



# **BALTIMORE CITY COUNCIL**

## **LAND USE & TRANSPORTATION COMMITTEE**

### ***Mission Statement***

*On behalf of the Citizens of Baltimore City, the Land Use & Transportation Committee is committed to shaping a reliable, equitable, and sustainable future for Baltimore's land use and transportation systems. Through operational oversight and legislative action, the committee aims to develop and support lasting solutions grounded in principles of good governance.*

**The Honorable** Ryan Dorsey

**CHAIR**

**PUBLIC HEARING**

**7/10/2025**

**10:00 AM**

**CLARENCE "DU" BURNS COUNCIL CHAMBERS**

***Bill: LO25-0004***

***Title: Baltimore City Transportation Operations  
and Oversight***

## CITY COUNCIL COMMITTEES

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Sharon Green Middleton  
Paris Gray  
Antonio Glover  
*Staff: Paroma Nandi (410-396-0271)*

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*Staff: Ethan Navarre (410-396-1266)*

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*Staff: Juliane Jemmott (410-396-1268)*

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Sharon Green Middleton – Vice Chair  
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Phylicia Porter  
Zac Blanchard  
*Staff: Anthony Leva (410-396-1091)*

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*Staff: Juliane Jemmott (410-396-1268)*

### **LEGISLATIVE INVESTIGATIONS (LI)**

Isaac "Yitzy" Schleifer - Chair  
Antonio Glover – Vice Chair  
Ryan Dorsey  
Sharon Green Middleton  
Paris Gray  
*Staff: Ethan Navarre (410-396-1266)*



**Meeting: Legislative Oversight Hearing**

**Committee: Land Use & Transportation**

**Bill # LO25-0004**

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**Title: Baltimore City Transportation – Operations and Oversight**

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**Purpose:** For the purpose of holding regular meetings with government agencies and officials to review transportation practices, policy, & operations in the City of Baltimore.

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**REPORTING AGENCIES**

Agency	Report
Dept of Transportation	
Baltimore Gas Electric	

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**BACKGROUND**

The Land Use and Transportation Committee held hearings on Parking Enforcement & Lighting Maintenance on 02/13/2025 & 4/10/25, respectively. Major topics discussed during these hearings include:

**Parking Enforcement:**

- Safety Division – particularly the TEO (Traffic Enforcement Officers) who conduct parking enforcement.
  - DOT has a staff of 111 TEOs (for FY2026) (grade I & II) with 15 TEO supervisors (grade I & II)
    - At the time of the hearing in February DOT noted that they were looking to fill 15 TEO positions by May 2025
  - There were several questions that focused on the TEO's capacity and the utilization of the TEO as a resource.
- Use of LPR (License Plate Readers) by TEOs in their enforcement duties
  - Both as a matter of practical use to help when a large number of cars are illegally parked and as a matter of safety when TEOs are conducting enforcement during the overnight shift

- In the February hearing, it was noted that one change that could increase efficiency is the use of mailing parking citations instead of placing them on cars, but this would require state action.
- The return of 24-hour parking enforcement
  - The start of this was anticipated in March 2025, which has been confirmed by DOT.
- The creation of a single Parking SR in the 311 system, which would combine several parking-related SRs, including the 48-hour abandoned SR, into a single SR, which would create a more efficient workflow.
  - The implementation of this unified SR has been delayed by technical issues, but the Department of Transportation is currently working toward its implementation in late summer 2025.

### Street Lighting

- Lighting maintenance
  - Procurement
    - Items such as poles and bases are not making their way to BGE from DOT, as DOT needs to keep some for the repairs that they make
    - Meetings between BGE & DOT to discuss lighting and its maintenance have been restarted.
    - In recent meetings, DOT has noted that one of the most difficult items to procure is steel bases for light poles.
  - How requests for maintenance are received and prioritized
    - There is difficulty with the public making requests for maintenance. The BGE maintenance request system has compatibility issues with the City's 311 system, and the City's 311 system does not have an asset map like the one that BGE has, which can lead to issues in finding the actual light pole that needs maintenance.
    - The Committee has requested that there be a DOT-controlled asset map of street lights in the City and has requested that DOT work with BGE on this. To date, the Committee has received some GPS-coded information on assets in the City, but not of all assets.
    - DOT & BGE have noted improved communication with the resumption of meetings between them.
    - DOT is also piloting new processes where they are solely responsible for the picking up of knocked-down lights and their transport to City-owned yards. Previously, this was a process that could be done by BGE or DOT.
- The creation of a vendor maintenance contract between the City and BGE
  - Currently, there is no contract between the City & BGE.
  - DOT has been scheduled to have meetings with the City's Law dept to begin the negotiation process. Previously, at the April hearing, the Committee wanted an

update on the progress of the negotiations within 2 weeks of the hearing – during a recent meeting, DOT noted that they were ready to proceed with a meeting with the City Law department at the end of June 2025.

