



APPENDIX C

LETTERS OF SUPPORT

Congress of the United States
Washington, DC 20515

December 2, 2016

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

Dear Secretary Foxx:

We are writing to offer our strong support for the City of Baltimore and the Maryland Transportation Authority's (MDTA) application to the US Department of Transportation for the Access I-95: Driving Baltimore's City's Growth (Access I-95) FASTLANE grant application. State and private funds are already committed to this project. Federal funding, through the FASTLANE grant program, will allow the project to become a reality.

As we stated in our previous letter, this grant will facilitate the redevelopment of Port Covington and ensure safe and efficient access to this waterfront complex at the southern end of the South Baltimore Peninsula bordering Interstate-95 (I-95). The Access I-95 package improves freight and human movement to and from Port Covington and on I-95 in Baltimore City. The project will transform an industrial brownfields site into a vibrant hub for a thriving mixed-use live-work-play community, anchored by a corporate headquarters, existing and new manufacturing, restaurants, shops, parks, athletic fields, and over 40 acres of accessible public waterfront.

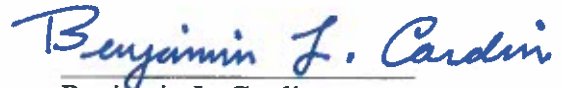
The highway improvements associated with this project will generate more than \$5.5 billion of private investment in six Baltimore City communities that have not seen significant investment or economic growth. The communities, the City and the developer are already at work ensuring that the benefits are far-reaching and inclusive. Millions of dollars will be invested in workforce training programs that prepare local workers for the job opportunities made possible by the Access I-95 project. At least thirty percent of all infrastructure construction workers will be hired from Baltimore, and twenty percent of residential units will be set aside as affordable housing. A capacity-building loan program will help support and grow minority and women-owned businesses in Baltimore. And profit-sharing agreements between Baltimore's communities and the developer will create sustainable funding for locally-chosen initiatives like educational scholarships, recreational programming, and anti-litter campaigns.

The Access I-95 package is large in scope and beyond what city, state, and limited private resources are available. We request that the Maryland Transportation Authority and the City of Baltimore's funding application for Access I-95: Driving Baltimore City's Growth receives its full award under the FASTLANE grant program.

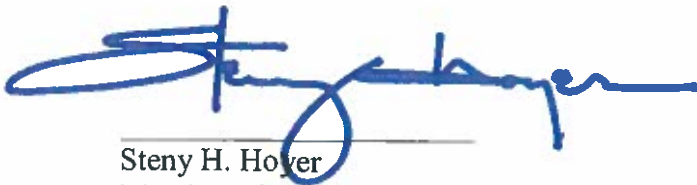
Sincerely,



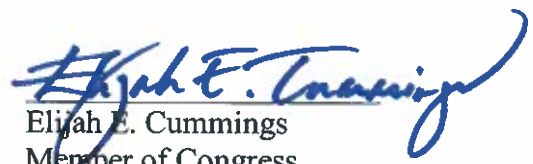
Barbara A. Mikulski
United States Senator



Benjamin L. Cardin
United States Senator



Steny H. Hoyer
Member of Congress



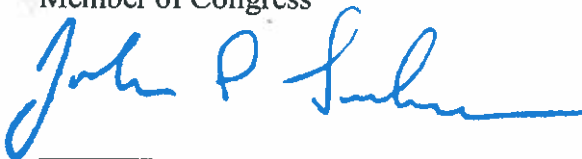
Elijah E. Cummings
Member of Congress



C.A. Dutch Ruppberger
Member of Congress



Chris Van Hollen
Member of Congress



John P. Sarbanes
Member of Congress



Donna F. Edwards
Member of Congress



Andy Harris
Member of Congress



John K. Delaney
Member of Congress



THE MARYLAND GENERAL ASSEMBLY
ANNAPOLIS, MARYLAND 21401-1991

December 13, 2016

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

RE: Access I-95: Driving Baltimore City's Growth

Dear Secretary Foxx:

We are pleased to write in support of the grant application by the Maryland Transportation Authority (MDTA) and the City of Baltimore for I-95 and federal highway improvements within Baltimore City.

The grant funds sought are for I-95 access improvements, as well as adjacent road improvements, that accommodate the growing economic activity and population density in a 266 acre redevelopment project in Port Covington, located at the southern end of the South Baltimore Peninsula, south of I-95. The redevelopment of this underutilized industrial brownfield site is one of the largest renewal projects in the country, in an American city that will reconnect residents to opportunities in an area of the City that was cut off from the fabric of Baltimore when I-95 was built through the city.

The critical transportation improvements will enable growth for businesses and keep and grow job opportunities in Baltimore. Connectivity to the Port Covington Peninsula from other surrounding areas of Baltimore will link residents to much-needed jobs, as well as 40 acres of parks and public space and other amenities that will improve quality of life for residents. The proposed transportation improvements will facilitate transformation of the peninsula into a vibrant hub for a thriving mixed-use live-work-play community, anchored by businesses, including manufacturing facilities, restaurants, recreation venues, and corporate headquarters.

Through a comprehensive multi-modal transportation management approach and progressive urban design, this new community will create a special place where people can arrive through multiple modes and function within the community using transit, bicycles, and comfortable pedestrian environments with the goal of a 50% mode split.

Most importantly, the transportation improvements are conservatively projected to enable significant positive impacts to the city, including:

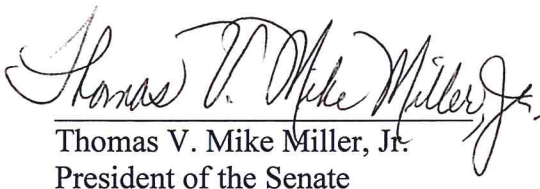
- **Employment:** Construction impacts will support 42,000 jobs; 26,500 are projected in ongoing employment.
- **Business Opportunities:** There will be many opportunities for businesses to establish and thrive in Port Covington. This includes retail space, artists, business/office space, professionals, maker-innovation space, and industrial space.
- **Public Open Space:** The private developer has committed to over 40 acres of publically accessible open space improvements, including construction and maintenance. This includes public access to the water and recreational outlets.
- **Property and Income Tax Generation:** The project will provide long-term revenues to support the City and the State. This is especially important to us as we look to fund schools, recreational centers, emergency responders, and aging infrastructure throughout the City and state.

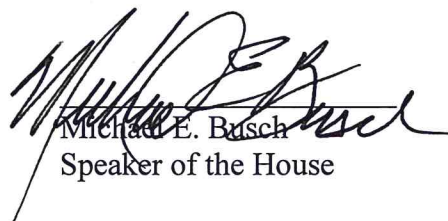
Without the critical infrastructure investment to I-95 and the connecting roadway systems, the burgeoning population that travels in and out of Port Covington will create traffic disruptions and delays that will impact the neighboring communities, commuter, freight, and interstate travel through the I-95 corridor, and negatively impact the safety and economic efficiency of the City, state, and region.

For these reasons, we fully support the application by the Maryland Transportation Authority (MDTA) and Baltimore City for a FASTLANE II grant to fund ***Access I-95: Driving Baltimore City's Growth (Access I-95)***. We respectfully request that you approve this funding application that leverages MDTA, local, and federal contributions to achieve the purposes of the FASTLANE grant program.

Thank you for your attention to this important matter.

