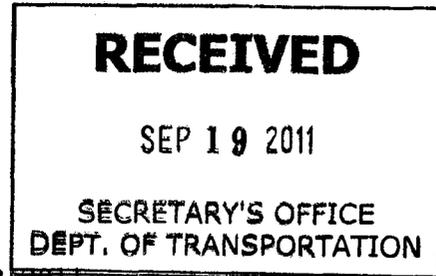




KEVIN KAMENETZ
County Executive



September 12, 2011

Beverly K. Swaim-Staley, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, MD 21076

Dear Secretary Swaim-Staley:

Baltimore County wishes to thank the Maryland Department of Transportation for its continuing support of our transportation priorities in these challenging economic times. This year we are only submitting two projects, reflecting what we feel are realistic requests given the current fiscal realities of federal, state, and local governments. The two requested projects provide strong economic development potential and can be realistically funded as a priority at this time.

1. Martin MARC Transit-Oriented Development (TOD)

In light of the ongoing revitalization of the Middle River area, the BRAC-driven expansion of Aberdeen Proving Ground, the steady pace of new development surrounding MD 43, and the inclusion by Amtrak of a potential new Middle River station in its master plan, we feel that a relocated and expanded Martin MARC Station has great potential. Relocation of the station to the east side of MD 43 would allow the station to complement redevelopment of the 2-million-square-foot GSA Depot facility as a mixed-use, transit-oriented development to provide a vibrant mix of uses. We are very pleased that MDOT recognized this future promise by undertaking the recently completed Martin State MARC Station Relocation Feasibility and TOD study. This study provides a strong factual basis for future TOD planning at a relocated Martin MARC Station.

2. Reisterstown Road (MD 140) at Painters Mill Road Traffic Improvements

As we have mentioned in the past, the pace of development in Owings Mills (as evidenced by the existing intersection at Reisterstown and Painters Mill Roads) and the new transit-oriented development (TOD) slated for the Metro Center site will require upgrades to Reisterstown Road and its associated intersections sooner than expected. Rather than simply widening Reisterstown Road, which involves substantial and costly property taxes and business interruption, we suggest consideration of design of parallel access roads on both sides of Reisterstown Road, including utilization of the east-side terminus of Painters Mill Road as well as land contiguous to the western edge of the Solo Cup Property.

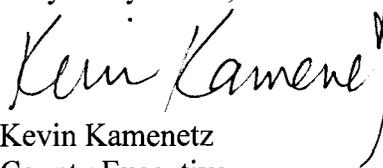


Secretary Swaim-Staley
September 12, 2011
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I would like to thank you in advance for your consideration of our two critical projects. Although this correspondence highlights only two particular needs given the current economic reality, please note that the State-funded projects advanced by the County in previous years still remain of vital concern, including the Dolfield Boulevard exit off of I-795.

I look forward to your visit to our County and continuing to work with the Department of Transportation to provide Baltimore County and the State of Maryland the critical infrastructure it deserves. As the county, region, State, and nation continue to recover from the lingering economic downturn, we continue to look forward to a day of renewed investment in our public infrastructure.

Very Truly Yours,

A handwritten signature in black ink that reads "Kevin Kamenetz". The signature is written in a cursive style with a large, sweeping flourish at the end.

Kevin Kamenetz
County Executive

cc: Honorable Martin O'Malley, Governor
Senate President Thomas V. Mike Miller, Jr.
Speaker of the House Michael E. Busch
Chairwoman Katherine A. Klausmeier & Baltimore County Senate Delegation
Chairman John A. Olszewski, Jr. and Baltimore County House Delegation
Fred Homan
Edward Adams
Emery Hines