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### ***ADDITIONAL INFORMATION***

#### **Fiscal Note:**

##### **Parking Enforcement (service 693)**

In the FY26 budget, parking enforcement was budgeted at \$16,236,146, an increase of over \$641,952 from the FY25 budget. Part of the budget this year (\$695,000) is marked for expanding the LPR use for the department from the FY25 pilot. The budget noted the funding to continue 24-hour parking enforcement, but not the amount it would require to do so.

#### **BBMR Data as of May 2025:**

- Six (6) vacant positions greater than 18 months old (service 693)
  - One position is currently frozen
  - Five are unfilled
- Overtime costs by dollars in parking enforcement in the General Fund accounted for \$551,315, which is approximately a 76 percent decrease from FY 2024 to FY 2025

##### **Street Lighting (service 500)**

In the FY26 budget, street lighting has a budget of \$21,921,450, which \$14,000 less than its FY25 budget. The budget does include over \$700,000 less for utilities due to rate adjustments and an increase of over \$200,000 for light pole rental and maintenance, of which BGE is the exclusive vendor that the City uses. Of a nearly \$22,000,000 budget \$17,836,076, or effectively 81% of the street lighting budget, goes to BGE.

#### **Information Source(s):**

- Agency Detail Volume II - Fiscal Year 2026
- Office of Council Services Hearing Notes Land Use & Transportation Committee
  - February 13, 2025
  - April 10, 2025
- BBMR Vacancy & Overtime Data – May 2025 (agency response to LO25-0020)

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Analysis by: Tony Leva  
Analysis Date: 7/2/2025

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# **Baltimore City Council**



## **Land Use & Transportation Committee**

**Bill: LO25-0004**

**Title: Baltimore City Transportation –  
Operations & Oversight**

# **Additional Materials**



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MAYOR

100 Holliday Street, Room 250

Baltimore, Maryland 21202

TO	Chairman Dorsey, Land Use & Transportation Committee
FROM	Veronica P. McBeth, Director, Department of Transportation
DATE	May 2, 2025
SUBJECT	LO25-0004 – Committee Request Follow-Up 1 & 2 – Update

## Background

At the Land Use and Transportation Committee hearing for the Department of Transportation on February 13, 2025, Councilmembers Blanchard, Dorsey, and Parker requested information including:

1. a breakdown of the number of hours and staff redirected from parking enforcement to traffic management in excess of the staff already allocated to traffic management;
2. a breakdown of the times when Transportation Enforcement Officers (TEOs) are likely to be pulled away from their assigned parking enforcement duties to attend to unplanned traffic management assignments;
3. the number of hours and the percentage of working time that TEOs spend in court;
4. data on a nightlife Residential Permit Parking (RPP) enforcement pilot program;
5. an update on development of a single parking service request (SR);
6. data on the staffing levels needed to address all 311 tickets while doing traffic management and parking enforcement;
7. and data on the final shift structure and staff deployment numbers for the upcoming 24-hour parking enforcement operation.

This memo is being updated to reflect the additional clarification requested following the Department's initial response.

## Response

*Request #1: Councilman Parker asked the Department to break down the number of hours and staff redirected from parking enforcement to traffic management in excess of the amount of staff capacity which is already allocated to traffic management. In effect, the question sought to explore the impact of unexpected, emergent traffic management needs on the Department's parking enforcement capacity.*

The Department compiled data ranging from November 12th, 2024, to February 24th, 2025. Over this time period, the redirection of staff from parking enforcement to traffic management alone accounted for 3,214 hours of lost parking enforcement.

In total, over 3,900 hours of potential parking enforcement were lost due to traffic management needs and other departmental priorities. The number of officers diverted varies as seen on the chart below.

Traffic management is an important function of Transportation Enforcement Officers (TEOs). While disruptive to the City's parking enforcement operation, the flexibility to adapt to unplanned situations that warrant additional traffic management allows the Department to respond comprehensively to these