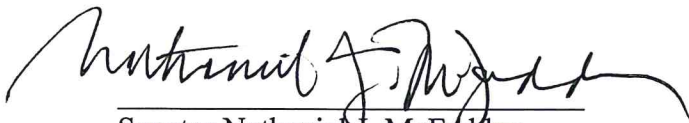
Sincerely,


Thomas V. Mike Miller, Jr.
President of the Senate

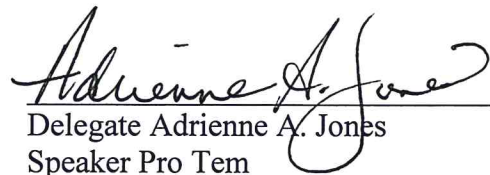

Michael E. Busch
Speaker of the House

[Additional Signatures Attached]

Cc: Milton Chaffee, Executive Director, Maryland Transportation Authority
Frank Murphy, Acting Director, Baltimore City Department of Transportation



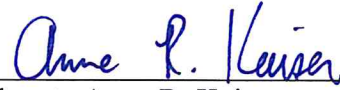
Senator Nathaniel N. McFadden
President Pro Tem



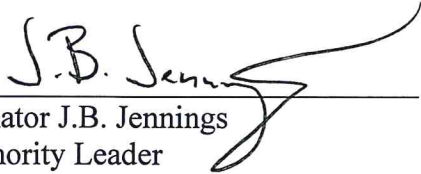
Delegate Adrienne A. Jones
Speaker Pro Tem
Chairman, Capital Budget
Subcommittee



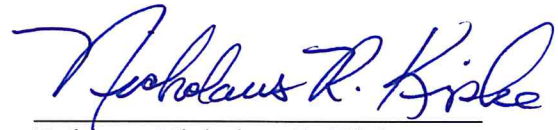
Senator Katherine A. Klausmeier
Deputy Majority Leader
Chairman, Rules Committee



Delegate Anne R. Kaiser
Majority Leader



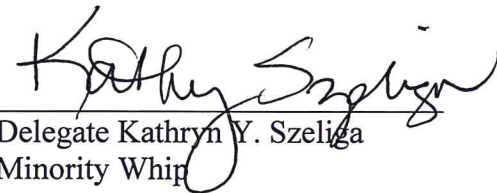
Senator J.B. Jennings
Minority Leader



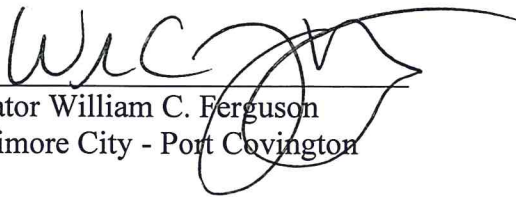
Delegate Nicholas R. Kipke
Minority Leader



Senator Stephen S. Hershey, Jr.
Minority Whip



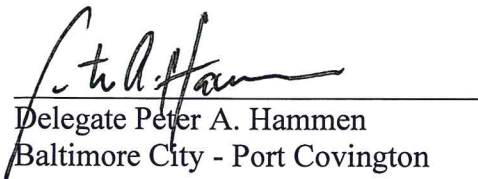
Delegate Kathryn Y. Szeliga
Minority Whip



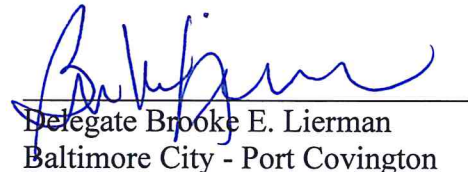
Senator William C. Ferguson
Baltimore City - Port Covington



Delegate Luke H. Clippinger
Baltimore City - Port Covington



Delegate Peter A. Hammen
Baltimore City - Port Covington



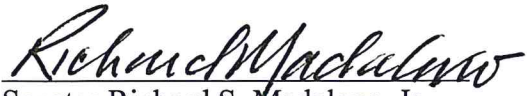
Delegate Brooke E. Lierman
Baltimore City - Port Covington



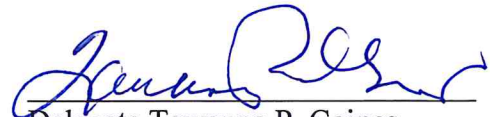
Senator Edward J. Kasemeyer
Chairman, Budget & Taxation



Delegate Maggie L. McIntosh
Chairman, Appropriations



Senator Richard S. Madaleno, Jr.
Vice Chairman, Budget & Taxation



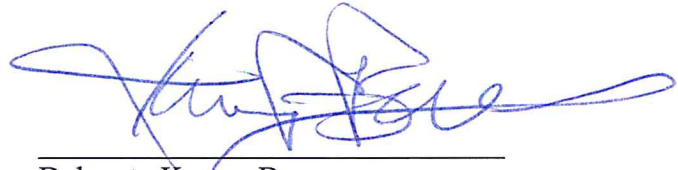
Delegate Tawanna P. Gaines
Vice Chairman, Appropriations
Chairman, Transportation and
Environment Subcomm.



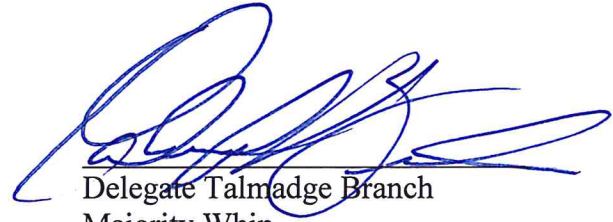
Senator James Ed DeGrange, Sr.
Chairman, B&T Transportation
Subcommittee
Chairman, Capital Budget Subcomm.



Delegate Curtis S. Anderson
Chairman, Baltimore City
Delegation



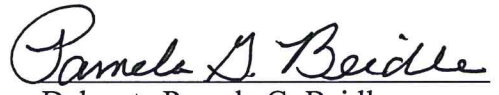
Delegate Kumar Barve
Chairman, Environment and Transportation



Delegate Talmadge Branch
Majority Whip



Delegate Dana M. Stein
Vice Chairman, Environment and
Transportation



Delegate Pamela G. Beidle
Chairman, E&T Motor Vehicle and
Transportation Subcomm.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

November 23, 2016

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

Dear Secretary Foxx:

The Maryland Department of Transportation (MDOT) and Maryland Transportation Authority (MDTA) are committed to working in partnership with the Baltimore City Department of Transportation (BCDOT) and other project stakeholders to continue to advance freight movement and efficiency while increasing ladders of opportunity for the citizens of Baltimore. The MDOT enthusiastically supports the (*Access I-95: Driving Baltimore's City Growth (Access I-95) project.*)

If awarded, these funds will have a catalytic effect on the region's economy as 266 acres of brownfields and warehouses will become a vibrant economic hub for thriving communities and innovative businesses. The MDTA Board of Directors voted successfully to commit \$33 million in matching funds to the project.

As you know, I-95 is a major freight and passenger corridor along the east coast. Improved access on and off the interstate is essential to the safe flow of traffic along the corridor and through the city. The Access I-95 project includes several essential and noteworthy outcomes including improved passenger and freight safety, improved competitiveness in a growth area and along a vital economic corridor, and improved capacity to reduce congestion.

Phase I project elements include: 1) Hanover Street on ramp to I-95 southbound; 2) improvements to Key Highway; 3) improvements to the I-95 southbound off ramp to Key Highway; 4) improvements to Hanover Street north of McComas Street; 5) improvements to McComas Street that address traffic flow and; 6) a freight rail project that removes railway-highway grade crossings and relocates the rail line to a location where freight movement is safer and more efficient.

