residential communities. Major bridge, highway, road, bicycle, and pedestrian improvements will support a comprehensive freight network and the City, State, and region's ability to remain economically competitive in the global market.

This project will be the capstone to complete several initiatives to streamline freight from the Port's terminals to the interstate system without traversing neighborhoods.

Sincerely,

James J. White
Executive Director

copy: Maryland Department of Transportation
Baltimore City, Department of Transportation



**Maryland
Transportation
Authority**

Larry Hogan
Governor

Boyd Rutherford
Lt. Governor

Pete K. Rahn
Chairman

Peter J. Basso
Rev. Dr. William C. Calhoun, Sr.
Katrina J. Dennis
W. Lee Gaines, Jr.
Mary Beyer Halsey
William K. Hellmann
Arthur Hock
Michael J. Whitson

Bruce W. Gartner
Executive Director

2310 Broening Highway
Baltimore MD 21224
410-537-1000
410-537-1003 (fax)
711 (MD Relay)
1-866-713-1596

e-mail: mdta@mdta.maryland.gov

www.mdtamaryland.gov



June 1, 2015

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

Dear Secretary Foxx:

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It has come to my attention that the City of Baltimore, Maryland, will soon submit a proposal for a TIGER FY15 Discretionary Grant to fund the Southeast Baltimore Port Industry Freight Corridor Plan. The Southeast Baltimore Port Industry Freight Corridor Plan features the following elements that will increase the Port of Baltimore's economic competitiveness while protecting nearby residential neighborhoods:

- **Colgate Creek Bridge Replacement:** Freight vehicles must travel over the bridge to go between the Dundalk and Seagirt Marine Terminals and the city's major interstate system, I-95 and I-695. Increased demand for freight at the Port have stressed the bridge and necessitated its replacement earlier than originally anticipated.

- **Roadway Improvements Connecting Freight Directly to I-95:** Improvements on Holabird Avenue and Keith Avenue will provide direct access between the Port of Baltimore and the interstate system for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements through neighborhoods by way of these roadway improvements and additional directional signage will improve the quality of life and health of this stable and mature, primarily owner-occupied community.
- **Complete Streets Improvements:** Streetscape and roadway improvements along Broening Highway, between Boston Street and Holabird Avenue, will further dissuade freight movement through adjacent residential neighborhoods. Roadway improvements, such as wider sidewalks, expanded medians, and road narrowing, coupled with improved and additional signage will redirect trucks away from residential neighborhoods and toward appropriate freight routes.

If awarded these funds, the Southeast Baltimore Port Industry Freight Corridor Plan will have a catalytic effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of port-related businesses with the livability and vitality of the residential areas, fostering a sustainable city and competitive region. This project will also significantly improve freight access, increasing operational efficiencies for commercial and industrial establishments in the city.

I respectfully request the City of Baltimore's funding application for the Southeast Baltimore Port Industry Freight Corridor Plan receive full consideration, in accordance with established policies and procedures.

Thank you for your attention to this important matter.

Sincerely,



Bruce W. Gartner
Executive Director

cc: William M. Johnson, Director, Baltimore City Department of Transportation
Valorie LaCour, Chief, Transportation Planning, Baltimore City Department of Transportation
Sameer Sidh, Chief, Special Projects, Baltimore City Department of Transportation

STEPHANIE RAWLINGS-BLAKE
Mayor



THOMAS J. STOSUR
Director

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

Re: Letter of Support for Baltimore City Department of Transportation (DOT) for TIGER VII Grant Application

Dear Secretary Foxx:

The City of Baltimore is currently undertaking an unprecedented number of development projects throughout its footprint, making economic development a focus of many City agencies, including the Department of Planning. We have consistently carried out the Department's mission of guiding those developments by establishing and amending land use policies and recommendations, via corridor studies and master planning initiatives. The Department of Planning, working in tandem with the Department of Transportation (DOT), assesses conditions of major City arterials and recommends improvements, applying the concepts of complete streets and livability. The presence of the Port contributes greatly to the economic vitality of the City and the region.

The Department of Planning is lending its strong support to DOT's application for a TIGER FY15 Discretionary Grant to fund the Broening Highway Freight Corridor Improvement Project. The Broening Highway Project features the following elements that will increase the Port of Baltimore's economic competitiveness while protecting nearby residential neighborhoods:

- **Colgate Creek Bridge Replacement:** Freight vehicles must travel over the bridge to go between the Dundalk and Seagirt Marine Terminals and the city's major interstate system, I-95 and I-695. Increased demand for freight at the Port has stressed the bridge and necessitated its replacement earlier than originally anticipated.
- **Roadway Improvements Connecting Freight Directly to I-95:** Improvements on Holabird and Keith Avenue will provide direct access between the Port of Baltimore and the interstate system for freight movement without traveling through adjacent residential neighborhoods. Reducing freight movements through neighborhoods by way of these roadway improvements and additional directional signage will improve the quality of life and health of this stable and mature, primarily owner-occupied community.
- **Complete Streets Improvements:** Streetscape and roadway improvements along Broening Highway, between Boston Street and Holabird Avenue, will further dissuade freight movement through adjacent residential neighborhoods. Roadway improvements, such as wider sidewalks, expanded medians, and road narrowing, coupled with improved and additional signage will redirect trucks away from residential neighborhoods and toward appropriate freight routes.

BALTIMORE CITY PLANNING COMMISSION

If awarded these funds, the Broening Highway Corridor Improvement Project will have a catalytic effect on the region's economy, connecting disadvantaged Marylanders to jobs, amenities, and opportunities while at the same time creating a model for balancing the growth and viability of port-related businesses with the livability and vitality of nearby residential areas, fostering a sustainable city and competitive region. This project will also significantly improve freight access, increasing operational efficiencies for commercial and industrial establishments in the city.

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

Thank you for your attention to this important matter.

Sincerely,



Thomas J. Stosur, Director

Cc:

Theo Ngongang, Assistant Director, Baltimore City Department of Planning
William M. Johnson, Director, Baltimore City Department of Transportation
Valorie LaCour, Chief, Transportation Planning, Baltimore City Department of Transportation
Sameer Sidh, Chief, Special Projects, Baltimore City Department of Transportation