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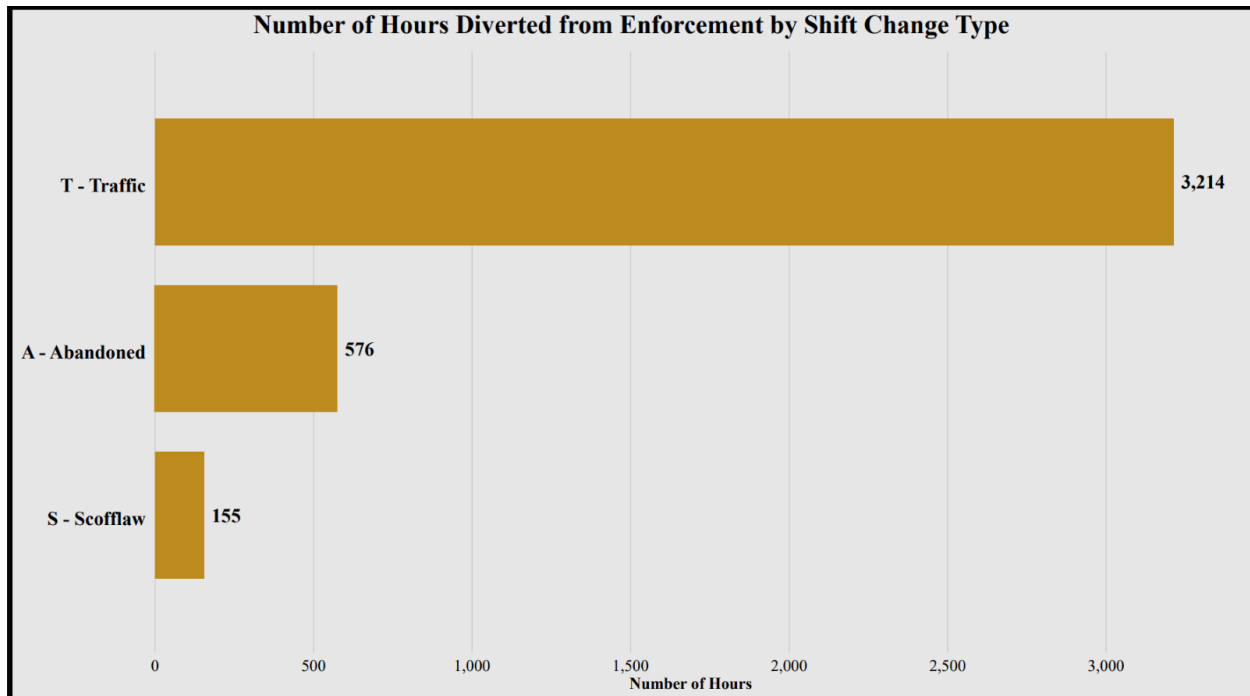
MAYOR

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challenges. Traffic management is given priority over parking enforcement under certain conditions because, in many cases, a lack of immediate intervention by TEOs could result in crashes, injury, and death.

Numbers are broken down in the chart below:



*Request 1, Update 1: The Committee requested additional context on the number of hours worked by staff.*

The total scheduled work hours for TEOs during the period was 58,800. The hours worked on traffic management detail represents 6.63% of the overall schedule hours for the period.



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MAYOR

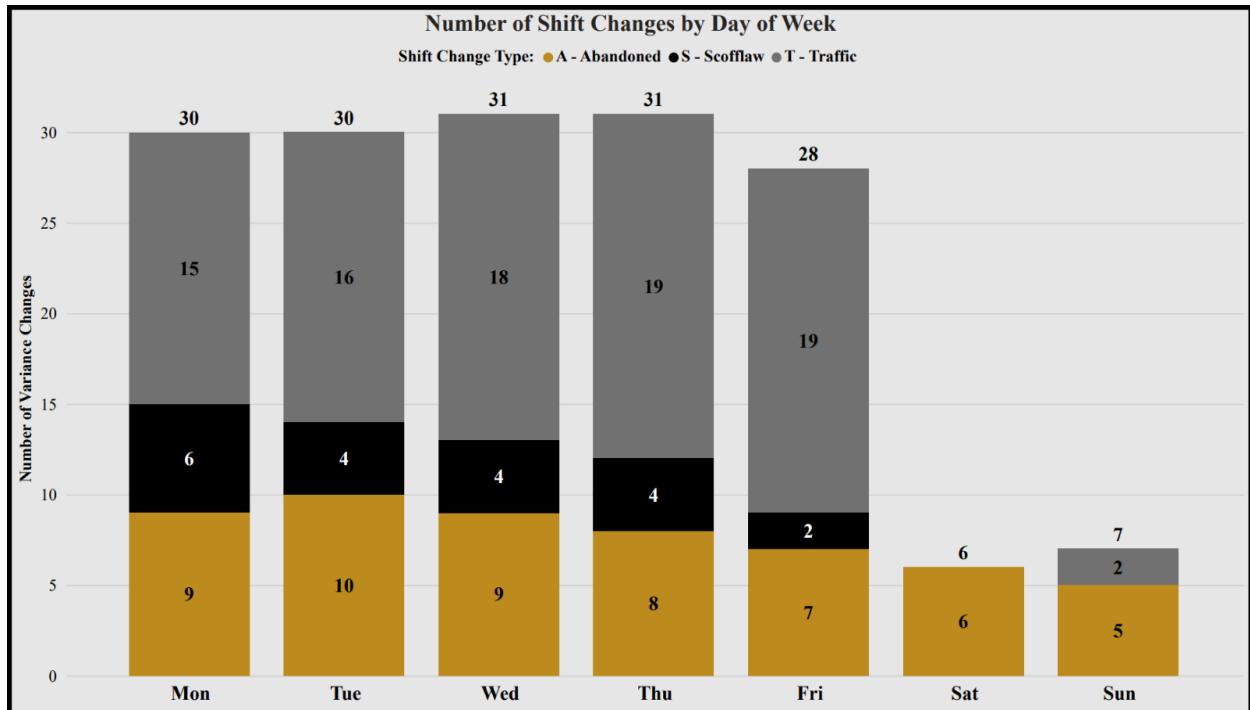
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*Request #2: Councilman Dorsey, the Committee Chair, asked for a breakdown of the times when Transportation Enforcement Officers (TEOs) are likely to be pulled away from their assigned parking enforcement duties to attend to unplanned traffic management assignments.*

TEOs work in standard eight-hour shifts, five days per week.