The Honorable Anthony Foxx
Page Two

The State, along with the city, believes this project is one that will transform an area previously blighted, into a multimodal, livable community that serves as the model for growth and smart development nationwide. We appreciate your consideration in this matter.

If you have any questions about this project, you may contact Ms. Deborah Haynie, Federal Legislative Officer, at 410-865-0196 or dhaynie@mdot.state.md.us. Ms. Haynie will be happy to assist you. Of course, you may always contact me directly.

Sincerely,

A handwritten signature in black ink that reads "Pete K. Rahn". The signature is written in a cursive style with a large initial "P" and "R".

Pete K. Rahn
Secretary

cc: Ms. Deborah Haynie, Federal Legislative Officer, MDOT



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

December 7, 2016

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

Dear Secretary Foxx:

The members of the Maryland Transportation Commission (MTC) are writing to offer support for the Maryland Department of Transportation's FASTLANE grant request for the Access I-95 Project in Baltimore City. MTC recognizes the economic value of the Port Covington development to the City of Baltimore specifically and the Mid-Atlantic region in general as well as the enhanced safety, efficiency and effectiveness of the I-95 highway system resulting from this project.

The Port Covington development, which is driving the Access I-95 Project, is a transformative revitalization of 266 acres in the City of Baltimore from a brownfield industrial area to a network of mixed-use communities and destinations. In addition to housing the Under Armour headquarters, the project will include 1.5 million square feet of destination, attraction, entertainment and specialty retail, over 7,500 residential units, 500,000 square feet of light industrial / manufacturing, over 200 hotel rooms and over 1.5 million square feet of office space. Open space, parks and public facilities will complement the real estate development and will contribute to the sense of community. The Access I-95 Project supports the connectivity of the Port Covington project to the I-95 highway system through infrastructure development and redevelopment.

We understand that your Department assesses the suitability of an application for FASTLANE program funding relative to multiple criteria, namely:

improving the safety, efficiency, and reliability of the movement of freight and people; generating national or regional economic benefits and increasing the United States' global competitiveness; reducing highway congestion and bottlenecks; enabling more efficient intermodal connections; minimizing delays at international borders; improving inadequate first and last mile segments; modernizing port facilities to meet 21st Century demands, including connections between ports and their surface transportation systems; enhancing the resiliency of critical intermodal infrastructure and helping protect the environment; improving grade crossings; improving roadways vital to national energy security; and addressing the impact of population growth on the movement of people and freight. (FASTLANE II Notice of Funding Opportunity, S10-161018-020 FY17 FASTLANE NOFO FINAL 10.28.docx)

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

The Access I-95 Project meets all the criteria for the FASTLANE grant program, as outlined below:

Improving the safety, efficiency, and reliability of the movement of freight and people. The Port Covington development will require substantial improvements to existing infrastructure and, in some cases, new infrastructure to provide for the safe, efficient and reliable movement of people and, to a lesser extent, freight into and out of the area. Currently, despite the adjacency of the site to I-95, ingress and egress from the site are insufficient to effectively support the increased demand that will result from the development. Accordingly, without investment in the infrastructure improvements contemplated under this project, the City of Baltimore and Mid-Atlantic region will not realize the substantial economic benefits anticipated by the investments in the development project.

Generating national or regional economic benefits and increasing the United States' global competitiveness. One of the most essential economic benefits of the Port Covington project is the creation of training, job and career opportunities for residents of West Baltimore, which houses a traditionally economically-disadvantaged population. Overall, the development is anticipated to generate over \$7.6 billion in economic activity in the City and will provide over 42,000 construction or induced jobs. Upon completion, the Port Covington development is anticipated to generate over 26,500 permanent jobs. The Access I-95 Project will enable this economic activity through connectivity with the I-95 highway system as well as enhanced access to the Port Covington peninsula from other areas of Baltimore, to include the West Baltimore area.

Reducing highway congestion and bottlenecks. Through enhanced connectivity to the I-95 highway system, the Access I-95 project will disperse traffic entering and exiting I-95 within the City of Baltimore. Specifically, the project would address delays associated with the Hanover Street Southbound on-ramp and the McComas Street / Key Highway Southbound on-ramp. By adding points of ingress and egress within the City of Baltimore, the Project will enhance the flow of traffic, to include freight traffic.

Enabling more efficient intermodal connections. The Access I-95 Project provides more direct, more efficient and safer access from the site to freight, port, rail, and air routes. The benefit of the site's physical proximity to I-95, the Baltimore/Washington International (BWI) Thurgood Marshall Airport and both the Fairfield Marine Terminal and Seagirt Marine Terminal is currently negated by lack of infrastructure connectivity. Leverage of the physical proximity of the site through infrastructure investment will provide an economic and environmental benefit to the region.

For residents and employees of the development, a multi-modal (transit, pedestrian, bicycle and vehicular) access approach will enable increased access to the site with a focus on safety and efficiency.

Minimizing delays at international borders. The project will have limited impact on minimizing delays at international borders.

Improving inadequate first and last mile segments. With both industrial and residential components, the Port Covington development includes first mile freight and personal transportation demands that are met by the Access I-95 project in concert with other initiatives such as enhanced public transportation networks. Similarly, infrastructure investment associated with the Access I-95 Project (coupled with the enhanced public transportation network) will improve the last mile segments associated with the retail and destination development aspects as well as the individual employees of the office tenants.

Modernizing port facilities to meet 21st Century demands, including connections between ports and their surface transportation systems. As outlined above, both terminals are within close physical proximity to the site, and improved access will enable more efficiency transport of goods from the site to the Port. However, the volume and nature of the goods manufactured at the site will not be material to the overall performance of the Port of Baltimore.

Enhancing the resiliency of critical intermodal infrastructure and helping protect the environment. By providing additional means of ingress and egress from the City of Baltimore, the Access I-95 project will enhance intermodal infrastructure. Additionally, the reduced congestion associated with the increased access to the I-95 highway system will mitigate environmental impacts. The mixed-use nature of the project and the community-development nature of the Port Covington project (to include open space and destination cultural and retail facilities) will provide opportunities for employees of the development's office tenants to "live where you work", thereby reducing the demand for transportation infrastructure and the associated environmental impact.

Improving grade crossings. Through both CSX track relocation and road improvements, the Access I-95 Project removes or avoids the need for eleven total grade crossings. Specifically, the CSX track relocation will enhance safety while also enabling more efficient transport of goods through, from and to the site.

Improving roadways vital to national energy security. The Access I-95 Project provides enhanced ingress and egress from the City of Baltimore, facilitates the flow of traffic through the National Capital Region and enables more effective and safer transport of freight through the site.

Addressing the impact of population growth on the movement of people and freight. As previously outlined, the Access I-95 project enhances the follow of traffic via the I-95 highway system through the City of Baltimore (and, therefore, through the National Capital Region). Additionally, the Project enables the full development of Port Covington, which, as a mixed-use

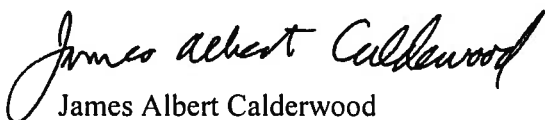
The Honorable Anthony Foxx
Page Four

community development, provides substantial opportunities to “live where you work”, an urban growth approach that mitigates safety, environmental and physical impacts of population growth.

As demonstrated above, the Access I-95 Project will enable the Port Covington development and will provide an economic benefit to the City of Baltimore, with regional implications related to the enhanced mobility through the Baltimore/Washington Corridor via the I-95 highway system.

