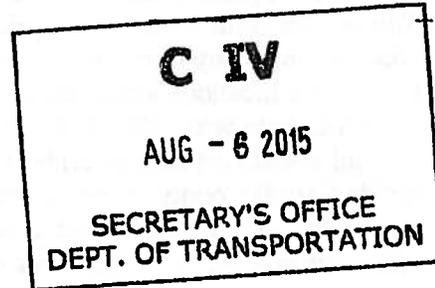


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July 16, 2015



The Honorable Pete K. Rahn
Office of the Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: FY 2016-2021 Consolidated Transportation Program - Carroll County, Maryland

Dear Secretary Rahn:

As in last year's letter, we wish to express our gratitude for previous state funding for highway projects in Carroll County. In particular, we appreciate the state's funding for completion of the Urban Reconstruction (formerly known as Community Safety and Enhancement) project for Main Street in the Town of Hampstead and funding to advance the Urban Reconstruction projects in the Town of New Windsor and Town of Sykesville.

In this year's letter, in addition to improvements in traffic safety and congestion, we are targeting our focus, for roadway projects, on our highest priorities to those projects that we believe will provide the greatest enhancement to economic development and redevelopment opportunities for the County. We anticipate that these select few projects will leverage the monetary commitment in transportation infrastructure into the largest improvements in economic vitality and will translate most directly to expanding and retaining employment opportunities in the region and improving the fiscal health of the County and State.

Thank you for the opportunity to offer Carroll County's transportation project priorities for consideration and possible inclusion in the Maryland Department of Transportation (MDOT) FY 2016-2021 Consolidated Transportation Program (CTP). Project questionnaires for the major capital project priorities in Carroll County are attached.

The following represents Carroll County's top transportation project priorities:

C OLL

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Highway Capacity Enhancement Projects

1. MD 32 (MD 26 south to Carroll County line):

This project is the County's top priority for new Project Planning. The project scope is to widen the roadway from 2 to 4 lanes, including pedestrian facilities and other amenities at appropriate locations within the corridor. MD 32 is a heavily traveled commuter route, linking Carroll County with I-70 and the Baltimore-Washington region, including job centers in Columbia and Fort Meade. It also provides access to current and future employment centers within Carroll County for commuters coming into the County from elsewhere. Improvements within this corridor are needed to ease commuter congestion, enhance access to employment areas, and address safety concerns throughout the corridor. Moreover, this project is essential for advancing economic development opportunities already being created in the southeastern portion of Carroll County. This includes the Warfield Complex, which has a signed agreement for purchase and sale. The Town of Sykesville recently updated its Town Master Plan with regards to the Warfield Complex. This is an important development for economic stimulus in this region. In its 2013 Priority Letter, Howard County identified improvements to the MD 32 corridor from Route 108 to the County line as its highest safety priority. Over \$14 million already has been spent towards localized improvements within this corridor, which includes contributions from the state, County, and Town of Sykesville. Additional improvements to this corridor were recently completed by the developer of the Raincliffe residential development. Improvements to the MD 32 at Raincliffe Road/Sandosky Road intersection included adding turn lanes on MD 32 and both cross roads and sidewalk on both Raincliffe and Sandosky Roads. These intersection improvements represent additional commitment and investment in this important highway corridor. The MD 32 priority project is listed in the Highway Needs Inventory, *Plan It 2035* Long-Range Transportation Plan, and the proposed *Maximize 2040* Long-Range Transportation Plan. It is also included in the *2001 Freedom Community Comprehensive Plan* and the *2011 Town of Sykesville Master Plan*.

A. Phase 1 Breakout Project for Engineering Design: Piney Ridge Parkway/Macbeth Way to North of Springfield Avenue (MD 851). The segment of MD 32 from MD 26 to the Piney Ridge Parkway/Macbeth Way intersection has been upgraded to 4 lanes. This breakout project would pick up at the Piney Ridge Parkway/Macbeth Way intersection (to the point of existing dualization) and extend the 4-lane highway cross section to tie into the dualized intersection at Springfield Avenue. When completed, the 4-lane highway cross section will extend continuously from MD 26 to Springfield Avenue, the main gateway into the Warfield Complex. This extension would take advantage of the fact that the segment of MD 32 north and south of Springfield Avenue was dualized to 4 lanes when Springfield Avenue was relocated. Another consideration in choosing this segment for a breakout project relates to a potentially major development project. The Maryland National Guard is proposing to locate a major facility on the southeast side of MD 32, in the general vicinity of Freedom Avenue (also classified as an urban minor collector road). This project will further intensify development along this highway corridor, generate additional highway traffic, and increase development pressure along this segment of MD 32.