The Department compiled data ranging from November 12th, 2024, to February 24th, 2025. This data is reflected in the following charts:

- **Number of Shift Changes by Day of Week:** Broken down by day of the week.

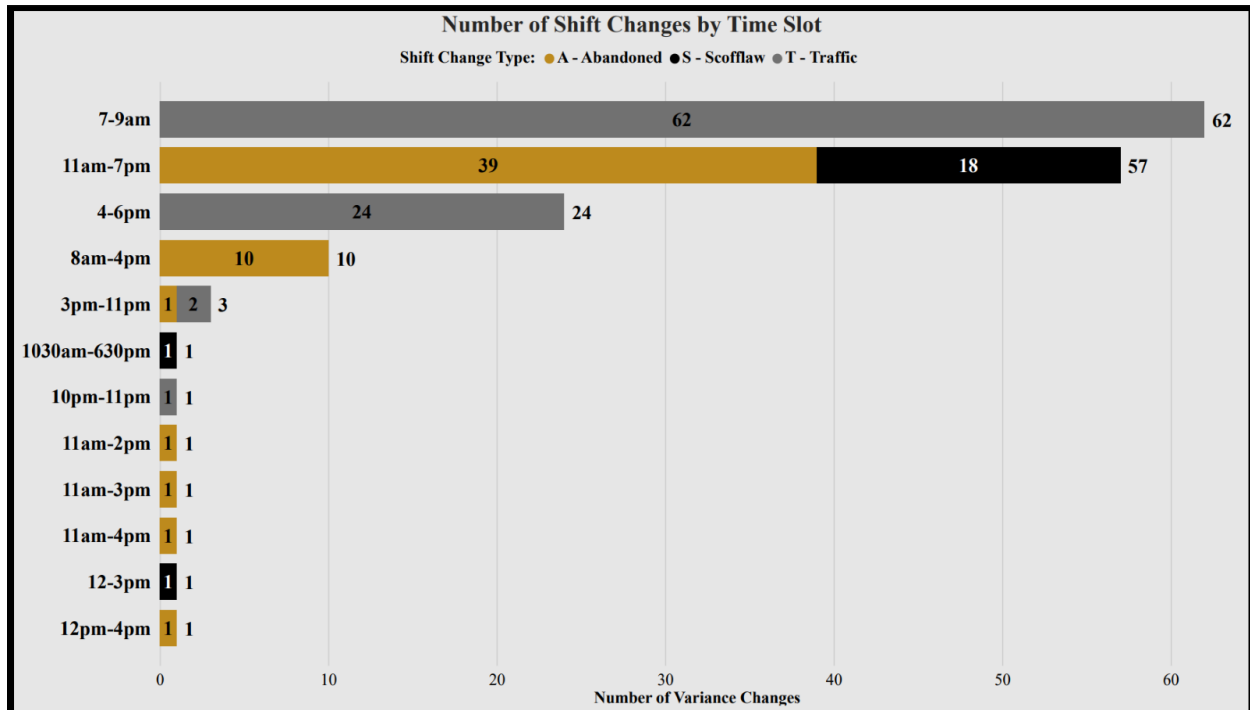




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- **Number of Shift Changes by Time Slot:** Broken down shift, based on the schedule and shifts currently in effect.

