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United States Senate

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COMMITTEES:
ENVIRONMENT AND PUBLIC WORKS
FINANCE
FOREIGN RELATIONS
SMALL BUSINESS

COMMISSION ON SECURITY
AND COOPERATION IN EUROPE

The Honorable Lawrence J. Hogan, Jr.
Governor, State of Maryland
State House
100 State Circle
Annapolis, Maryland 21401

Dear Governor Hogan:

As your administration considers options for construction of a new Gov. Harry W. Nice Memorial/Sen. Thomas "Mac" Middleton Bridge, I am eager to work with you to ensure that funding is available to include a protected trail for bicyclists and pedestrians. Such a trail would substantially expand the bridge's benefits for our economy and our transportation networks.

The Gov. Harry W. Nice Memorial/Sen. Thomas "Mac" Middleton Bridge is a critical component of our state and regional infrastructure. I applaud your administration's commitment to the much needed rebuilding and widening of the bridge to meet our current and future growth needs as well as your initial inclusion of a protected bike path in your vision for this project. Planning the construction of a new bridge that will serve generations of Marylanders to come presents a rare opportunity to expand and diversify our transportation options and to incorporate access for active, non-vehicular transportation modes. Tourism and recreation are pillars of our economy, and a protected bicycle and pedestrian crossing on this bridge would expand ways for residents and visitors to connect with and explore the scenic and historic values of our state and region, a goal that enjoys strong support from local elected officials.

As you know, the Transportation Alternatives Program (TAP) was established by Congress through a set aside of federal funds to provide states with funding to facilitate non-vehicular modes of transportation by improving infrastructure such as sidewalks and bicycle paths. The Maryland Department of Transportation State Highway Administration (MDOT SHA) has administered the TAP program in Maryland to provide funding for projects such as bicycle paths, bringing walkways into compliance with the Americans with Disabilities Act (ADA), and safety improvements for street crossings for students. The funding through this program could be used to support part of the construction costs of the bridge. Other federal programs may also play a role in this effort.

As the Ranking Member of the Senate Environment and Public Works Subcommittee on Transportation and Infrastructure with jurisdiction over the upcoming surface transportation reauthorization for highways and bridges, I worked to include a new grant program in the America's Transportation Infrastructure Act (S. 2302) to invest in our nation's bridges, and the evaluation criteria for proposed projects will include the benefits that projects will have for

non-vehicular and public transportation users. This five-year reauthorization was unanimously voted out of the Environment and Public Works Committee on July 30th.

I understand that funding large infrastructure projects such as this one presents a challenge, and I am eager to partner with you to meet this challenge. Failure to expend every reasonable effort to deliver this bicycle and pedestrian infrastructure as part of a new Gov. Harry W. Nice Memorial/Sen. Thomas "Mac" Middleton Bridge would be to pass up a key opportunity to shape our transportation systems of the future.

Thank you for taking these views into consideration. I look forward to continue working with you in support of Maryland priorities.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ben Cardin", with a stylized flourish at the end.

Benjamin L. Cardin
United States Senator