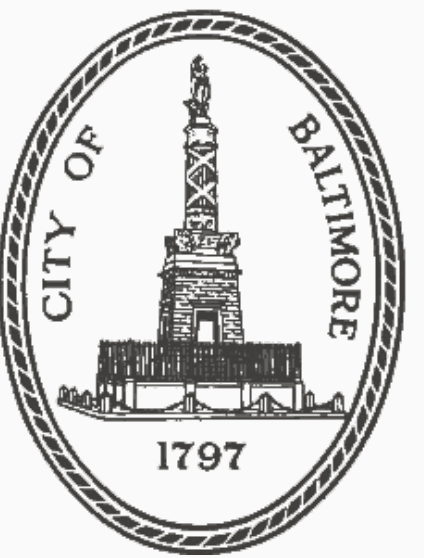


BALTIMORE CITY COUNCIL

LAND USE & TRANSPORTATION COMMITTEE

RYAN DORSEY, CHAIR



April 10, 2025





Why does it take so long to get my streetlight fixed?





Key Challenges



Lack of formal
DOT-BGE agreement



Inconsistent
data sharing



~~Asset management
Procurement issues~~



The “Handshake” Agreement

DOT and BGE have **never** had a formal written contract.

Article VI, Baltimore City Charter:

§ 11. Procurement.

(a) *Board of Estimates responsible.*

The Board of Estimates shall be responsible for awarding contracts and supervising all purchasing by the City as provided in [this section](#) and elsewhere in the Charter.



We need a contract.

- Service Level Agreements/timelines
- Communication protocols
- BGE must enter all relevant 311 SRs
- DOT and BGE must communicate about materials-based delays
- Data-sharing agreement
- Asset mapping and management
- Delineation of responsibilities and express authorizations

Baltimore City Service Level Agreement Repair Times

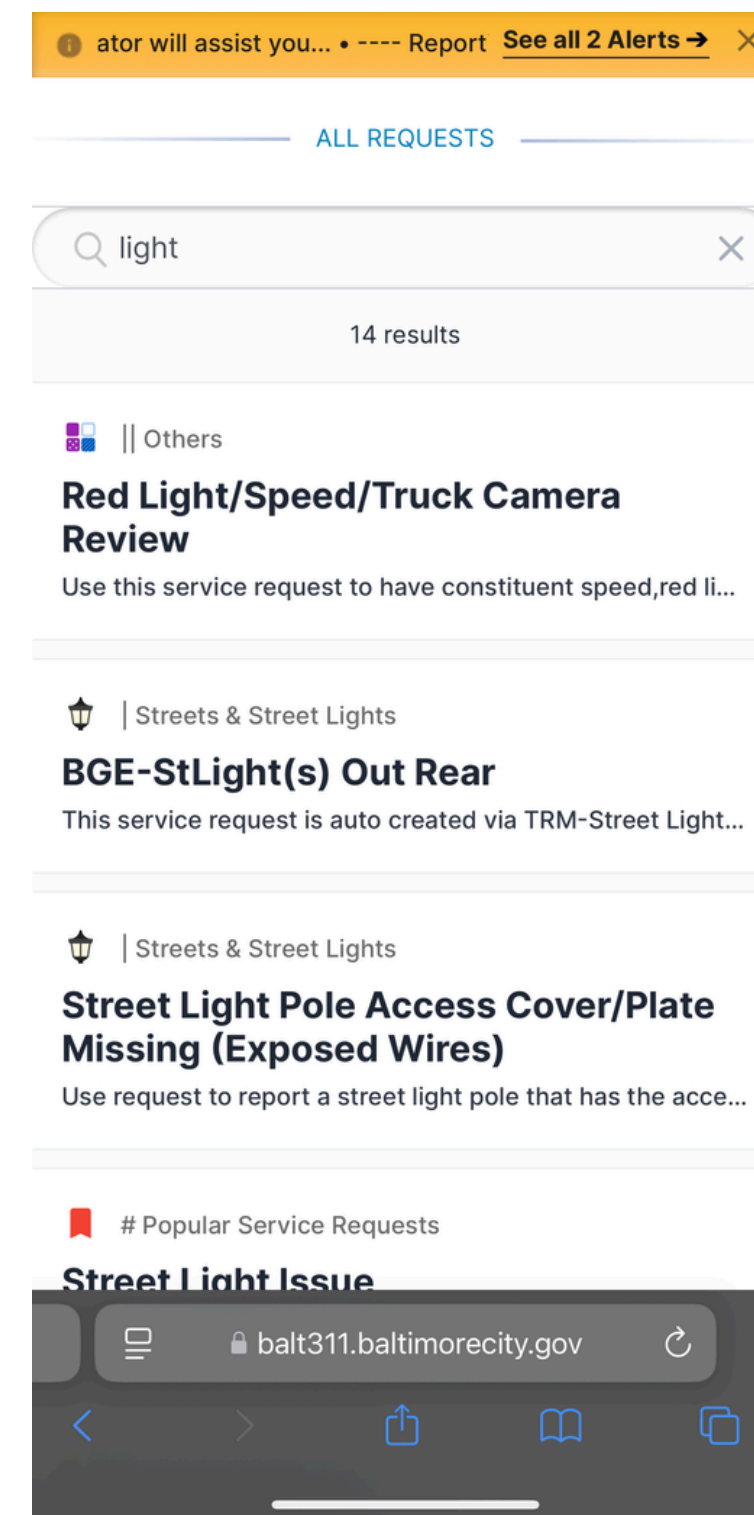
Repair	Days
BGE-StLight(s) Out(Rear)	4
BGE-StLighting Cable Faults	25
BGE-C-Order Damage	25
BGE-C-Order Non-Damage	25
BGE-Duplex. Extend Feed, No Feed	25
BGE-Cable Replacement	45
BGE-Duct Obstruction	45
BGE-Miscellaneous	25
<i>*All repair timelines are subject to material availability</i>	