We appreciate your consideration of this Project, and reiterate that we, as members of the Maryland Transportation Commission, are in full support of the Maryland Department of Transportation's FASTLANE grant application for the Access I-95 Project.

Sincerely,



James Albert Calderwood
Chairman



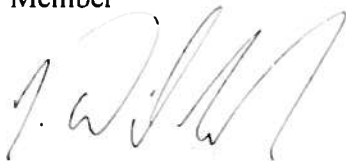
Camillo DiCamillo
Ex-Officio Member



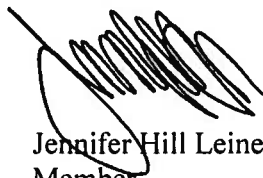
Debra Farrar-Dyke
Member



Elmer E. Horsey
Ex-Officio Member



J. David Lashar
Member



Jennifer Hill Leineweber
Member



George Littrell, Jr.
Member



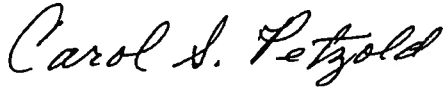
Michael J. Moore
Member



Rajan Natarajan
Member



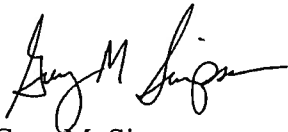
Frederick C. Payne
Member



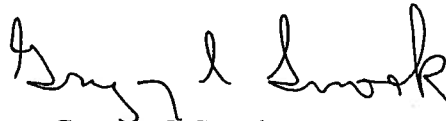
Carol S. Petzold
Ex-Officio Member



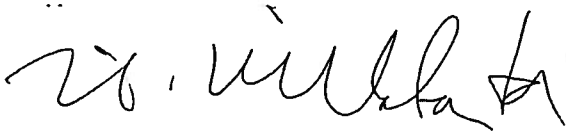
MaKeda Scott
Member



Gary M. Simpson
Ex-Officio Member



Gregory I. Snook
Ex-Officio Member



Mario MillaSanta
Ex-Officio Member

cc: Mr. Pete K. Rahn, Secretary, Maryland Department of Transportation
Mr. Milton Chaffee, Executive Director, Maryland Transportation Authority
Ms. Melissa Williams, Acting Planning Director, Maryland Transportation Authority



November 22, 2016

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
Doug Howard
Member, Board of Commissioners

Harford County
Barry Glassman
County Executive

Howard County
Allan H. Kittleman
County Executive

Queen Anne's County
Stephen Wilson
County Executive

Maryland Department of Transportation
Pete Rahn
Secretary

Maryland Department of the
Environment
Ben Grumbles
Secretary

Maryland Department of Planning
Wendi Peters
Secretary

Maryland Transit Administration
Paul Comfort
Administrator

Secretary Anthony Foxx

U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The Baltimore Regional Transportation Board (BRTB), the Metropolitan Planning Organization for the Baltimore region, is pleased to offer its support to the City of Baltimore and the Maryland Transportation Authority for their application under the FAST LANE II (Nationally Significant Freight and Highway Projects Program) grant program. The BRTB is committed to adding all funds awarded under this competitive discretionary grant program to the Transportation Improvement Program and the regional long-range transportation plan (LRTP).

Freight and passenger traffic is expected to increase as Baltimore City continues to expand. Improvements to I-95 through Baltimore City are crucial to the economic development that is already underway at Port Covington, as well as to the future economic benefits that will follow as development continues in the very near future. As you know, I-95 is a major freight and passenger corridor along the east coast. Access on and off the interstate is essential to the safe flow of traffic along the corridor and through the City. The I-95 project includes several essential and noteworthy outcomes: Improved passenger and freight safety, improved economic competitiveness in a growth area and along a vital economic corridor and improved capacity to reduce congestion. Phase I project elements include: 1) Hanover Street on ramp to I-95 southbound; 2) improvements to Key Highway; 3) improvements to the I-95 southbound off ramp to Key Highway; 4) improvements to Hanover Street north of McComas Street; 5) improvements to McComas Street that addresses traffic flow and; 6) a freight rail project that address safety concerns by removing railway-highway grade crossings and relocating the rail line to a location where freight movement is safer and more efficient.

The BRTB appreciates your favorable consideration of this application. The I-95 improvements would not be readily completed without this federal participation and by Baltimore City and the Maryland Transportation Authority. This project directly responds to goals identified in the Baltimore region's LRTP as well as the goals of this program established under the FAST Act. We are committed to achieving U.S. DOT's long-term priorities for the nation's transportation system.

Sincerely,

Clive Graham, Empowered Chair

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



CATHERINE E. PUGH
MAYOR
*100 North Holliday Street, Room 250
Baltimore, MD 21202*

December 6, 2016

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

Re: Access I-95: Infrastructure for Baltimore's Growth

Dear Secretary Foxx:

I am writing in strong support of the *Access I-95* FASTLANE grant application submitted by the City and the Maryland Transportation Authority. As you know, this is the second application on behalf of this important project, which will create an economic engine for our City in the midst of six Baltimore neighborhoods dramatically underserved by federal funding.

The FASTLANE grant will enable access to Port Covington, an area slated for at least \$7 billion in economic development in and around truly needy South Baltimore communities. The highway-related jobs will be part of an estimated 40,000 construction-phase jobs over a decade, as the unprecedented development is built and occupied.

Our project fits all of the criteria in the federal law: It enhances mobility and freight movement; it is cost effective and brings at least \$7 billion in investment; it improves I-95, an important freight corridor; and it will begin construction within the designated timeframe. State and local funds are committed, including one of the largest Tax Increment Financing (TIF) packages in the United States, approved by the City Council and signed into law by Mayor Rawlings-Blake this fall.

With the private sector investment ready to be deployed and with state and local commitments in hand, *Access I-95* offers a unique opportunity for our entire City to grow, while having an extraordinary impact on proximate communities that are badly in need. But the project will not be completed without federal FASTLANE funding.

Therefore, I respectfully urge you to fund our *Access I-95* application, and help us propel Baltimore forward. Thank you for your time and consideration of this application.

Sincerely,



Catherine E. Pugh
Mayor
City of Baltimore

cc: The Honorable Barbara A. Mikulski, U.S. Senator, Maryland
The Honorable Benjamin L. Cardin, U.S. Senator, Maryland
The Honorable Christopher Van Hollen, U.S. Senator-elect, Maryland
The Honorable Elijah E. Cummings, U.S. Representative, 7th District, Maryland
The Honorable C.A. "Dutch" Ruppertsberger, U.S. Representative, 2nd District, Maryland
The Honorable John P. Sarbanes, U.S. Representative, 3rd District, Maryland
Milton Chaffee, Executive Director, Maryland Transportation Authority
Tisha Edwards, Chief of Staff, Office of the Mayor
The Honorable James T. Smith, Jr., Of Counsel, Office of the Mayor
The Honorable Peter A. Hammen, Director of Operations, Office of the Mayor
The Honorable William H. Cole, IV, President, Baltimore Development Corporation
Frank Murphy, Acting Director, Baltimore City Department of Transportation
Andrew Smullian, Mayor's Office of Government Relations
Kevin F. Kelly, Baltimore City's Washington Representative



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

December 5, 2016

Secretary Anthony Foxx

United States Department of Transportation

1200 New Jersey Avenue, SE

Washington, DC 20590

RE: Access I-95 -- Driving Baltimore City's Growth

Dear Secretary Foxx,

As President of the Baltimore City Council, and as current and incoming members of the Council, we write together in support of the Maryland Transportation Authority and City of Baltimore's grant application, *Access I-95*, for I-95 and federal highway improvements in Baltimore City.

