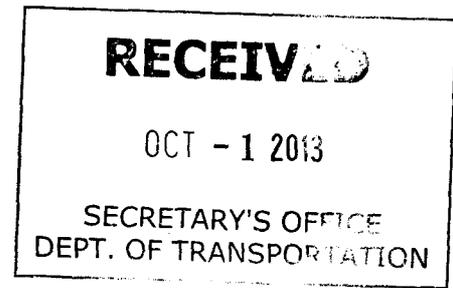




KEVIN KAMENETZ
County Executive



September 26, 2013

Honorable James T. Smith, Jr., Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, MD 21076

Dear Secretary Smith:

Baltimore County government thanks the Maryland Department of Transportation for its continuing support of our transportation priorities. We recognize that the State, like the County, continues to navigate through challenging economic times and must exercise prudence in many of its fiscal decisions while ensuring that the county's road infrastructure needs are met.

Baltimore County submits its transportation requests for FY 15 in priority order using three categories (see attachment): Major Transportation Capital Projects (State investment greater than \$10 million), Minor Transportation Capital Projects (State investment under \$10 million), and Transportation Sidewalk Initiative Projects.

As an additional comment, last year's transportation priority letter promoted the relocation of the existing MARC train station from the south side of MD 43 to the north side at the former federal depot site. At the same time, the south side could be the new location for the rail repair facility. The County advocates this move, consistent with a State study previously issued, in an effort to stimulate creation of a TOD-type development that would encompass retail, residential and transportation opportunities at this large parcel. The north parcel would also provide needed extra commuter parking. Recently, officials from the State Department of Transportation suggested that the lack of viable residential and small retail plans for the site would inhibit State support for this move. The County believes that the developer would consider offering some financial considerations to the State to encourage this move, and the County respectfully requests that the MDOT fully consider the long term economic benefits associated with such a project.

I appreciate your consideration of our transportation projects and I look forward to



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working with your Department regarding these vital infrastructure needs.

Very truly yours,


Kevin Kamenetz
County Executive

Attachment

cc: Honorable Martin O'Malley, Governor
Honorable Thomas V. Mike Miller, Jr., Senate President
Honorable Michael E. Busch, Speaker of the House
Honorable Katherine A. Klausmeier, Chairwoman, County Senate Delegation
Honorable John A. Olszewski, Jr., Chairman, County House Delegation
Baltimore County Senate Delegation
Baltimore County House Delegation
Baltimore County Council Members
Fred Homan, Baltimore County Administrative Officer
Edward Adams, Director, Baltimore County Department of Public Works
Emery Hines, Planner III, Department of Traffic Engineering

Baltimore County, MD

Major Transportation Capital Projects (State investments greater than \$10 million)

Project	State Share	Why a Priority
1 Traffic Improvements: Reisterstown Road (MD 140) at Painters Mill Road & Hooks Lane	\$3M in funds for ROW recently allocated by MDOT. Request additional \$9M	<p>A Study conducted by the State Highway Administration last year found significant congestion along this corridor. This congestion is expected to increase given the potential development in years to come, including the State and County funded Metro Center project. At the Painters Mill intersection, rather than simply widening Reisterstown Road, which involves contentious right-of-way challenges and costly expenditures, the County advocates for the design of parallel access roads on both sides of Reisterstown Road, including utilization of the east-side terminus of the signalized intersection at Painters Mill Road as well as land contiguous to the western edge of the Solo Cup Property.</p> <p>The County concurs with the Study proposing construction of an additional left turn lane on Hooks Lane turning south on Reisterstown Road. Also, as there is a "no turn on red" control, the right lane, presently dedicated to "right turn only" should also allow for through traffic crossing onto Reisterstown Road to Woodholme Avenue.</p>
2 Expressway Interchange: on Northwest Expressway (I-795) at Dolfield Boulevard	\$28M	<p>In 2007, the County expended \$625,000 (25% of the cost) toward a State Planning Study supporting a Dolfield Boulevard Interchange that would comply with Federal Highway Standards and meet traffic volumes. In April 2008, Governor O'Malley announced a \$28M State pledge to engineer and construct an Interchange on the Northwest Expressway to serve the Owings Mills Growth Area that was never funded due to economic downturn. In September 2012, the County completed a three-phase \$16M improvement to Dolfield Boulevard between I-795 and Reisterstown Road. Completion of the proposed Interchange will alleviate traffic congestion on both I-795 and MD 140, and has strong community support.</p>
Total - Major Transportation Capital Projects (State investments greater than \$10M)	\$37M	