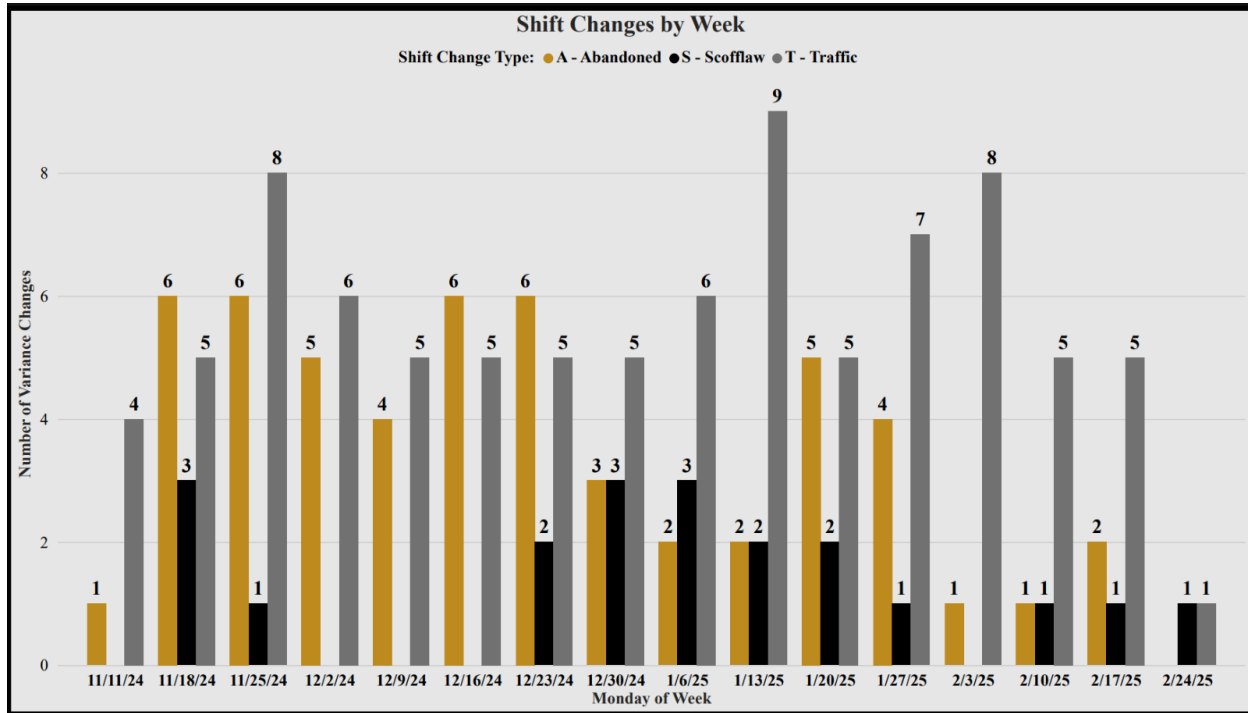




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- **Shift Changes by Week:** Broken down by week.



During morning peak traffic, from 7-9 AM, 62 shifts were diverted to traffic; this number was 24 for the afternoon peak, from 4-6 PM. Of the shifts diverted, the majority were diverted to traffic management from Monday to Friday. Nearly all traffic management diversions happened during this timeframe. The week of January 13 had the largest number of shifts diverted to traffic management, at 9 shifts diverted.

*Request 2, Update 1: The Committee requested additional context, including the total number of shifts worked by personnel in these groups, with a focus on breaking down the rate at which these diversions happen. In other words, what are the total number of shifts worked by day, time, diversion, and so on.*

The Department began to track potentially relevant data with the implementation of 24-hour enforcement on March 10, 2025. From then through May 4, TEOs have worked 3,246 **individual** shifts. **Of those, there have been 913 shift changes, 798 of which were changed to traffic detail; this does not mean that the entire shift was dedicated to the reassignment, but rather that the TEOs were reassigned at some point during their shift. These changes may have been planned or unplanned, depending on circumstances.** The department does not have data that specifies shift changes broken down by time slot. Shift changes generally corresponded to shifts spent on traffic detail, however, suggesting that it was a primary cause of shift changes during this period. April 2 saw the greatest number of shift changes, **with 44 TEOs (out of 71 total TEO shifts)** being switched to traffic detail at some point during the shift. Please note that these numbers include planned and unplanned traffic reassignments. A breakdown of the times when TEOs are likely to be pulled away from their assigned parking enforcement duties to attend unplanned traffic management assignments is difficult to gauge.



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*Request #3: Councilman Parker asked for the number of hours and the percentage of working time that TEOs spend in court. TEOs must appear in court when a citation they write is contested.*

The Department compiled data ranging from November 2024 through January 2025. Over this time period, there were an average of seventy-four TEOs available per day. On average, 15 TEOs attended court for each scheduled court date, with five court dates per month, totaling fifteen days in court over the three-month period. Each attending TEO spent an average of four hours per court day, utilizing overtime. Collectively, TEO spent a total of 936 hours in court over the three-month period. In total, 7.9% of their overall scheduled time was spent in court.

*Request 3, Update 1: The Council requested additional information on this request. How many tickets were adjudicated in court during that period, and how many were paid or judged in favor of the City?*

DOT does not maintain the data requested and has reached out the Bureau of Revenue Collection, who maintains the information, to provide the committee with the appropriate information.

*Request 3, Update 2: How much does the City recoup in tickets, compared to what the Department spends in overtime for the TEOs?*

The cost of the overtime may vary based on the functional purpose of the overtime. TEOs working overtime on traffic detail, sporting events and other safety related measures do not have measurable output in tickets.



