

## I-81 Phase 2 Expansion Project: *Making Way for Economic Growth*

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LARRY HOGAN  
GOVERNOR

STATE OF MARYLAND  
OFFICE OF THE GOVERNOR

July 13, 2018

The Honorable Elaine L. Chao  
Secretary  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington DC 20590

Dear Secretary Chao:

I am writing to offer my strong support for the Maryland Department of Transportation's (MDOT) four applications for Better Utilizing Investments to Leverage Development (BUILD) grant funding. These important projects advance critical state and national economic development and infrastructure objectives.

The four projects include the following:

**MDOT State Highway Administration (SHA), *Making Way for Economic Growth & Safety* project:** MDOT SHA is seeking a grant in fulfillment of an initiative to leverage other non-federal funds to address critical safety concerns and operational capacity needs along the I-81 designated freight corridor in the rural, Appalachian region. The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor estimated to carry 12 percent of the country's Gross Domestic Product per year. In 2016, MDOT broke ground on Phase 1, which was fully funded through a combination of \$65 million in state funding and federal formula funds. Receipt of this grant funding will position the I-81 Corridor as a national asset for freight movement for the next several decades.

**MDOT Maryland Port Administration (MPA), *Seagirt Berth 3 Deepening* project:** MDOT MPA is seeking a grant to provide an additional deep draft berth at the Port of Baltimore's Seagirt Marine Terminal. The project's proposed improvements will significantly benefit the nation and region by expanding Seagirt's berth capabilities, allowing continued international trade growth by providing an additional berthing area for the new and larger deep-draft vessels.

Without the additional deep berth, cargo cannot be handled in the most efficient manner possible, and in many cases must move through other port complexes in areas already grappling with severe congestion, adversely impacting inland distribution costs, the environment, safety on our roadways, and surface degradation.

**MDOT Maryland Transit Administration (MTA), *BUILDing a Better Howard Street* project:** MDOT MTA is seeking a grant to deliver repair and safety improvements, utility upgrades, and pedestrian amenities along the Howard Street corridor in Baltimore. The project's proposed improvements will result in faster, more reliable service for RailLink transit riders, enhance pedestrian safety along Howard Street, and lay the groundwork for rapid redevelopment along this historic Baltimore retail corridor. The project is a result of collaborative efforts between MDOT MTA, the Baltimore City Department of Transportation, the Downtown Partnership, the Baltimore Development Corporation, and other corridor institutions and businesses.

**MDOT Maryland Transportation Authority (MDTA), *I-95/Belvidere Road Interchange* project:** MDOT MDTA, in partnership with Cecil County, is seeking a grant to construct an interchange at I-95 and Belvidere Road. The project's proposed improvements will facilitate ongoing and planned economic development in this rural Maryland county by attracting major new businesses, while addressing the resulting increases in traffic volumes along I-95. The project will provide warehouses and distribution centers crucial direct access to the East Coast's ports, airports, and freight hubs, which is critical to our nation's global competitiveness.

I strongly support these grant applications and urge you to award the requested BUILD funds to these vital, transformative projects. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry Hogan". The signature is fluid and cursive, with the first name "Larry" and the last name "Hogan" clearly distinguishable.

Larry Hogan  
Governor

CC: Secretary Pete K. Rahn, Maryland Department of Transportation

**CITY OF MARTINSBURG**  
OFFICE OF THE MAYOR  
232 NORTH QUEEN STREET · P.O. BOX 828  
MARTINSBURG, WEST VIRGINIA 25402  
PHONE (304) 264-2140

July 2, 2018

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590



**Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2**

Dear Secretary Chao:

The City of Martinsburg is writing to express our strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor that is estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. The I-81 Corridor Widening project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the next several decades.

In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015 and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

Receipt of this grant funding will allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project, enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors while keeping pace with freight traffic growth.

Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. Should MDOT SHA be awarded a BUILD grant for this project, Phase 2 can be advertised, awarded and begun within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "George Karos".

George Karos  
Mayor

GK/djd

Cc: City Council                      Mark S. Baldwin, City Manager                      Matt Mullenax, HEPMPO Executive Director

July 10, 2018

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2**

Dear Secretary Chao:

We are writing to express our strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

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Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Alden". The signature is fluid and cursive, with a long horizontal stroke at the end.

Andrew S. (Andy) Alden, PE

Executive Director



July 9, 2018

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2**

Dear Secretary Chao:

We are writing to express our strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

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Receipt of this grant funding will allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project, enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors while keeping pace with freight traffic growth. Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. Should MDOT SHA be awarded a BUILD grant for this project, Phase 2 can be advertised, awarded and begun within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact us.