The proposed project will vastly improve I-95 access, providing critical connectivity to the Port Covington redevelopment area. This old industrial brownfield site, located at the southern end of the South Baltimore peninsula, is currently cut off from the fabric of Baltimore City by I-95. With leadership from the President and Council, the City recently committed to \$660 million in tax increment financing (TIF) that will revitalize and renew this area over time. Private sector developers are backing the public improvements with private capital, and the State of Maryland is providing resources through the Maryland Transportation Authority. This is a true public-private partnership that extends throughout local government, state government, and private parties to help establish and sustain an inclusive community.

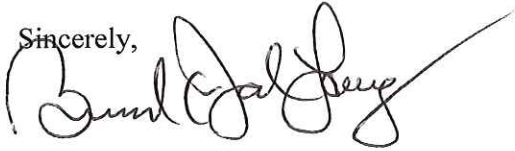
Federal funding from FASTLANE will unlock these city, state, and private commitments and close the funding gap for critical highway and road improvements that will support the creation of and access to thousands of much-needed jobs. The project's proposed improvements especially benefit six of the most economically disadvantaged neighborhoods in Baltimore and will provide jobs to our residents as they reach for the next rung on the ladder of opportunity. In addition to extraordinary job creation, Port Covington will offer over 40 acres of world-class parks and public spaces along three miles of shoreline.

Proactively addressing major population and transportation growth in this area is critical to our residents' and communities' economic, mobility, safety, and environmental outcomes. Already the area is changing. New manufacturing businesses, maker-space, restaurants, and corporate offices are *already* driving the need for the highway and related transportation improvements proposed in *Access I-95*. However, federal FASTLANE funds are necessary to ensure safe community access to these and other opportunities and amenities.

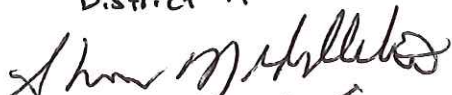

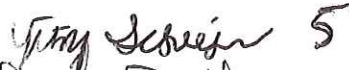

We are pleased to join a diverse coalition of community groups, labor representatives, small and large businesses, and religious leaders who support the revitalization and the FASTLANE grant application for the highway project that will facilitate revitalization of the area.

Thank you for your consideration.

Sincerely,



Bernard C. "Jack" Young
President, Baltimore City Council


- District 2
District 11
District 6
District 14
District 4
District 12
District 5
District 9
District 8
District 1

Members, Baltimore City Council

cc: The Honorable Catherine Pugh, Mayor
Members of the Maryland Delegation to the United States Congress
Milton Chaffee, Executive Director, Maryland Transportation Authority
Frank Murphy, Acting Director, Baltimore City Department of Transportation



December 13, 2016

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

RE: Access I-95: Driving Baltimore City's Growth

Dear Secretary Foxx:

Our organization writes to you in support of the Maryland Transportation Authority (MDTA) and City of Baltimore's FASTLANE application, *Access I-95: Driving Baltimore City's Growth*. These funds will unlock critical infrastructure improvements that will allow local and regional residents and businesses to fully access the full potential of jobs and opportunities from Port Covington's redevelopment. A FASTLANE grant award will be a catalyst for the transformative investment in the next phase of Baltimore's ongoing urban renaissance that will foster economic growth, increased mobility, improved safety, and enhanced community and environmental outcomes.

Port Covington is transforming 266 acres on the tip of the South Baltimore Peninsula, which is bound by I-95 and the Middle Branch of the Patapsco River. Former brownfields and underutilized industrial land is being converted into a vibrant economic hub for a thriving mixed-use live-work-play community anchored by a major international company's headquarters. Port Covington is projected to provide over 10,000 new jobs for the region – jobs which the residents of Baltimore need. The blend of the respect for the natural environment, mixed-use development, multi-modal transportation planning, and high quality urban design present a model for development for not only our City, but also the nation.

The highway access improvements proposed in the *Access I-95* FASTLANE application are key components to ensuring local residents, businesses, and visitors are able to safely access the jobs and amenities in Port Covington without negative traffic impacts. Maryland needs to fix its aging public infrastructure to allow for the transformation of Port Covington, which will attract new businesses, create more jobs, and support the continued growth and expansion of existing company's right here in Baltimore. This investment will unlock major economic activity through new and expanding business opportunities that will reinvigorate Baltimore City and the surrounding region.

Secretary Anthony Foxx

Page 2

December 13, 2016

Baltimore City's residents and business community want and need to be connected to the many jobs, amenities, and ladders of opportunity coming to Port Covington. *Access I-95* will catalyze the investment so desperately needed to reinvigorate and support Baltimore and the region. For this reason, we respectfully requests that the Maryland Transportation Authority's FASTLANE application, *Access I-95: Driving Baltimore City's Growth*, receive full consideration.

Thank you for considering our request.

Sincerely,

Jason Perkins-Cohen
Director



Baltimoreans United in Leadership Development

2439 Maryland Ave., 1st Floor, Baltimore MD 21218 | 410-528-0305 | info@buildiaf.org

Affiliated with the Industrial Areas Foundation

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

RE: Access I-95: Driving Baltimore City's Growth

Dear Secretary Foxx,

The BUILD organization writes to you in support of the Maryland Transportation Authority (MDTA) and City of Baltimore's FASTLANE application, *Access I-95: Driving Baltimore City's Growth*. These funds will unlock critical infrastructure improvements that will allow local and regional residents and businesses to fully access the full potential of jobs and opportunities from Port Covington's redevelopment. A FASTLANE grant award will be a catalyst for the transformative investment in the next phase of Baltimore's ongoing urban renaissance.

Port Covington is transforming 266 acres on the tip of the South Baltimore Peninsula, which is bound by I-95 and the Middle Branch of the Patapsco River. Former brownfields and underutilized industrial land is being converted into a vibrant economic hub for a thriving mixed-use live-work-play community anchored by a major international company's headquarters. Port Covington is projected to provide over 10,000 new jobs for the region – jobs which the residents of Baltimore need. Sagamore Development agreed to concrete mandates around local hiring that will ensure that this project will connect to some of our communities of greatest need. The blend of the respect for the natural environment, mixed-use development, multi-modal transportation planning, and high quality urban design present a model for development for not only our City, but also the nation.

The highway access improvements proposed in the *Access I-95* FASTLANE application are key components to ensuring local residents, businesses, and visitors are able to safely access the jobs and amenities in Port Covington without negative traffic impacts. Maryland needs to fix its aging public infrastructure to allow for the transformation of Port Covington, which will attract new businesses, create more jobs, and support the continued growth and expansion of existing company's right here in Baltimore. This investment will unlock major economic activity through new and expanding business opportunities that will reinvigorate Baltimore City and the surrounding region.

Baltimore City's residents and business community want and need to be connected to the many jobs, amenities, and ladders of opportunity coming to Port Covington. *Access I-95* will catalyze the investment so desperately needed to reinvigorate and support Baltimore and the region. For this reason, we respectfully requests that the Maryland Transportation Authority's FASTLANE application, *Access I-95: Driving Baltimore City's Growth*, receive full consideration.

Thank you for considering our request.