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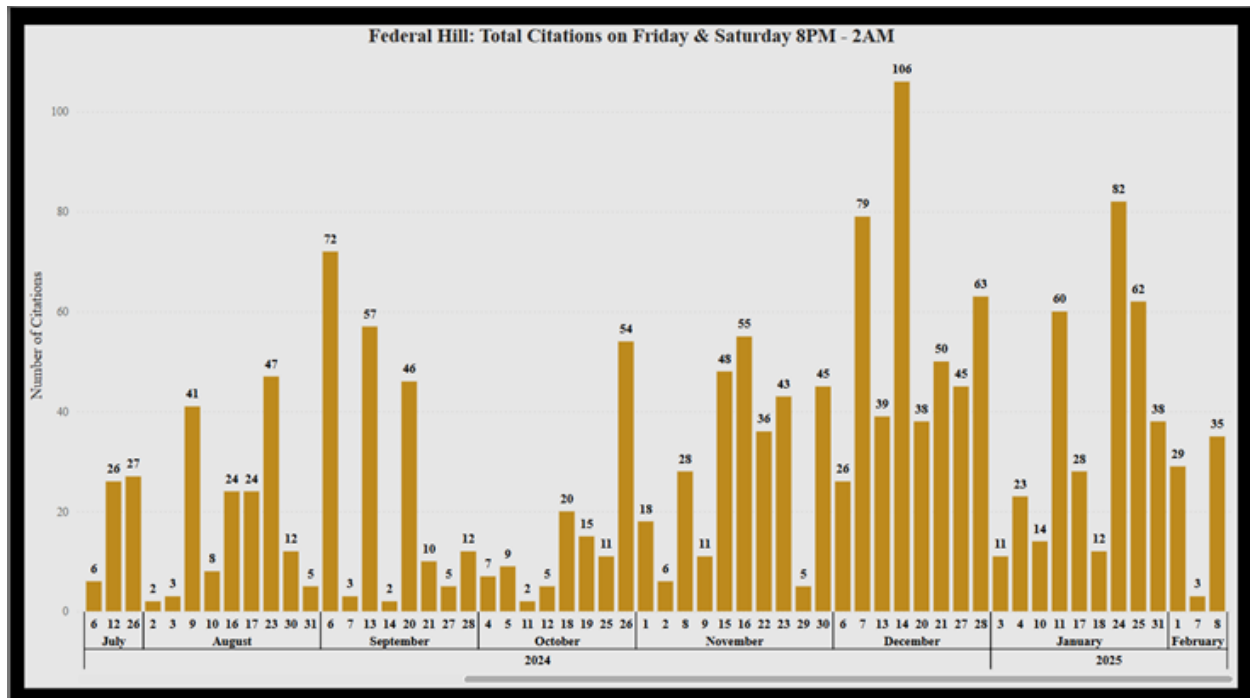
*Request #4: Councilman Blanchard asked for data on a nightlife Residential Permit Parking (RPP) enforcement pilot program. The Department does not currently provide overnight RPP enforcement; the outcomes of this pilot are being used to inform the implementation of permanent overnight parking enforcement.*

The information provided describes the number of citations issued in Federal Hill between 8:00 PM and 2:00 AM on Fridays and Saturdays. The data included spans the period from February 23, 2024, to February 8, 2025.

The pilot program began on November 15, 2024, and is focused on Federal Hill due to its high concentration of nightlife activity. The additional enforcement was conducted between the hours of 8:00 PM and 2:00 AM. Prior to this pilot program, enforcement in Federal Hill ended at 10:00 PM; this is the ending time of the latest shift currently in operation.

Approximately 41 citations have been issued per night on average since the start of the pilot program in November 15. December 14, 2024, saw the highest number of citations issued at 106.

Data is presented in the chart below.



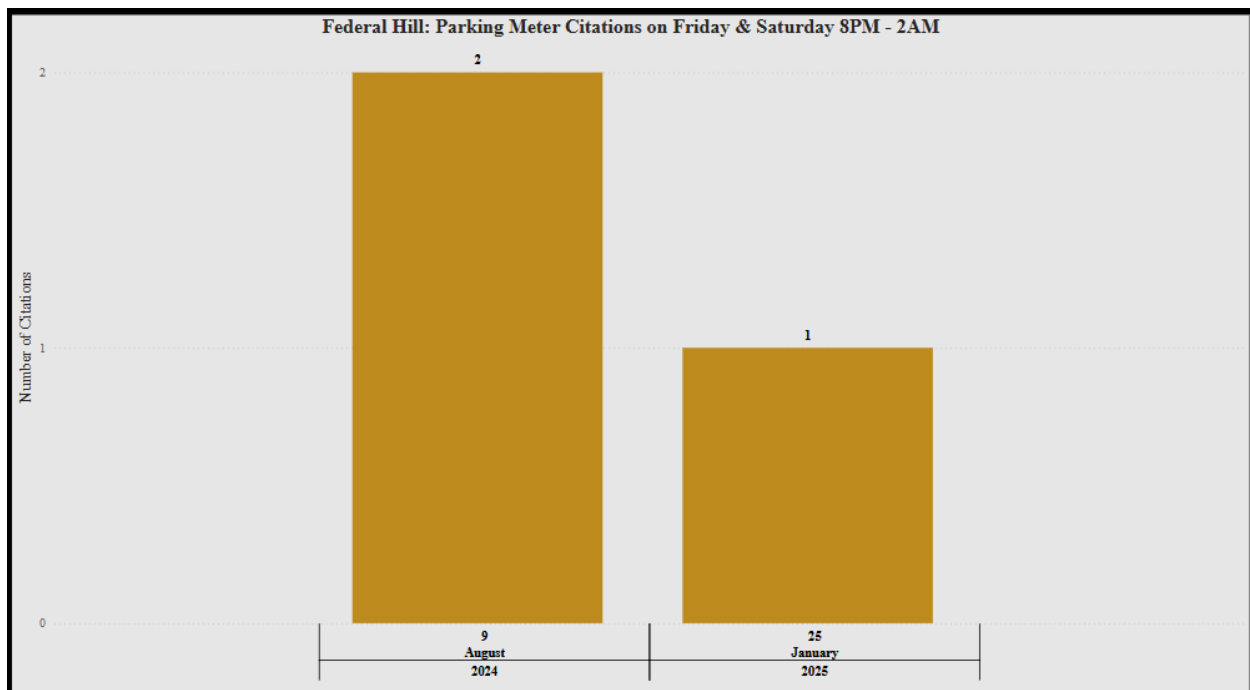


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*Request 4, Update 1: The Department was asked to provide similar data for metered spaces in Federal Hill.*