Minor Transportation Capital Projects (State investments under \$10 million)			
3	Streetscape Improvements: Liberty Road MD 26 (Phase 1 - Between Rolling Road and Courtleigh Drive)	\$5M	Baltimore County proposes a center lane boulevard streetscape on a heavily traveled commercial corridor to provide aesthetic treatment and enhanced pedestrian safety. Phase 1 is a one mile "greening project" that is primarily zoned residential and RO, and would soften the approach to the commercial core at Liberty and Old Court Roads. Phase 2 could be developed on the one mile segment between Courtleigh Drive and Old Court Road after the community can fully appreciate the completed Phase 1. The County successfully completed a similar boulevard "greening project" on the County portion of Greenspring Avenue between Old Court and Green Summit Roads, enhancing the approach to the Greenspring Quarry project.
4	Streetscape Improvements: Reisterstown MD 140 at Main Street (3 gateway nodes: MD 140/MD 30 Split, Cockeys Mill Road and MD 140, and Woodley Avenue and MD 140)	\$2M	Reisterstown is one of the County's priority revitalization districts and, with assistance from the State, is using the Maryland Main Street approach. A County Planning staff member has been assigned to the district to act as a 2 year Main Street Manager and will be submitting an application for designation as a Maryland Sustainable Community later this month. There is an enormous amount of momentum building in Reisterstown for support of the Main Street concept. It is recognized that a significant portion of the work of Main Street's revitalization efforts are public and private partnerships that reinvest in the built environment. While the Economic Restructuring Committee and Design Committee are working to retain existing businesses by seeking out key properties for renovation and expansion, the condition of the streetscape is key to the overall look and feel of Main Street. The existing Reisterstown Road Streetscape is over 20 years old and in need of maintenance and up-keep. A 2010 community workshop identified several significant upgrades that are needed, most notably improvements and beautification of the area's northern and southern gateways.
5	Road Extension: Security Boulevard MD 122 to Johnnycake Road (Development Opportunity Site)	\$4M	This project is included in County capital budget and could jumpstart new economic development opportunities at the Johnnycake Road sites in the Federal Center at Woodlawn and would enhance access to the Red Line for County, State and Federal employees.

6	Streetscape Improvements: Frederick Road MD 144 (Frederick Road from Prospect Avenue to Briarwood Road) - Paradise Community	\$3M	<p>Over the past year local residents and property owners have been discussing ways to improve the Paradise Business Community. There have been significant improvements made to the greater Catonsville Commercial Corridor on Frederick Road outside of the Beltway, but more needs to be done for the vulnerable part of the Corridor inside the Beltway. Specifically, improvements would include sidewalks, landscaping, tree trimming, street lighting, and furniture that would help give Paradise a more cohesive appearance. The most important improvement would be the removal of the elevated tree planters that impede pedestrian traffic and block signage. The main building behind the planters has recently been purchased and a new streetscape could leverage/encourage reinvestment into this building and others along this section of the corridor. This area is in a Baltimore County Revitalization District and newly approved Maryland Sustainable Community.</p>
7	Street Improvements: Harford Road MD 147 (City/County Line to Garnet Avenue) - Parkville Community	\$200K	<p>The recent sale of an underused Revenue Authority parking lot and its subsequent redevelopment as a Walgreens Pharmacy has generated renewed interest in the revitalization of Harford Road by the retail brokerage community as well as the businesses and residents along the corridor. The strategy is to capitalize upon this new development and use targeted improvements to leverage private reinvestment to improve building facades and attract new businesses into several significant vacancies.</p> <p>The improvements that have been identified include: tree/shrubbery infill, construction of several brick screening walls, community identification signage, installation of public art including a sculpture donated by Towson University, murals on blank walls, and treatment of utility poles. These enhancements will set the stage for a concerted outreach to property and business owners to upgrade their buildings and lease new spaces. The County will use \$100,000 from the sale of the lot to augment existing architectural and loan programs to incentivize improvements in Parkville. This area is in a Baltimore County Revitalization District and newly approved Maryland Sustainable Community.</p>

8	Streetscape Improvements: Eastern Avenue MD 150 (Mace Avenue to MD 702) - Essex Community	\$3M	The Eastern Avenue Streetscape project in downtown Essex is one of the oldest in the County and in need of significant upgrades. The wooden benches have rotted, trees have died leaving empty wells, sidewalks are in need of repair, etc. The public realm looks downtrodden and it is very difficult to encourage private reinvestment for improvements in buildings. A priority would be the downtown blocks and gateways into the older downtown "main street." Public investment could also jumpstart renewed business activism and involvement. This area is in a Baltimore County Revitalization District.
9	Intersection Improvements: Campbell Boulevard (MD 43 - MD 7)	\$7M	This connection would not only provide another important link between MD 43 corridor and White Marsh Town Center, but it would also enhance Pulaski Highway as a location for new employment-related development (currently no east-west access to/from Pulaski Highway between Middle River Road and MD 43).
10	Intersection Improvements: Pulaski Highway MD 40 at Mohrs Lane	\$9M	This project is a complete rebuild of the intersection to accommodate current State Highway Administration safety and capacity needs and allow for the future connection of Campbell Boulevard. The County is currently funding the State's design using State Highway Administration at a cost of \$500K to the County.
Total - Minor Transportation Capital Projects (State investments under \$10M)		\$33.2M	
Transportation Sidewalk Initiative Projects			
11	Kenwood Avenue - Sidewalks (Lillian Holt Road to Hazelwood Avenue)	\$1M	The County portion of Kenwood Avenue has been completed for many years. The State's portion of Kenwood Avenue near Overlea High School has not been completed. The State recently approved funding for Overlea High School for capital school construction funding.
12	Liberty Road MD 26 - Sidewalks (City Line to I-695)	\$500K	The State is currently modifying the corner sidewalks to meet ADA standards. The addition of pedestrian sidewalks would be an added value and would create continuity.
Total - Sidewalk Initiative Projects		\$1.5M	