



JOHN A. OLSZEWSKI, JR.
County Executive

August 13, 2019

Honorable Pete K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, Maryland 21076

RE: MDOT FY 2020 – FY 2025 Consolidated Transportation Program
Baltimore County Requests

Dear Secretary Rahn:

On behalf of the residents of Baltimore County, I wish to acknowledge the staff of the Maryland Department of Transportation for their continued consideration of our transportation needs and priorities.

The Baltimore metropolitan region is now the fifth most congested in the United States. This has a detrimental effect on the growth of our local economy and, without additional investment and innovation, the traffic congestion will only worsen as time progresses. We are in dire need of a comprehensive regional transit system bolstered by an increased investment in our Locally Operated Transit System that mirrors the levels of similar sized counties in Maryland. These investments should account for all modes as well as future capital and programmatic transportation innovation that will strengthen our local and regional economy by accommodating well-planned, sustainable future growth in a safe and reliable manner.

Our Administration is actively committed to implementing multimodal transportation initiatives, and we have made transportation planning and investment a top priority. We have funded a Deputy Director for Transportation position within our Department of Public Works. We have hired new talent to incubate a high-functioning transportation planning unit. With the support and guidance of my office, this unit is actively engaging with State and Regional entities as we embark on the mission of propagating a regional approach to transportation. Our intentions are to grow our local transit (LOTS) system by creating a Towson Circulator line and studying the potential of other future lines; supporting connectivity between the East, West and Central portions of the County; and developing a transit oriented toolbox that fosters "last mile" connectivity at existing and future employment and commuter hubs. We also have included significant funding in our CIP for pedestrian and bike initiatives.

As such, I am requesting the following transportation priorities be considered as part of the FY 2020 – FY 2025 Consolidated Transportation Program (CTP).

Transit Initiatives

Commuter Mass Transit Alternatives (Baltimore Region) - Comprehensive Plan

We request that the MDOT fund the completion of a comprehensive plan for the Baltimore region that crosses jurisdictional lines, cuts commute times and provides safe, reliable and efficient transportation facilities connecting our region's more than 2,000,000 residents to their jobs and homes. The targeted focus should be on bus routes and rail services with a heightened emphasis on capital, policy, and programmatic initiatives. This should include the study of potential corridors that would provide connectivity for the 360,000 residents that commute within the County as well as the corridors that residents in neighboring jurisdictions utilize to access job locations within our county.

Towson Circulator

We request that the MDOT provide supplemental capital funds for the growth of our LOTS system, including but not limited to expansion of services into fixed route lines within the Towson area of Baltimore County. The County has included funding in our budget for this initiative and applied for Federal funds. We anticipate a decision from USDOT in fall of 2019.

CountyRide Facilities

We request that the MDOT provide supplemental capital funds and land for a bus operations facility and bus equipment for the expansion of CountyRide to accommodate fixed route service in order to expand our human services capabilities. This would allow us to optimize the hours and days when this service is available for communities with limited mobility. We ask that you consider discussing with us the future of the former SHA property on Falls Road / I-695 for a possible hub for transportation and public safety uses.

Area Transit Circulator Studies

We request that the MDOT provide planning funds for the assessment of the feasibility of circulator fixed route lines as transit service route alternatives for Catonsville, White Marsh, Middle River, Owings Mills, and Sparrows Point.

Multimodal Planning Initiatives

Creation of Multi-Modal Hubs, Mobility On Demand Kiosks, & Applications

We request that the MDOT provide capital funds for the implementation of mobility on demand kiosks throughout Baltimore County at transit hubs and transit oriented developments (TOD), with linkages to applications for transit, bicycle, ev-charging, shared ride and e-bikes/scooters.

Bicycle & Pedestrian Initiatives

We request State support for the County's bicycle and pedestrian project initiatives. Baltimore County committed \$1.8 million dollars for bicycle and pedestrian projects in our CIP. We have committed matching funds in our applications for the following MDOT Bikeways grants: Bloomsbury Ave Crossing (Catonsville); Northeast Trail (Perry Hall); and Osler Drive (Towson) as well as a Safe Routes to School grant in the Sparrows Point area for the elementary, middle and high schools.

Economic Development Related Improvements

(Owings Mills) Northwest Expressway (I-795) at Dolfield Boulevard Interchange

Since 2007, the County has supported State funding for improvements to the Northwest Expressway and it remains a top County priority due to the continuous growth and economic development in the area. We again request funding of the long-planned interchange on Northwest Expressway (I-795) at Dolfield Boulevard, as it will alleviate traffic congestion due to increased economic development in the area associated with the Metro Center transit-oriented development (TOD) and Foundry Row (Wegmans) retail and office center. Baltimore County previously has demonstrated its support by providing \$1.5M in planning and property acquisition money to the State for the interchange, as well as completion of the \$6M Dolfield Boulevard improvements. This priority has the support of the Owings Mills Corporate Roundtable, comprised of the region's major employers, including CareFirst and T. Rowe Price, as well as the developers of major job producing projects situated on Red Run Boulevard and Dolfield Boulevard.

(Sparrows Point) Full interchange at 1-695 and Exit 44 (Broening Highway)

Baltimore County is excited that its vision for the future of Sparrows Point is being embraced by Tradepoint Atlantic. The plan incorporates the highest and best use of this unique asset: 3,100 acres of industrial zoned land, with access to deep water port channel, two interstate highways and two rail lines. We once again urge the State to invest in certain infrastructure improvements to facilitate implementation of the plan. The construction of a full interchange at 1-695 and Exit 44 (Broening Highway) would maximize the potential redevelopment activities at Tradepoint Atlantic, would allow for truck avoidance of the toll plaza, and would reduce truck traffic impacting residential communities on Dundalk Avenue and Holabird Avenue.