The data on citation for metered spaces is below. Please note that there are 63 metered locations in the Federal Hill area with enforcement hours that varies. Of the 63 locations, two (2) are enforceable 24 hours a day; five (5) are enforceable from Monday through Saturday, 8am-10pm; and one has enforcement hours from 10am-10pm, from Monday through Sunday. All others have enforcement hours before this timeframe.



*Request 4, Update 2: The Council asked for clarification on which RPP areas are included in this data set.*

The following RPP areas are included in this data set:

- 8: Otterbein/Harbor Walk
- 9: Federal Hill
- 19: Federal Hill South
- 30: South Baltimore East
- 41: Sharp Leadenhall
- Area 48: Riverside



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*Request #5: Councilman Dorsey, the Committee Chair, requested an update on the single parking service request (SR). A single parking SR would consolidate all parking enforcement SR in the 311 system, reducing confusion and streamlining the 311 SR submission process.*

The Department of Transportation is working with the Mayor's Office of Performance and Innovation to complete the development, deployment, training, and integration of the single use Parking Compliant service request. A demonstration to test out the single Parking SR was held on Thursday, March 13th, by the Baltimore City Office of Information & Technology (BCIT). This demo was used to test out the feasibility of the production-deployed single parking service request. The SR was built and is currently in the testing environment. On April 17<sup>th</sup> a subsequent meeting was held to discuss the transition to the single parking complaint SR and gather feedback from the safety team on the feasibility of the build and examine the logic within the new workflow. The workflow issues discussed included:

- Consolidating parking complaint and 48 hour / abandoned vehicle SRs
- Consolidating parking complaint and 48 hour / abandoned vehicle *teams*
- Adoption of the salesforce workers app for work assignment and reporting
- Operational changes for efficiency

The follow up meeting is scheduled for Monday May 5 to test the new workflow in the app and to test the build in the 311 environment. The testing will hopefully reveal any potential issues that needs to be rectify before a full-scale deployment.

Additional updates will be forthcoming.



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*Request #6: Councilman Dorsey, the Committee Chair, requested data on the staffing levels needed to address all 311 tickets while simultaneously meeting traffic management needs and conducting regular parking enforcement.*

The Department estimates that between 156 and 160 TEOs would be needed to meet the Service Level Agreements (SLAs) on all safety related service requests. This estimate is based on the current trend of 97-99% on-time completion rate for parking complaints and the 36-39% on-time completion rate for Abandoned Vehicles service request. There are currently 105 TEOs on the active roster. This estimate is not perfect due to reasons including the variability of SLAs depending on the type of request, human resources issues, unforeseen emergencies, and so on.



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*Request #7: Councilman Parker requested data on the final shift structure and staff deployment numbers for the upcoming 24-hour parking enforcement operation.*

As of March 10, the Department's parking enforcement has moved to a 24-hour operation. Overnight enforcement is intended to address pervasive concerns that often took place at certain times or which were harder to address without around-the-clock TEO activity. Some of these concerns being targeted include commercial vehicles parked illegally in residential areas, residential permit parking violations, repeat offenders with multiple unpaid and overdue citations, and various traffic management issues occurring outside regular operating hours. The Department's towing services will also be provided 24-hours per day concurrent with this expanded enforcement to minimize delays in service response.

The 24-hour shifts are broken down as follows:

- **1st Shift**  
12:00AM - 8:00AM  
22 Scheduled TEOs
- **2nd Shift**  
6:00AM - 2:00PM  
36 Scheduled TEOs
- **3rd Shift**  
12:00PM - 8:00PM  
24 Scheduled TEOs
- **4th Shift**  
6:00PM - 2:00AM  
23 Scheduled TEOs

In total, there are 105 TEOs on the active roster. Additionally, the schedule accounts for the following variances:

- Daily Traffic Detail M-F: 15 Officers, 8 hours
- Baltimore Ravens Game Days: 15-25 Officers
- Baltimore Orioles Game Days: 22-30 Officers



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MAYOR

100 Holliday Street, Room 250

Baltimore, Maryland 21202

TO	Chairman Dorsey, Land Use & Transportation Committee
FROM	Veronica P. McBeth, Director, Department of Transportation
DATE	May 20, 2025
SUBJECT	LO25-0004 – Committee Request Follow-Up 5

## Background

At the Land Use and Transportation Committee hearing for the Department of Transportation on April 10 2025, Committee members requested follow up on an estimated a timeline for a contract with BGE; information on the cost recovery of streetlight knock-downs; an update on a DOT asset map; the cost per pole of new streetlight poles; the status of the current Signify contract; status of repainting green poles; information on criteria for streetlighting types; and an update on the requested transfer of streetlight poles to BGE.