Sincerely,

The Rev. Andrew Foster Connors
BUILD Co-Chairs

The Rev. Glenna Huber

Baltimoreans United in Leadership Development ("**BUILD**") extends its support to the *Access I-95* grant application on behalf of the following member organizations, for which BUILD served as the lead negotiator:

Baltimore Ethical Society
Bethany Baptist Church
Brown Memorial Park Avenue Presbyterian Church
Episcopal Cathedral of the Incarnation
Child First Authority
- Barclay Elementary/Middle School Child First
- Calvin Rodwell Elementary School Child First
- City Springs Elementary/Middle School Child First
- Furman L. Templeton Elementary School Child First
- Guilford Elementary/Middle School Child First
- Hilton Elementary School Child First
- John Eager Howard Elementary School Child First
- Liberty Elementary School Child First
- Robert W. Coleman Elementary School Child First
- Westside Elementary School Child First
Epiphany Episcopal Church
Darley Park Neighborhood Association
Dickey Memorial Presbyterian Church
Dickeyville Community Association
First & Franklin Presbyterian Church
Grace Presbyterian Church
Gwynn Oak United Methodist Church
Harlem Park West Community Association
Immaculate Conception Catholic Church
Intersection of Change
Irvington Community Association
Re-BUILD Johnston Square
Kingdom Life Church
KIPP Harmony Academy
KIPP Ujima Academy
Koinonia Baptist Church
Memorial Baptist Church
New All Saints Catholic Church
No Boundaries Coalition
Northside Baptist Church
Olivet Baptist Church
Project PLASE
Roland Park Elementary/Middle School
Salem Lutheran Church
St. Cecilia Catholic Church
St. Francis Xavier Catholic Church
St. Joseph Freewill Baptist Church
St. Joseph's Monastery
St. Matthew Catholic Church
St. Veronica Roman Catholic Church
Temple Oheb Shalom
Trinity Baptist Church
Zion Baptist Church



P 410 367 5691
F 410 367 4246
www.cfuf.org

2201 North Monroe Street
Baltimore, Maryland 21217

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

RE: Access I-95: Driving Baltimore City's Growth

Dear Secretary Foxx,

I am writing to offer the full support of the Center for Urban Families (CFUF) for the Maryland Transportation Authority (MDTA) and City of Baltimore's FASTLANE application, *Access I-95: Driving Baltimore City's Growth*. These funds will unlock critical infrastructure improvements that will allow local and regional residents and businesses to fully access the full potential of jobs and opportunities from Port Covington's redevelopment.

Many of CFUF's members and partners are or have the potential to live and work in close proximity to Port Covington. A FASTLANE grant award will be a catalyst for the transformative investment in the next phase of Baltimore's ongoing urban renaissance that will foster economic growth, increased mobility, improved safety, and enhanced community and environmental outcomes. These outcomes align well with CFUF's mission of strengthening urban communities by helping families achieve stability and economic success.

Since our founding in 1999, CFUF, a community-based organization, has served over 27,000 residents and remained at the front-line of addressing some of our city's most pressing issues, including poverty, unemployment, father-absence, post-release incarceration/reentry and family disintegration. We maintain an unwavering focus on addressing the key challenges of Baltimore's urban families by working to connect fathers to their children, removing barriers to their self-reliance and creating opportunities for economic and financial security through life-long training skills programs, workforce attachment and access to key family strengthening interventions and supportive services.

Port Covington is transforming 266 acres on the tip of the South Baltimore Peninsula, which is bound by I-95 and the Middle Branch of the Patapsco River. Former brownfields and underutilized industrial land is being converted into a vibrant economic hub for a thriving mixed-use live-work-play community anchored by a major international company's headquarters.

In addition, Port Covington is projected to provide over 10,000 new jobs for the region – jobs which the residents of Baltimore desperately need. The blend of the respect for the natural environment, mixed-use development, multi-modal transportation planning, and high quality urban design present a model for development for not only our City, but also the nation. The highway access improvements proposed in the *Access I-95* FASTLANE application are key components to ensuring local residents, businesses, and visitors are able to safely access the jobs and amenities in Port Covington without negative traffic impacts.

Transportation is a systemic barrier for the population we serve. On average, 64% of CFUF's members don't have access to reliable transportation and are dependent on us driving them or providing them with bus tokens to get to training workshops, job interviews and other workforce or educational opportunities we offer at our center or via our myriad of employer, social service and university partners.

Moreover, upon obtaining employment as a result of our unique client-centric skills training and case-management services, our members make an average of \$11.45 per hour which surpasses the average \$8.75 Maryland State minimum wage, but falls short of covering their basic living costs (food, housing, utilities, transportation, etc) let alone the purchase of a vehicle. Many of them rely on multiple modes of transportation— bus, metro-lines, shared taxi or vehicle— to get to and from work every day.

The vast majority of transportation problems are linked to the distance between where most of our members live (e.g. in Baltimore City) and where most new jobs in the construction, healthcare, manufacturing, transportation and logistics sectors and, in information technology, or in business services are being created (outside the city). For many communities we serve, travel via public transit to nearby job centers requires travel times that exceed 75 minutes. For parents, the transit travel times can be very long if they must first travel to child care and then again access transit to go to work.

For instance, CFUF program alumni who completed our job readiness and occupational skills training programs and were placed in construction are earning \$17.50 an hour. Reducing the time they need to travel would make a paramount impact in the quality of their life, their families and bring socio-economic prosperity to their households and communities.

Maryland needs to fix its aging public infrastructure to allow for the transformation of Port Covington, which will attract new businesses, create more jobs, and support the continued growth and expansion of existing companies right here in Baltimore. This investment will unlock major economic activity through new and expanding business opportunities that will reinvigorate Baltimore City and the surrounding region.

Beyond the travel connectivity and efficiency benefits highlighted above, we also envision a viable career and employment pipeline generated through this project that can enable CFUF to further lift our population out of poverty, help them be less reliant on welfare and public benefits, and contribute to society by securing a decent family-sustaining living wage, whether they are going to school, working full or part-time.

Baltimore City's residents and business community want and need to be connected to the many jobs, amenities, and ladders of opportunity coming to Port Covington. *Access I-95* will catalyze the investment so desperately needed to reinvigorate and support Baltimore and the region.

For all these reasons, we respectfully request that the Maryland Transportation Authority's FASTLANE application, *Access I-95: Driving Baltimore City's Growth*, receive full consideration.

Thank you for considering our request.

Sincerely,

A handwritten signature in black ink that reads "Joseph Jones". The signature is written in a cursive, flowing style.

Joseph T. Jones, CFUF President & CEO

THE
CONSERVATION FUND

Address:
1655 N Fort Myer Drive
Suite 1300
Arlington, VA 22209
Phone: 703-908-5801
Email: emeyers@conservationfund.org
www.conservationfund.org

December 8, 2016

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

Re: “Access I-95” FASTLANE Grant Application for Maryland Transportation Authority and City of Baltimore

Dear Secretary Foxx:

The Conservation Fund is a unique national organization that seeks to integrate environmental protection of important natural and working lands and water resources with sustainable economic and community development. We are leading an innovative planning project in the greater Baltimore area focused on how natural infrastructure can add resiliency to the effects of climate change, improve equitable access to nature for all communities, enhance regional biodiversity and improve the quality of life for current and future residents. As an active and co-founding member of the Greater Baltimore Wilderness Coalition, the Fund has been delighted to see a major opportunity emerging in the Port Covington area of the Middle Branch that can advance these multiple objectives.

The Fund -- and the Coalition -- see the proposed Port Covington project as an opportunity to restore the health of the Middle Branch and make the shorelines once again green and accessible to Baltimore residents and visitors. For too long, the poor shoreline and water quality conditions of this part of Baltimore's harbor have discouraged use and caused economic decline. Given the potential of the proposed Port Covington development, we are pleased to document our support for the efforts of the Maryland Transportation Authority (MDTA) and the City of Baltimore to secure federal FASTLANE funding for I-95 highway improvements that will serve this long-ignored, former industrial area.