Data Sharing & Reporting Challenges

Unclear accountability, fragmented response processes, and inefficient tracking, in both DOT and BGE, are caused by multiple factors:

- There are multiple reporting systems, no unified data system exists.
- 7 SR categories for street lighting
- BGE has integrated 311 requests into its map, but addresses do not map to poles
- DOT does not have an asset map





Asset Management

- DOT does not have an accurate count of knockdowns
- According to DOT, there are only **5 missing standard streetlights *citywide***
- 15 more non-standard lights requiring unique parts, some *nearly a decade old*

2/25/2025	120 W NORTH AVE, Baltimore City, 21201	need concrete to repair base	<i>Work will be scheduled mid-May 2025.</i>
3/20/2025	E BALTIMORE ST and S PRESIDENT ST, Baltimore City, 21202	need concrete to repair base	<i>Work will be scheduled mid-May 2025.</i>
1/25/2022	SIGNAL 242 - HILTON PKWY / NORTH, Baltimore City, 21216	need concrete to repair base	<i>Work will be scheduled mid-May 2025.</i>
1/17/2025	733 REEDBIRD AVE, BC, 21225	need concrete to repair base	<i>Work will be scheduled mid-May 2025.</i>
11/18/2021	6000 BLK NB POTEE ST TO NB I 895, Baltimore City, 21225	need concrete to repair base	<i>Work will be scheduled mid-May 2025.</i>



Backlog Explanations

“This streetlight pole is obsolete. The manufacturer of this pole has gone out of business. **DOT has to make a decision** of what street light pole is going to replace the inner harbor pole.”

- 2015 knockdown

“Street Lighting team **getting quote** for pole and fixture”- 2018 knockdown

“Request was approved on 3/19 by BOE. **Waiting for Workday to be updated for this PO.** Once that has happened this material will be ordered” - 2023 knockdowns

“**Need concrete** to repair base” - 2021 knockdown



Backlog Explanations: Light Rail

“Will have to schedule this work with MTA Light Rail” - 2022 knockdowns

Planned Light Rail Outages

- North Avenue Yard and Station Geotechnical Investigation for Amtrak Frederick Douglas Tunnel program
 - 72-hour outage from Falls Road to Camden Yards
 - 3/14/25-3/17/25
- Baltimore Street at Howard Street Crack Rail Replacement
 - Weekend Outage from North Avenue to Camden Yards
 - 8/10/24-8/12/24

Unplanned: December 2023 system shut down due to railcar safety issue

- 12/8/23-12/22/23



Are there just 20 knockdowns citywide?

Here are 26 photographed in 88 minutes on Tuesday*



*plus one photographed earlier in the day



Asset Management: Knockdown Tracking

- **Every time damaged materials are recovered, they need to be documented in a single, shared system**
 - Enables responsible budget and procurement decisions
 - Initiates timely repair actions
 - Essential to transparency of outcomes



Asset Management: Inventory

- Lack of available parts from DOT often cited as cause of delays
- Unclear how, if at all, inventory relates to actual need

Street Lighting Daily Inventory		
Date: 04/01/2025		
INVENTORY #	DESCRIPTION	Total
37-7310-1106	LIGHT POLE STD ALUM 11' 6"	175
37-7310-1130	LIGHT POLE STD ALUM 25FT	111
37-7310-1150	LIGHT POLE STD ALUM 30FT	49
37-7332-1032	LIGHT POLE INNER HARBOR 32FT	0
37-7310-2230	LIGHT POLE ALUM AW DUAL 25FT	10
37-7310 -2250	LIGHT POLE ALUM AW DUAL 30FT	0
37-7312-1612	LIGHT POLE HOMELAND	298
37-7312-3532	LIGHT POLE OTTERBEIN	97
	BASE TRANSFORMER ALUM	31
37-2130-4280	BASE SUB 48 1'	24
37-7312-4135	BASE SUB 48 5/8	720
	HAND BOX FRAME& COVER	46
	BASE CONCRETE FOR HANBOX	58



Asset Management: Comparing Inventory & Need

Pole Type	DOT Pole Inventory (as of 4/1/2025)	BGE Open Work Orders Awaiting DOT Parts (as of 4/8/2025)	Summary
"Homeland"	298	11	Surplus 287 poles
11'6"	175	27	Surplus 148 poles
25'	111	247	Shortage 136 poles
30'	49	240	Shortage 191 poles



Claims Process (as described by BGE)

- Claims Dept will bring the material charges into the C-Order.
- Responsible Party is billed for labor, contractor, and material costs.
- BGE is paid by insurance company or responsible party.
- A purchase order is created by BGE for the materials.
- Purchase order is sent to Baltimore City Attn: Kathy Virella
- Kathy sends the purchase order to Sinha Dhirendra, Fiscal Chief
- Sharon Johnson, DOT sends BGE a bill for payment of the Purchase Order
- Baltimore City is made whole on the materials.