(White Marsh/Middle River) Middle River MARC Train Station/Martin State Airport

We request designation of the AV Williams property and the former federal depot site adjacent to the Middle River MARC Train Station as a transit-oriented development project. This would stimulate the economy, creating retail, residential and transportation opportunities for the area. Relocation of the Martin MARC Station to the east side of MD 43 will accelerate these

opportunities. We also request funds for the assessment and implementation of pedestrian friendly connectivity with associated improvements for Martin State Airport, which is in close proximity to this site.

(White Marsh/Middle River) Philadelphia Road (MD-7) Improvements and MD-7 at MD-43 Interchange ramp addition

We request funding for roadway improvements on Philadelphia Road (MD-7), including widening and raising of the road from Mohrs Lane to Campbell Boulevard and an off-ramp from westbound White Marsh Boulevard (MD-43) onto Philadelphia Road (MD-7). This roadway improvement will increase traffic capacity and roadway safety for the future Campbell Boulevard extension. This future connection would not only provide another important link between the MD-43 corridor and White Marsh Town Center in the White Marsh Growth area, but it would also enhance Pulaski Highway as a location for new employment-related development. Currently, there is no east- west access from Pulaski Highway between Middle River Road and MD-43.

(Catonsville) Wilkens Ave MD-372 and Kenwood Ave at I-695 Interchange Exit 12 (inner Loop)

We request intersection improvements at MD-372 and Kenwood Avenue and along Kenwood Avenue to the NB Beltway on-ramp. These improvements would improve safety and road capacity, and would have a significant impact on traffic in the vicinity. The area has seen a significant increase in background traffic over the past 5 years from UMBC and business growth and development/redevelopment activities in the area. These road improvements would spur ongoing growth in the area and provide positive economic impact.

Road/ Pedestrian Safety and Traffic Capacity Improvements

(Randallstown) Liberty Road MD-26 Corridor improvements

Liberty Road is a critical artery serving the west side of the County. The County has a renewed interest in promoting economic development and investment in this corridor and is requesting additional SHA and MTA review for roadway, sidewalk and transit stop amenities and improvement.

(Hunt Valley) Realignment of Md-145 Ashland/Paper Mill Road

With increased redevelopment activity in the area and long standing peak hour traffic delays, the State should consider realigning Ashland Road from its current intersection with York Road to be across from Shawan Road to reduce peak hour delays and improve safety.

(Hunt Valley) Md-45 York Road realignment- Shawan to Phoenix

There have been long standing safety concerns with the two lane curved section of York road between Shawan Road and Phoenix Road. The State should consider a feasibility study of the realignment and widening of road in this area for increased capacity and safety, and evaluate possible developer participation in the study.

(Towson) York Road Md-45 – Burke Avenue intersection

York Road MD-45 is a critical artery serving the greater Towson area. Large businesses and institutions like UMMS/St. Joseph's Hospital and Towson University are connected to downtown Towson by York Road. It also provides access between a number of local communities and businesses, such as the \$350 million mixed-use development Towson Row. We are requesting multi-modal enhancements at the very important York Road and Burke Avenue intersection, which is a major crossing for Towson University students walking into the Towson core business area.

(Overlea) Kenwood Avenue (MD - 588) roadway improvements (Lillian Holt to Hazelwood)

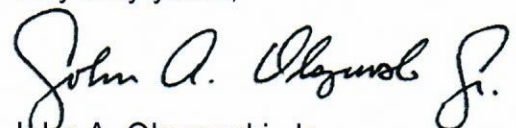
The County portion of Kenwood Avenue has been completed for many years. The State's portion of Kenwood Avenue has not been completed. Completion of Kenwood Avenue improvements, including sidewalks, would enhance pedestrian safety for Overlea High School students.

Community Development/ Streetscape Improvements

Finally, we understand that the State is no longer funding streetscape projects. In Baltimore County, there are a number of minor streetscape projects such as Eastern Avenue MD-150 in Essex that could inject new opportunities for older business communities should the State decide to once again fund this type of project. We ask for a chance to partner and identify suitable projects.

I am grateful for this opportunity to present Baltimore County's transportation priorities for the FY 2020 – FY 2025 CTP. We look forward to increased opportunities for partnership and collaboration as we work together to solve our collective transportation challenges.

Very truly yours,



John A. Olszewski, Jr.
Baltimore County Executive

JAO:SAW

cc: Honorable Lawrence J. Hogan, Governor
Honorable Thomas V. Mike Miller, Jr., President of the Senate
Honorable Adrienne Jones, Speaker of the House
Honorable Chairs and Members of the Baltimore County Senate and House
Delegations
Honorable Chair and Members of the Baltimore County Council
Stacy L. Rodgers, Administrative Officer
Patrick Murray, Chief of Staff
Drew Vetter, Deputy Administrative Officer
Charles R. Conner, III, Chief Legislative Officer
Elisabeth Sachs, Director of Government Reform and Strategic Initiatives
Steve Walsh, Director of Public Works
Greg Carski, DPW-Transportation Chief
Sam Snead, DPW Transportation – Lead Transportation Planner
Will Anderson, Director of Economic Development
Laura Riley, Director of Aging
Pete Gutwald, Director of Planning