Sincerely,

A handwritten signature in dark ink that reads 'Tina H. Combs'.

Tina H. Combs  
President & CEO

# United States Senate

WASHINGTON, DC 20510-4804

COMMITTEES  
APPROPRIATIONS  
ENERGY AND NATURAL RESOURCES  
INTELLIGENCE  
VETERANS' AFFAIRS

July 10, 2018

The Honorable Elaine L. Chao  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, D.C. 20003-3660

Dear Secretary Chao,

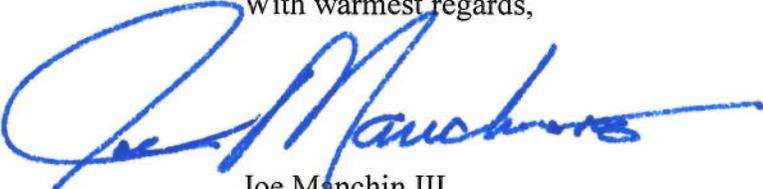
I have been alerted that the Maryland Department of Transportation (MDOT) is submitting a grant application to the U.S. Department of Transportation under the Better Utilizing Investments to Leverage Development (BUILD) grant program.

I am writing to express my support for MDOT and this application. I understand that, if approved, funding provided by this opportunity will be utilized for the Interstate 81 (I-81) Corridor Widening project, located near Hagerstown, Maryland, to expand I-81 to six lanes extending from West Virginia through Maryland to Pennsylvania. I-81 is a major freight corridor in the United States and serves as a vital route for the distribution of goods and materials to and from the Appalachian region and the Northeast.

The I-81 Corridor Widening project will significantly enhance a strategic transportation asset that promotes and supports global and national commerce for the eastern United States. This project is extremely important to Appalachia, the Northeast, and the public and private stakeholders who travel I-81 for interstate commerce every day.

The economic benefits of this project will radiate well outside of West Virginia and Maryland's borders and will leverage continued economic development and business growth throughout the Appalachian region. I greatly appreciate your noting my interest in this application and providing it a full and fair review. Thank you in advance for your consideration.

With warmest regards,



Joe Manchin III  
United States Senator

JM/km



July 13, 2018

The Honorable Elaine L. Chao  
Secretary  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington DC 20590

**RE: 2018 BUILD Grant Application for Maryland I-81 Phase 2**

Dear Secretary Chao,

This letter expresses the Maryland Chamber of Commerce's strong support for the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Better Utilizing Investments to Leverage Development (BUILD) grant application for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively impacting the movement of freight in a corridor carrying 12 percent of the country's Gross Domestic Product per year. The I-81 Corridor Widening project will increase operational capacity and create major travel time savings for both passenger and commercial motor vehicles.

In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in an 80 percent reduction in crashes over a four-year period.

Receipt of this grand funding will allow MDOT SHA to enhance the capacity, efficiency and safety of one of the country's busiest and most congested freight corridors. The I-81 Corridor Widening and safety improvements must proceed steadily to keep pace with freight traffic growth on this vitally important corridor. Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. If MDOT SHA is awarded a BUILD grant, Phase 2 can be advertised, awarded and started within 11 months, with substantial completion anticipated two and a half years after notice to proceed.

The Chamber has supported the expansion of the I-81 Corridor in the past, recognizing the importance of this multi-jurisdictional gateway for commerce. I ask that you give favorable consideration to the MDOT SHA application for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*.

Sincerely,

A handwritten signature in black ink that reads "Christine Ross".

Christine Ross, C.C.E., MBA, M.S.  
President & CEO  
Maryland Chamber of Commerce

[MDCHAMBER.ORG](http://MDCHAMBER.ORG)

60 West Street, Suite 100, Annapolis, MD 21401 | 410-269-0642



# CITY OF HAGERSTOWN, MARYLAND

The Honorable Robert E. Bruchey, II

Mayor

One East Franklin Street • Hagerstown, MD 21740

E-mail: [mayor@hagerstownmd.org](mailto:mayor@hagerstownmd.org)

Telephone: 301.766.4161 • TDD: 301.797.6617

July 10, 2018

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**RE: 2018 BUILD GRANT APPLICATION FOR MARYLAND I-81 PHASE 2**

Dear Secretary Chao:

We are writing to express our strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

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Receipt of this grant funding will allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project, enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors while keeping pace with freight traffic growth. Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. Should MDOT SHA be awarded a BUILD grant for this project, Phase 2 can be advertised, awarded and begun within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed.