2. MD 97 (south of Pleasant Valley Road to MD 140 in Westminster):

A high priority for Project Planning, the project scope is to widen the roadway from 3 to 5 lanes, with a full interchange at Meadow Branch Road and pedestrian facilities and other amenities throughout the corridor. This portion of MD 97 is strained by a significant amount of commuter traffic from the northern part of the County and Pennsylvania. It also provides direct access to the Carroll County Regional Airport, and numerous industrial parks (including the Westminster Air Business Center, Meadow Branch Industrial Park, and West Branch Trade Center), linking them to the MD 140 corridor and the Baltimore Region. One million dollars already have been dedicated by the Carroll County Industrial Development Authority toward improvements to this segment of roadway. This project is listed in the Highway Needs Inventory, *Plan It 2035* Long-Range Transportation Plan, and the proposed *Maximize 2040* Long-Range Transportation Plan. It is also prioritized in the *2007 Westminster Environs Community Comprehensive Plan* and the *2009 City of Westminster Comprehensive Plan*.

3. MD 26 (MD 32 east to Liberty Reservoir):

This project is the County's top priority for Final Engineering and Land Acquisition. The project scope is to widen the roadway from 4 to 6 lanes, including pedestrian facilities and other amenities at appropriate locations within the corridor. This segment of MD 26 is a heavily traveled commuter route, linking Carroll County with the Baltimore region, including job centers in and around Baltimore City. It also provides access to current and future employment centers along the corridor and elsewhere within Carroll County for out-of-county commuters. A major project located within the corridor is currently under construction. The new Eldersburg Commons project, which is a redevelopment of the 30-acre property that was the location of the former Carrolltowne Mall, will bring 280,000 square feet of new retail space. Major tenants will include a Super Walmart, Petco, and T.J. Maxx. Construction of the Super Walmart is expected to be completed in the fall of this year, with the remainder of the development completed sometime in 2016. Transportation improvements within this corridor are needed to ease commuter congestion, enhance access to employment areas, improve function and aesthetics, and enhance safety throughout the corridor. The state has spent \$290,000 for completion of Project Planning. The County contributed \$1 million for Engineering Design; 30-percent design completion was achieved before the project was put on hold. The MD 26 priority project is listed in the Highway Needs Inventory; *Plan It 2035* Long-Range Transportation Plan, and the proposed *Maximize 2040* Long-Range Transportation Plan. It is also included in the *2001 Freedom Community Comprehensive Plan*.

A. Phase 1 Breakout Project for Final Engineering Design and Land Acquisition: To be determined. The Baltimore Metropolitan Council (BMC) is performing a corridor study for the County that includes this MD 26 project area. A component of the study is to determine feasible breakout projects for the MD 26 corridor. We anticipate that next year's Priority Letter will include the first breakout project for this overall MD 26 project.

Urban Reconstruction ("Streetscape") Projects

1. MD 30 – Hampstead Main Street (North Woods Trail to CSX Railroad Crossing):

This project is a top priority for the County for Urban Reconstruction (formerly Community Safety and Enhancement). The completion of the Hampstead Bypass removed a significant amount of through traffic from the downtown area. This project would begin to restore the Town's historic Main Street to an attractive and pedestrian-friendly urban local roadway. The

project would entail improvements to sidewalks, crosswalks, signal timing, travel lanes, and turning movements along the corridor, with a purpose of minimizing pedestrian and vehicular conflict. This project would be coordinated with the replacement of water lines along Main Street. In 2013, the state allocated \$19.5 million to fully fund Construction and completion of the state's portion of this project. The project is scheduled to be advertised March 15, 2016. The Hampstead Main Street project is listed in the Highway Needs Inventory, the FY 2014-2017 Transportation Improvement Program (TIP), and the Draft FY 2016-2019 TIP. It is also included in the *2010 Hampstead Community Comprehensive Plan*.