We are enthusiastic about the potential to restore and open the shoreline area to City residents from all neighborhoods and visitors. A series of parks comprising some 40 acres of the waterfront has been proposed to accomplish this objective. Port Covington's redevelopment is truly an opportunity that comes once in a generation. Seizing that opportunity is vital if we are to realize our vision of connecting this part of the City with neighboring areas and green resources.

We realize that such restoration and transformation of the Port Covington waterfront and Middle Branch is likely only to be accomplished if core transportation infrastructure is repaired and updated. That infrastructure includes elements that would be funded by this FASTLANE grant for I-95 and adjacent roadways connections.

Therefore, we urge the US Department of Transportation to approve MDTA and Baltimore City's grant application entitled "Access I-95". Providing this investment in new transportation infrastructure will catalyze the reinvestment in people and nature that this part of Baltimore so greatly needs and deserves.

Sincerely,



Erik J. Meyers
Vice President, Climate and Water Sustainability
The Conservation Fund
(Co-Chair, Greater Baltimore Wilderness Coalition)



13 December 2016

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

RE: Access I-95: Driving Baltimore City's Growth

Dear Secretary Foxx,

Under Armour strongly supports the Maryland Transportation Authority (MDTA) and City of Baltimore's FASTLANE application, *Access I-95: Driving Baltimore City's Growth*. These infrastructure funds will begin to unlock significant private investment in the Port Covington area of Baltimore where Under Armour has plans to build its World Headquarters Campus. As a global company with thousands of employees on site, moving freight to and from our Global Headquarters in Port Covington, and accessing the Interstate system safely and efficiently is vital to our operations. The *Access I-95* improvements proffered by the city and MDTA will support our growth and further connect our city with opportunity.

Under Armour is already connecting Baltimore residents and businesses with the opportunities a project of this scale provides for the city. In fact, Under Armour recently opened a 30,000 square foot facility that will provide the community with diverse programming including tutoring, an entrepreneurship lab and a center focused on workforce development. Named UA House, the facility will serve the children, youth and families of Baltimore and connect them with the opportunities that exist through Under Armour and other Baltimore based businesses.

While Under Armour will continue to connect Baltimore residents with the opportunities that come from a project of this magnitude, it is essential to connect Baltimore to the I-95 corridor in an effective and efficient manner. *Access I-95* will enable that connection and will create an opportunity for Baltimore to become a destination for growth and commerce. Under Armour projects over 10,000 direct jobs for the proposed new World Headquarters Campus. This is an ambitious plan for Baltimore and our commitment to the city as a company remains steadfast.

Access I-95 also facilitates the bicycle and pedestrian infrastructure connecting to Port Covington that is needed to achieve the proposed modal split. We strongly support multi-modal connections and active forms of transportation for employees and the public, but the existing bike and pedestrian facilities are not safe.

UNDER ARMOUR
1020 HULL STREET, BALTIMORE, MD 21230
1.888.7.ARMOUR
E.COMMERCE@CUSTOMER.SERVICE
UNDERARMOUR.COM

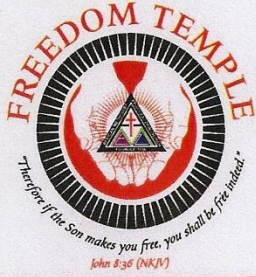
In order to safely and efficiently allow employees, freight, and visitors' access to the proposed campus, Under Armour needs the critical infrastructure including I-95 ramp improvements. Without the proposed improvements to federal roads, major traffic delays will negatively impact Under Armour and the adjoining communities and businesses, significantly limiting the ability to develop the area. While some Under Armour employees have moved to the new campus area, a transition and expansion cannot be fully undertaken until infrastructure is committed and underway.

Under Armour respectfully requests approval of the MDTA's FASTLANE application, *Access I-95*, in support of local job access, regional economic growth, and national freight connectivity.

Sincerely,



Neil Jurgens
Vice President, Corporate Real Estate
Under Armour



JOHN WESLEY AME ZION CHURCH, INC DBA FREEDOM TEMPLE
2926 Hollins Ferry Road, Baltimore, MD 21230
Web: www.freedomtempleamez.com
Phone: 410-636-4747 Email: freedomtempleamez@gmail.com

Rev. Dr. Frances "Toni" Draper, Pastor

December 8, 2016

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

Re: *Access I-95: Driving Baltimore City's Development - Support from the faith community*

Dear Secretary Foxx:

The faith community wishes to express our strongest support for the recent Fastlane grant application submitted by the Maryland Transportation Authority and the City of Baltimore for I-95 improvements to help people to access Port Covington in South Baltimore.

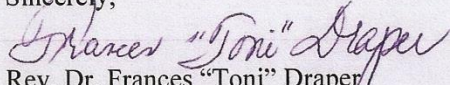
Our community and our congregations are composed of people who seek the right path and who try every day. Beyond the hope that we try to instill in our community, hope and faith in a better future grows from access to jobs that give individuals the ability to support their families.

We and our congregations are inspired and excited by the prospect of what is happening in the Port Covington area, which is surrounded by some of the most economically needy areas of Baltimore. However, these areas of our city are now physically cut off from opportunity by a highway, Interstate 95 that literally divides Baltimoreans. We see prospects for individuals to climb the ladder of opportunity from thousands of jobs coming from the expansion of existing and new companies locating in Baltimore's Port Covington. Our hope is that with Port Covington and the highway improvements in the *Access I-95* grant application before you that enable the project will give members of our congregation jobs and hope.

This is why we are thinking ahead and why we urge you to select the grant application submitted by the Maryland Transportation Authority and the City of Baltimore for the first phase of improvements to I-95 needed to efficiently and safely connect people to Port Covington. Coupled with the developer's commitment to workforce development and local hiring as well as Department's pilot project enabling easier local hiring, this grant will also provide a chance for people in our congregations to work and to experience the satisfaction of providing for their families.

Therefore, we respectfully request that you select the *Access I-95* grant for the good of Baltimore. It will help to give us hope. Thank you for considering our request.

Sincerely,


Rev. Dr. Frances "Toni" Draper
Pastor Freedom Temple AME Zion Church

cc: The Honorable Ben Cardin
The Honorable John Sarbanes
The Honorable Elijah Cummings

"Where lives are changed, hurts are healed, hope is restored, and Jesus is Lord!"



FRIENDSHIP BAPTIST CHURCH

6000 Loch Raven Boulevard
Baltimore, Maryland 21239

**Rev. Dr. Alvin Gwynn Sr.,
Pastor**



Office: (410) 433-4006 – Home (410) 825-1503 - Email fbcssecretary1@verizon.net

Deacon Morris Caple, Chairman	(410) 746-6752	Sharon LaRhue, Administrative Asst.	(410) 433-4006
Trustee Theophilus Reynolds, Chairman	(443) 668-7040	Carol Blackwell, Finance Officer	(410) 433-4006
Church fax Number	(410) 433-4007	Tarnisha Dry, Church Clerk	(410) 433-4006

December 7, 2016

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

Re: Access I-95: Driving Baltimore City's Development - Support from the Faith Community

Dear Secretary Foxx:

The faith community wishes to express our strongest support for the recent Fastlane grant application submitted by the Maryland Transportation Authority and the City of Baltimore for I-95 improvements to help people to access Port Covington in South Baltimore.