## Response

*Request #1: Council President Cohen requested that DOT provides the committee with a refined timeline for the implementation of a streetlighting service contract with BGE.*

We are working with the Law Department to kick off an initial meeting with BGE’s lawyers and begin work on a contract. Legal complexities may arise as we work to determine how much flexibility State regulations provide as the City works to enter into a service agreement. We are working to better understand how best to incorporate the Public Service Commission’s standards into a contract without overstepping the City’s regulatory or contractual authority. Furthermore, monthly meetings with BGE will continue to inform We cannot provide an exact timeline at this time, but more details should be available after the kick-off meeting.

*Request #2: Councilman Dorsey, the Committee Chair, requested a record of cost recovery related to downed streetlights.*

DOT will be providing two years of records for streetlighting knockdowns involving cost recovery efforts. This information was requested at a DOT-BGE meeting on April 22; we estimate receiving this information on the week of the 28th and will follow up with the information along with other outstanding committee requests arising from the April 10 hearing. Should the committee require an extended timeframe for these records, DOT will work with BGE to gather this information.

*Request #3: Councilman Dorsey, the Committee Chair, requested a report on the timeline for the creation of a DOT asset map similar to BGE’s Streetlighting Outage map.*

DOT has put together a project plan for the design and creation of a DOT-maintained street light pole asset map. DOT plans to work with BGE to build a platform with similar utility as the BGE Street lighting outage



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map. Meetings with BGE to collaborate on this platform are happening alongside regular check-ins to ensure improved communication between City and BGE information systems and ensure appropriate incident tracking. The current estimated timeline from build to rollout is approximately 3-4 months barring any changes.

*Request #4: Councilman Dorsey, the Committee Chair, requested information on the cost of new streetlight poles being deployed by DOT.*

Below is a list of the cost of fixtures and their respective poles. DOT is planning to roll out Millerbernd poles and corresponding fixtures at several missing locations in the Inner Harbor.

- Millerbernd Pole/Arm Fixture - \$3714.00
- Homeland Pole/Fixture - \$1,886.50
- Otterbein Pole/Fixture - \$2618.32
- 11'6" Pole/Fixture - \$1,137.89
- 25' Pole/Fixture/Arm/Base - \$1,906.00
- 30' Pole/Fixture/Arm/Base - \$2,071.00

*Request #5: Councilman Dorsey, the Committee Chair, requested an update on the current status of the Signify contract, as well as the amount of money currently available in the contract.*

The current funding amount remaining in the Signify contract is \$1,671.886.10 as of April 24th. There is sufficient street lighting funding available in the current contract. We will be spending the remaining funds before the current contract lapses in 12/31/2025. We are currently working on procurement for the new contract; a requisition has been submitted.

*Request #6: Councilman Gray requested information on the repainting of green light poles.*

The maintenance of green poles is primarily a safety concern. Also known as 'iron' or 'gas poles,' these streetlights are no longer procured by the City. Existing fixtures will be replaced once they reach the end of their useful life. We stopped the practice of painting green poles to avoid creating the perception that these poles will be in use for the foreseeable future. We will investigate the 5400-6400 blocks of Pioneer Drive and develop and plan to start having the green streetlight poles replaced.

*Request #7: Councilman Blanchard requested information on the criteria used and decision process used by DOT to determine which type of light to use where, in reference to pedestrian and overhead lighting.*

Decisions are made based on street functional classification and pedestrian traffic levels. In residential neighborhoods, shorter poles serve as streetlights. The identification of appropriate streetlighting is primarily a function of the Transportation Engineering and Construction Division. For example, reconstruction and rehabilitation projects may involve the overhaul of streetlighting along a project corridor to better reflect current traffic conditions and better support the community's goals.

Typically, true pedestrian lights are supplemental and used to reach target lighting levels. Commercial areas



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with high pedestrian traffic typically have both overhead streetlights & pedestrian lights normally done under streetscape projects. Design guidelines are attached; please refer to the “Street Lighting and Photometric Design Guide” document.

*Request #8: Councilman Dorsey, the Committee Chair, requested that DOT provides an update on the transfer of streetlighting supplies, particularly poles, to BGE for streetlight repairs.*

We have made materials available for use by BGE’s subcontractor (Riggs) as they are needed; we will continue to provide these as they become available. While we will continue to do our best to supply materials to BGE/Riggs, cannot fully deplete some of the lower stocks of streetlight parts.

At this time, DOT is working to increase supply of lower-stock materials to fulfill all needs. We are prioritizing understocked items and revising procurement practices to ensure we avoid stockpiling materials which are in lower demand. The current lead time is 18-22 weeks after an order has been placed. That time frame will improve as the inventory is filled.