
CITY OF BALTIMORE

Brandon M. Scott – Mayor
Zeke Cohen – Council President



Office of Council Services

Nancy Mead – Director
100 Holliday Street, Room 415
Baltimore, MD 21202

LAND USE & TRANSPORTATION COMMITTEE

The Honorable Ryan Dorsey
CHAIR

HEARING NOTES

LO25-0004

Baltimore City Operations and Oversight

Hearing Date: 4/2/2026

Hearing Start Time: 10:00 AM

Hearing End Time: 11:25 AM

Location: Du Burns Council Chamber / Webex

Total Estimated Attendance:

	YEA	NAY	ABSENT	ABSTENTION
Final Vote:				

Committee Members in Attendance:

- **Chair** Ryan Dorsey
- Mark Parker
- John Bullock
- Zac Blanchard
- **Vice Chair** Sharon Green Middleton
- Paris Gray
- Phylicia Porter

Additional Councilmembers in Attendance

- Select a Councilmember
- Select a Councilmember
- Select a Councilmember
- Select a Councilmember
- Select a Councilmember
- Select a Councilmember
- Select a Councilmember

MAJOR SPEAKERS

(This is NOT an attendance record.)

- **Patrick Flemming DOT Chief of Staff**
 - **Veronica McBeth, Director of DOT**
-

NOTES

- Chairman Dorsey opened the hearing, introducing members in attendance and recognizing members of the administration coming to the hearing
- Chairman Dorsey made opening comments on resurfacing the topic for the oversight hearing.
- Presentation by DOT – slides in file
- Committee Questions

- Dorsey – What is Paving Season
 - March 15-Nov 30 weather depending
- Multiyear Planning
 - Once we have the PCI (Pavement Condition Index) that will allow for multiyear paving not just for roads but also for sidewalks, ramps, and ADA infrastructure.
- When will we begin planning?
 - Sometime this year, once the PCI is in – this will include working with utility providers to coordinate with them.
 - Goal is a one-time cutting of the street.
- Existing PCI data is over a decade old – do we have the 2024 data
 - It is incomplete. Currently, we are working on an updated data set.
- Middleton – Why are certain areas in the city concrete streets?
 - If a road is a main arterial, there are weight limits – and the concrete is a part of an aging infrastructure – it is difficult to maintain and expensive to replace. Attempting to get additional funding from the state via the consolidated transportation plan. Better utilization of funds via the repave initiative should also help.
- Parker – how many miles of the 90 announced are carried over previously plan
 - 70 are TEC, and 20 are internal
 - This includes a lot of prep work – 18-24 months can include work on ADA infrastructure, etc...
 - Currently about 22 projects in to the 88 planned – currently on schedule – this is external work.
 - Next week, internal paving begins
 - Urgent projects are not calculated into lane miles completed
- Will urgent projects displace planned projects?
 - It will not – we do have contingency plans
- Ability to deploy more funds more quickly – have we spent the money we expected
 - We are lagging behind on spending – this is due to systemic challenges on how projects were planned
- Porter – snowstorms – how are we planning around the use of materials like salt that corrode roads, and how that works with resurfacing
 - Regular salt v brine mix – the brine can make cracks worse and eat up the road
 - Over 31k potholes filled since the storm.
 - Not looking to change the materials – they are industry standards
- Disconnect between DOT and Contractors, and when salting happens, Public Health is looking into how the environmental impact
- Bullock – Kirwin and staffing needs – what do we have now and what do we need?
 - DOT looking to prioritize internal staff and move away from consultants – working on a staffing study to create a needs assessment = due by fall
 - Currently in recruitment for 4 engineers
 - Contractors have cost overruns, and contractors don't prioritize the city, leading to change orders
- Gray – how are we looking to address issues with procurement?
 - Taking the contracts and making them smaller – so more contractors are doing work in smaller, more achievable projects. Goal to allow for more flexibility.

- There have been challenges in ordering materials, especially with a lot of materials coming from overseas. This means that procurement can hit 2x as hard with procurement and backlog. Focusing on proactive in ordering and not reactive.
- Dorsey - Is there one person in DOT working on procurement needs?
 - It's all run through the fiscal office
 - In a perfect world it would make sense to have a dedicated person looking at inventory outside from the division – but that needs dedicated subject matter experts
- Blanchard - * Asking for a map of the state roads in the city*
- BGE wants to tear up key highway for transmission line if they get to – how do we coordinate with them, DPW, other utilities, and then repave the road and then make sure its complete streets compliant
 - This is being looked at so that its not only compliant with this but with other plans like bike network, etc.. what is missing is the multiyear planning aspect – repave Baltimore will work to allow DOT to do that.
- Dorsey is asking for an addendum to complete streets to incorporate utility projects
- Maps for repaving Baltimore don't exist for concrete roads
 - Map is a living document – looking to make layers and concrete should be noted as a type in the data
- Road surface – preventative maintenance and not giving ourselves more to do – inspections on street cuts and monitoring, as well as the standards need work to address inadequacies and inconsistencies
 - DOT is working on the streets cuts policy – just got it back from the law department and will be meeting with DOT to go over comments for legal sufficiency
 - Asking that the engineering standards be updated, not as policy but as engineering. This is 6 pages in the standards manual
- Middleton – in the approval process - do we look at where contractors are located?
 - There is no local requirement – it's a competitive process – an amendment to end the low bid process is in front of the charter committee
- Blanchard – bus lane on Charles Street from 1 infraction to 54 a week
- Dorsey – maps should also show traffic calming measures as a layer
 - Some of these are on the GIS maps
- Parker – speak to engagement for the new initiative
 - The moving forward component is to utilize the sector model for large community meetings, online, pinpoint meetings, etc...
- *South Highland project – where does this stand in the Complete Streets model as a street with bike lanes?*
- DOT will follow up

FURTHER STUDY REQUESTED

COPY IN SPREADSHEET

SEE FINAL VOTE RECORD IN BILL FILE

Hearing Packet in bill file? ----- YES NO N/A

Attendance Sheet in bill file?----- **YES** **NO** **N/A**
Vote Record in bill file? ----- **YES** **NO** **N/A**
Agency reports read? ----- **YES** **NO** **N/A**
Hearing televised or audio-digitally recorded? ----- **YES** **NO** **N/A**
Certification of advertising/posting notices in the bill file? ----- **YES** **NO** **N/A**
Evidence of notification to property owners in bill file? ----- **YES** **NO** **N/A**

Notes by: Tony Leva
Notes Date: 4/2/2026

Direct Inquiries to: Anthony.Leva@baltimorecity.gov