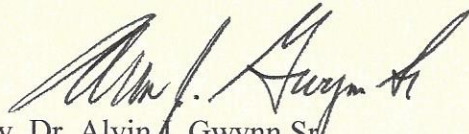
Our community and our congregations are composed of people who seek the right path and who try every day. Beyond the hope that we try to instill in our community, hope and faith in a better future grows from access to jobs that give individuals the ability to support their families.

We and our congregations are inspired are excited by the prospect to what is happening in the Port Covington area, which is surrounded by the some of the most economically needy areas of Baltimore. However, these areas of our city are now physically cut off from opportunity by a highway, Interstate 95 that literally divides Baltimoreans. We see prospects for individuals to climb the ladder of opportunity from thousands of jobs coming from the expansion of existing and new companies locating in Baltimore's Port Covington. Our hope is that with Port Covington and the highway improvements in the Access I-95 grant application before you that enable the project will give members of our congregation jobs and hope.

This is why we are thinking ahead and why we urge you to select the grant application submitted by the Maryland Transportation Authority and the City of Baltimore for the first phase of improvements to I-95 needed to efficiently and safely connect people to Port Covington. Coupled with the developer's commitment to workforce development and local hiring as well as Department's pilot project enabling easier local hiring, this grant will also provide a chance for people in our congregations to work and to experience the satisfaction of providing for their families.

Therefore, we respectfully request that you select the Access I-95 grant for the good of Baltimore. It will help to give us hope. Thank you for considering our request.

Sincerely,

A handwritten signature in black ink, appearing to read "Alvin J. Gwynn Sr.", written in a cursive style.

Rev. Dr. Alvin J. Gwynn Sr.
Pastor

cc: The Honorable Ben Cardin
The Honorable John Sarbanes
The Honorable Elijah Cummings



MACEDONIA

BAPTIST CHURCH OF BALTIMORE CITY

A Place of Transformation

December 7, 2016

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

Re: *Access I-95*: Driving Baltimore City's Development - Support from the faith community

Dear Secretary Foxx:

I write this missive to express my strongest support and the support of the constituents I serve for the recent Fastlane grant application submitted by the Maryland Transportation Authority and the City of Baltimore for I-95 improvements to help people to access Port Covington in South Baltimore.

I serve as pastor of a historic church in the heart of West Baltimore. This anchor institution has been apart of the Upton Druid Heights and the Sandtown Winchester community for over 142 years. These two communities, like much of Baltimore's Urban Communities, are economically depressed and deprived and because of the image of the community the access to jobs are dismal. But of recent, there has been a spiritual synergy amongst our congregation and community because of the socioeconomic engine of Port Covington.

Though we have a blessing in front of us it comes with a burden; Interstate 95, now physically cuts off areas of our city. We see the potential for individuals to climb the ladder of opportunity because of the thousands of jobs coming from the expansion of existing and new companies locating in Baltimore's Port Covington. Our hope, however, is that with Port Covington and the highway improvements, in the *Access I-95* grant application before you, will give members of our congregation and community the means of a livable wage to provide for their families.

This is why your selection of the grant application submitted by the Maryland Transportation Authority and the City of Baltimore is crucial. So today I respectfully urge you to strongly consider the application submitted with the understanding that the first phase of improvements to I-95 will allow an efficient and saver method travel to Port Covington. Thank you for considering our request.

Sincerely,



Rev. Dr. Darron McKinney, Sr.

cc: The Honorable Ben Cardin
The Honorable John Sarbanes
The Honorable Elijah Cummings

South Baltimore Six Coalition
806 Cherry Hill Road
Baltimore, MD, 21225

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

RE: Access I-95: Driving Baltimore City's Growth

Dear Secretary Foxx,

The six communities of South Baltimore (the SB6) are pleased to offer our strongest support for the *Access I-95* grant proposal offered by the City of Baltimore and the MDTA. For decades, our communities and residents have been left out of economic and social growth opportunities. The highway cuts right through our communities and creates a barrier to much-needed jobs and amenities. If there ever was a chance for us to climb the ladders of opportunity that you suggest, the Port Covington redevelopment project is that opportunity for us. A fully-funded I-95 grant proposal is our last and best hope to jump start that process before President Obama's term expires.

We urge you to please fully fund this grant request. It is so important to us. Our communities surround Port Covington. Our communities are among the neediest in the city, and we have so much potential. Our communities see hope for a truly inclusive Port Covington area. We will get *long-term* jobs as this development project unfolds. These are not the temporary jobs that might come with a regular highway or tunnel. These are long-term permanent jobs within our communities that come from a \$7 billion development project that unfolds over a decade. We stress that this all starts with the *Access I-95* grant that is on your desk, Mr. Secretary.

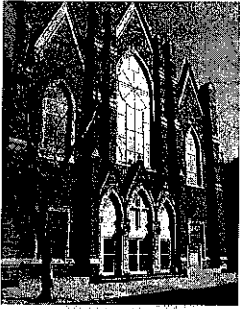
This grant and full funding of the I-95 improvements unlocks literally billions of dollars of city and private investment in Port Covington, which is right in the center of our communities. Over the last year, we have developed a long term and sustainable partnership with our city and private interests that are willing to make private investments right here. We win when the development is successful and in selecting the *Access I-95* grant, you will literally start this process, so you are our last hope before your tenure at the Department of Transportation ends. Please help us. Please approve the Maryland Transportation Authority's FASTLANE application, *Access I-95: Driving Baltimore City's Growth*, and give it full funding.

Thank you for considering our request.

Sincerely,



Michael Middleton
Chairman of South Baltimore Six Coalition



Union Baptist Church

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#UBC4U

The Servant Church: To Worship, To Serve, and To Empower

December 8, 2016

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

Re: *Access I-95: Driving Baltimore City's Development - Support from the faith community*

Dear Secretary Foxx:

The faith community wishes to express our strongest support for the recent Fastlane grant application submitted by the Maryland Transportation Authority and the City of Baltimore for I-95 improvements to help people to access Port Covington in South Baltimore.


Our community and our congregations are composed of people who seek the right path and who try every day. Beyond the hope that we try to instill in our community, hope and faith in a better future grows from access to jobs that give individuals the ability to support their families.

We and our congregations are inspired and excited by the prospect of what is happening in the Port Covington area, which is surrounded by some of the most economically needy areas of Baltimore. However, these areas of our city are now physically cut off from opportunity by a highway, Interstate 95 that literally divides Baltimoreans. We see prospects for individuals to climb the ladder of opportunity from thousands of jobs coming from the expansion of existing and new companies locating in Baltimore's Port Covington. Our hope is that with Port Covington and the highway improvements in the *Access I-95* grant application before you that enable the project will give members of our congregation jobs and hope.

This is why we are thinking ahead and why we urge you to select the grant application submitted by the Maryland Transportation Authority and the City of Baltimore for the first phase of improvements to I-95 needed to efficiently and safely connect people to Port Covington. Coupled with the developer's commitment to workforce development and local hiring as well as Department's pilot project enabling easier local hiring, this grant will also provide a chance for people in our congregations to work and to experience the satisfaction of providing for their families.

Therefore, we respectfully request that you select the *Access I-95* grant for the good of Baltimore. It will help to give us hope. Thank you for considering our request.

Sincerely,



Rev. Dr. Alvin C. Hathaway, Sr.
Senior Pastor

cc: The Honorable Ben Cardin
The Honorable John Sarbanes
The Honorable Elijah Cummings