2. MD 31 – New Windsor Main Street/High Street (High Street to Church Street/Coe Drive to Main Street):

This Urban Reconstruction project is a high priority for Construction. Over a decade ago, the Town of New Windsor worked with the State Highway Administration to develop a streetscape plan for MD 31, which includes Main Street and High Street. This effort was meant to coordinate with the relocation of High Street, which would redirect heavy truck traffic away from the intersection of MD 31 and MD 75. The streetscape project was halted in 2002 as a result of a reduction in program funding, but the relocation of High Street was completed. In 2013, the state allocated \$1.5 million to fully fund Preliminary Engineering for this Urban Reconstruction project. Preliminary Engineering is underway and is expected to be completed in the summer of 2016. The project will include improvements to sidewalks, enhancements to bicycle and pedestrian accessibility, as well as roadway improvements. This project would be coordinated with the replacement of water (and possibly sewer) lines, and would have a positive economic impact on businesses in the Town. The MD 31 streetscape project is listed in the Highway Needs Inventory and the proposed *Maximize 2040 Long-Range Transportation Plan*. It is also included in the *2007 New Windsor Community Comprehensive Plan*.

3. MD 851 – Sykesville Main Street/Springfield Avenue (Cooper Drive to South Branch of the Patapsco River):

This Urban Reconstruction project is a high priority for Construction. MD 32 handles most of the through traffic in the vicinity of Sykesville, bypassing the downtown area. This project will help to restore the Town's historic Main Street to an attractive and pedestrian-friendly urban local roadway. In 2008, the state completed the project to relocate Springfield Avenue at its intersection with MD 32, which involved major investment by the state, County, and Town of Sykesville. This improvement project included the extension of Springfield Avenue east of MD 32, which greatly improved access to the Warfield Complex and provided an important connection between this major employment center and downtown Sykesville. The Urban Reconstruction project along Springfield Avenue and Main Street would involve roadway reconstruction and improvements to pedestrian and bicycle facilities, as well as inclusion of streetscape amenities. Timing will be critical so that streetscape and roadway improvements are coordinated with the replacement of water and sewer lines in the project area. Reconstruction will also address inadequate stormwater management, which is compromising the structural integrity of the roadway. In 2013, the state allocated \$0.5 million to fully fund Concepts for this Urban Reconstruction project. Development of Concepts is underway and is anticipated to be completed by the end of 2015. The County has programmed resources in the FY 2016 CIP (work beginning in FY 2017) that could significantly advance aspects of this project, as well. This priority project is listed in the Highway Needs Inventory and the

proposed *Maximize 2040 Long-Range Transportation Plan*. It is also included in the *2011 Town of Sykesville Master Plan*.

Transit Projects

1. TrailBlazer System Expansion - Westminster Transit Hub:

This project is the County's top priority project for Transit Service in the County. The transit hub will help facilitate the expansion of the TrailBlazer service. The improved TrailBlazer routes will improve connectivity, reduce demand-response requests, and provide better access to lower-cost travel options. The project involves construction of a facility that will enable TrailBlazer bus riders access to a secure location to make their transfers or to wait for the next bus. Other amenities include an office for the County's Mobility Manager, travel-training classroom and office, restrooms, and areas for vending and ticketing. The project site will be centrally located within the County, in the general Westminster area. This transit hub will facilitate the expansion of transportation choices (i.e., alternatives to single-occupant vehicle travel) and services in the County. Through this location, the Mobility Manager can facilitate a better coordination of services through educating our residents on our cost-effective transit options and improving access to services. Accessibility to transportation services will be improved by facilitating walking, bicycling (i.e., buses will have bike racks), and ridesharing. Improved accessibility will also expand transportation availability to people who do not drive – children, older Americans, and lower-income residents. Diverting more pedestrians, bicyclists, and carpoolers from the roadway network will reduce traffic congestion, energy consumption, and air pollution. The hub will provide a safe and comfortable setting for riders to wait for their bus connection. It will also support the expansion of the TrailBlazer bus routes, expanded hours of service, and expanded coverage for connecting the County's municipalities with cost-effective fixed bus routes. Connecting to the last bus out of town in a secure location will provide a sense of security to our riders. The Transit Hub project is listed in the proposed *Maximize 2040 Long-Range Transportation Plan*.

