

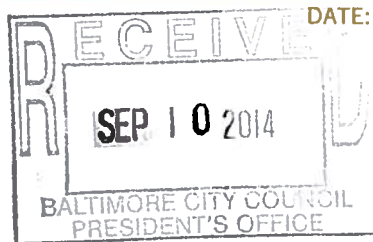
FROM	NAME & TITLE	Rudolph S. Chow, P.E., Director
	AGENCY NAME & ADDRESS	Department of Public Works 600 Abel Wolman Municipal Building
	SUBJECT	<b>CITY COUNCIL BILL 14-0383</b>

CITY of  
**BALTIMORE**  
**MEMO**



TO

The Honorable President and Members  
of the Baltimore City Council  
c/o Natawna Austin  
Room 400 – City Hall



DATE:  
September 9, 2014

I am herein reporting on City Council Bill 14-0383 introduced by the Council President on behalf of the Administration (Department of Finance).

The purpose of the Bill is to authorize the Mayor and City Council of Baltimore to enter into an agreement with the Maryland Department of Transportation in connection with the participation by the City in the proceeds derived from the sale of certain bonds, to be known as Department of Transportation of Maryland County Transportation Revenue Bonds, Series 2014 or as otherwise designated by the Secretary of Transportation and to be issued pursuant to Title 3, Subtitle 5 of the Transportation Article of the Annotated Code of Maryland as amended; authorize certain officials of the City to take certain actions in connection with the City's participation in the proceeds of the sale of such bonds; provide for the pledge of the City's share of Highway User Revenues to the payment of such bonds; provide that neither the faith and credit nor the taxing power of the City shall be pledged to the City's payment obligations under the Participation Agreement identified herein; provide for the severability of the provisions of this Resolution; provide that this Resolution shall be liberally construed; and provide for a special effective date.

Title 3 Subtitle 5 of the Transportation Article of the Annotated Code of Maryland authorizes the Maryland Department of Transportation to issue its County Transportation Bonds. The City of Baltimore may participate in and use these bonds to finance or reimburse the City's share of the cost of certain transportation facilities subject to an agreement with the Department for the payment of the City's proportionate share of the principal and interest on the bonds. The City may pledge its share of Highway User Revenues to the payment of its share of the debt service of the Department's bonds as well as the expenses and costs related to the issuance and administration of the bonds. Since 2004, the City has used these State bonds from time to time to finance transportation and transportation-related facilities in Baltimore.

City Council Bill 14-0383 and the Form of Participation Agreement included in the Bill as Exhibit A, if approved, would authorize the Mayor and City Council of Baltimore to participate in the County Transportation Revenue Bonds Series 2014. The projects to be included in the aggregate principal amount of \$30,500,000 are a series of City Department of Transportation capital projects identified to be funded by this bond vehicle in the 2014-approved Capital Improvement Program (CIP). In this same 2014 CIP approved program listing are seven stormwater capital projects also identified \$18,000,000 in County Transportation Bonds to fund a portion of their capital costs. The funding for these projects was inadvertently left out of the Bill, therefore, the legislation needs to be amended to change the aggregate principal amount not to be

*F w/ Amend*

The Honorable President and Members  
of the Baltimore City Council  
September 9, 2014  
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exceeded from \$30,500,000 to \$48,800,000 on line 28 of page one and line 9 of page two of the Bill. This increase includes an additional \$300,000 for the costs for issuance of the bonds. A listing of the stormwater capital projects to be funded is attached. County Transportation Bonds were identified as the funding mechanism for stormwater capital projects in the initial two years of the stormwater utility until the new utility could establish a recognized revenue stream and reserve fund sufficient to issue its own revenue bonds.

The Department of Public Works supports passage of City Council Bill 14-0383 as proposed to be amended.