Bicycle/Pedestrian/Trail Projects

Carroll County continues to support state funding of two bikeways projects that will create local and, in the future, regional connections to area destinations and recreational resources. Both projects are the County's top priority for Construction of non-motorized transportation alternatives that will contribute to larger multi-modal transportation networks. These projects will provide an alternative mode of travel by accommodating bicyclists, as well as pedestrians, skaters, and other non-motorists. These projects are:

1. Governor Frank Brown Trail (formerly known as the Freedom Area Trail Network): This project will link parks, residential developments, commercial areas, and communities, including Eldersburg and the Town of Sykesville. The Feasibility Study and Preliminary Design have been completed. The first phase of trail construction has been funded through the Maryland Bikeways Program, with construction anticipated to begin this year.

2. Bennett Cerf Park Trail Extension/Westminster Community Trail: This project will link parks, residential development, local employers, and downtown Westminster. Two phases

of construction have been completed. Engineering/Design, funded by SHA's Bicycle Retrofit Program, is nearly complete for the third phase and construction is anticipated to follow. A fourth phase of the trail, which will be a joint effort with the City of Westminster, is planned to connect to the Westminster Community Pond and adjacent business park.

We want to emphasize the fact that there are several additional priority highway projects that are very important to the County, to which we are committed in the long term. These projects are critical to maintaining traffic safety and flow, and will contribute to a high quality of life and economic development opportunities in the designated growth areas of Carroll County. These projects are:

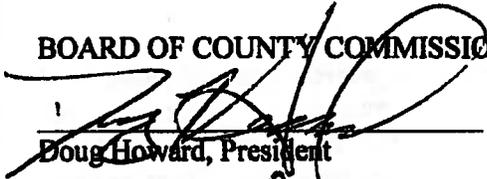
- MD 140 (Sullivan Road to Market Street): widen the roadway from 6 to 8 lanes, with a full interchange at MD 97 and Continuous Flow Intersections (CFI) at Center Street and Englar Road; includes pedestrian facilities and other amenities.
- MD 30 (Ebbvale Road to Cape Horn Road): initiate a study of the specific causes of congestion and the critical choke points; identify a set of congestion management solutions and safety enhancements that can be pursued incrementally or collectively as funding and timing allows.
- MD 140 (at MD 91): widen the roadway from 2 to 4 lanes, with a full interchange at MD 91 and an additional auxiliary lane east of MD 91; includes pedestrian facilities and other amenities.

As always, thank you for your positive consideration of Carroll's state transportation projects and priorities.

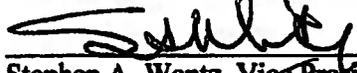
Very truly yours,

BOARD OF COUNTY COMMISSIONERS

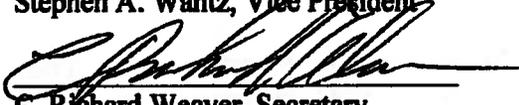
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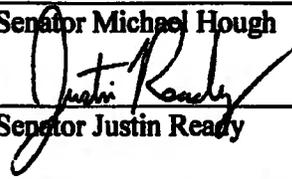

Doug Howard, President

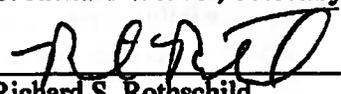
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cc: **Town of Hampstead Mayor and Council**
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Town of Mount Airy Mayor and Council
Town of New Windsor Mayor and Council
Town of Sykesville Mayor and Council
City of Taneytown Mayor and Council
Town of Union Bridge Mayor and Council
City of Westminster Mayor and Council
Don Halligan, Director, OPCP, MDOT
Heather Murphy, Deputy Director, OPCP, MDOT
Doug Simmons, Deputy Administrator, SHA
Greg Slater, Director, OPPE, SHA
Dave Coyne, Deputy Administrator, SHA
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D'Andrea L. Walker, Chief Administrator, MTA
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Cabinet, Carroll County

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Very truly yours,

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