Sincerely,



Rudolph S. Chow, P.E.  
Director

Attachment

RSC/MMC:ela

**Department of Public Works**  
**Office of Engineering and Construction**  
**FY14 County Transportation Bond Funds CIP Projects**

Project Title, CIP & Contract Numbers	Location	Est. Amount	Funding Sources		
			DPW	Other Agency	CTB Request
1 Basin Inset Projects 1-10 525-006, ER 4043	Various	\$ 492,000	\$ 176,000	\$ 0	\$ 316,000
2 Urgent Need Stream Repair Projects 1 & 2 525-403, ER 4036 & ER 4055	Various	\$ 2,492,000	\$ 820,000	\$ 0	\$ 1,672,000
3 Lower Lower Stony Run Stream Restoration, 525-997, ER 4020	Lower Lower Stony Run	\$ 4,752,000	\$ 132,000	\$ 0	\$ 4,620,000
4 Harris Creek Drainage Improvements, 520-005, SDC 7768	Harris Creek	\$ 5,600,000	\$ 5,072,000	\$ 0	\$ 528,000
5 Patapsco Avenue Drainage 520-003, SDC 7772	Patapsco Avenue	\$ 6,178,000	\$ 462,000	\$ 0	\$ 5,716,000
6 Storm Drain and Inlet Rehabilitation (Small Storm Drains & Inlet Repair #1), 520-099, SWC 7771	Various	\$ 5,460,000	\$ 576,000	\$ 0	\$ 4,884,000
7 Northeast Baltimore Drainage Improvements 520-715, SWC 7770	Northeast Baltimore	\$ 3,050,000	\$ 2,786,000	\$ 0	\$ 264,000
<b>Total</b>		<b>\$ 28,024,000</b>	<b>\$ 10,024,000</b>	<b>\$ 0</b>	<b>\$ 18,000,000</b>

*See next page for specific project descriptions.*

**B. Project Type: Micro-BMPs in the ROW**

**Benefit to the Transportation System:**

These projects include the installation of the small stormwater Best Management Practices (BMP) within the right-of-way. The projects include the curb extensions with rain gardens, tree inlet boxes, and bioretention areas. In addition to improving stormwater quality, these projects provide traffic calming elements and increase tree canopy / shading to promote pedestrian traffic.

**4. Harris Creek Drainage Improvements, 520-005, SDC-7768**

This project addresses the need for improvement/replacement/upgrade of a storm drain system that was constructed in the 1890's. Recent experience illustrates the urgent need for this and the other stormwater/surface water projects requesting County Transportation Bond funding. In addition to roadway flooding, the deficient existing infrastructure is subject to catastrophic failure such as the Monument Street storm drain collapse (sinkhole) which resulted in a water main break, full road closure for 6 months, destruction of sanitary service laterals, and an \$8 million emergency repair cost.

**5. Patapasco Avenue Drainage, 520-003, SDC-7772**

This project will realign a major storm drain system and implement quantitative controls to decrease recurring flooding. The Cherry Hill neighborhood is located in the North Branch Lower Patapasco Watershed and has experienced several roadway and property floodings as a result of high-intensity storm events over the past 5 years. Sustained storm events repeatedly have resulted in closure of West Patapasco Avenue. Mass flooding has occurred along Patapasco Avenue and Spelman Road at least twice a year.

**6. Storm Drain and Inlet Rehabilitation (Small Storm Drains & Inlet Repair #1), 520-099, SWC-7771**

This project will reconstruct, repair, and replace collapsing and obsolete storm drains and inlets. These upgrades will serve to minimize damage to roadways, structures, and other utilities.

**7. Northeast Baltimore Drainage Improvements, 520-715, SWC-7770**

This project will provide storm drain system improvements associated with the neighborhoods of Beverly Hills and Arcadia. These improvements will address persistent flooding problems which impact roadways, property, and public safety.

**DRAFTED BY DLR 09SEP14**

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**AMENDMENTS TO COUNCIL BILL 14-0383  
(First Reader Copy)**

By: Department of Public Works  
{To be offered to the Taxation, Finance and Economic Development Committee}

**Amendment No. 1**

On page 1, in line 28, and on page 2, in line 9, in each instance, strike “\$30,500,000” and substitute “\$48,800,000”.