**The Honorable Elaine Chao**  
**July 10, 2018**  
**Page 2**

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact us.

Sincerely,

**THE CITY OF HAGERSTOWN**



Robert E. Bruchey, II  
Mayor

c: Hagerstown City Council  
Valerie Means, City Administrator  
Rodney Tissue, City Engineer

**Congress of the United States**  
**Washington, DC 20515**

July 2, 2018

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2**

Dear Secretary Chao:

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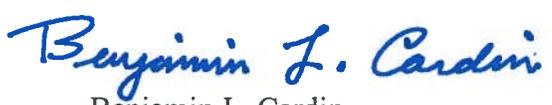
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Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact us.

Sincerely,



Benjamin L. Cardin  
United States Senator



Chris Van Hollen  
United States Senator



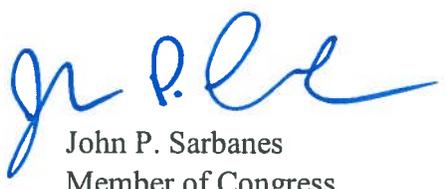
Steny H. Hoyer  
Member of Congress



Elijah E. Cummings  
Member of Congress



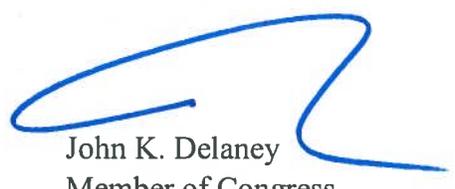
C.A. Dutch Ruppersberger  
Member of Congress



John P. Sarbanes  
Member of Congress



Andy Harris, M.D.  
Member of Congress



John K. Delaney  
Member of Congress



Anthony G. Brown  
Member of Congress



Jamie B. Raskin  
Member of Congress



**WE  
THINK  
DIFFERENTLY**

July 12, 2018

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2**

Dear Secretary Chao:

I am writing to express my strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

As a business owner that operates a manufacturing facility which is directly off the I-81 exit 9, I strongly support this project. It appears every week there is a back up or accident causing our employees to be put in danger. The frequency of issues has even resulted in a special attendance policy related to delays caused during their commute on I-81. This is an overdue project that I strongly support.

The I-81 Corridor Widening project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015, and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

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**INNOVATION | QUALITY | EXPERIENCE**

[www.HUBLABELS.com](http://www.HUBLABELS.com)

18223 Shawley Drive, Hagerstown, MD 21740  
TEL 301.790.1660 | TF 800.433.4532 | FAX 301.790.1795



**WE  
THINK  
DIFFERENTLY**

Phase 2 can be advertised, awarded and begun within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas", is written over a horizontal line that extends to the left.

Thomas Dahbura  
President

INNOVATION | QUALITY | EXPERIENCE

[www.HUBLABELS.com](http://www.HUBLABELS.com)

18223 Shawley Drive, Hagerstown, MD 21740  
TEL 301.790.1660 | TF 800.433.4532 | FAX 301.790.1795



**Hagerstown/Eastern Panhandle Metropolitan Planning Organization**

33 W. Washington St., 4th Floor, Suite 402, Hagerstown, MD 21740

Phone: 240-313-2080, Fax: 240-313-2084

www.hepmpo.net

The Honorable Elaine L. Chao  
Secretary  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington DC 20590

**RE: 2018 BUILD Grant Application for Maryland I-81 Phase 2**

Dear Secretary Chao,

This letter expresses my strong support for the Maryland Department of Transportation State Highway Administration's (MDOT SHA) Better Utilizing Investments to Leverage Development (BUILD) grant application for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, to leverage public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively impacting the movement of freight in a corridor carrying 12 percent of the country's Gross Domestic Product per year. The I-81 Corridor Widening project will increase operational capacity and create major travel time savings for both passenger and commercial motor vehicles. The project is identified as the number one transportation priority in our Long Range Transportation Plan. The I-81 Corridor Widening project has unparalleled and unanimous support among the public and our regional stakeholders.

In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

Receipt of this grant funding will allow MDOT SHA to enhance the capacity, efficiency, and safety of the one of the country's busiest and most congested freight corridors. The I-81 Corridor Widening and safety improvements must proceed steadily to keep pace with freight traffic growth on this vitally important corridor. Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. If MDOT SHA is awarded a BUILD grant, Phase 2 can be advertised, awarded and begun within 11 months, with substantial completion anticipated 2.5 years after notice to proceed.

I ask that you give favorable consideration to the MDOT SHA application for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*.

Sincerely,

Matthew T. Mullenax, GISP  
Executive Director, Hagerstown/Eastern Panhandle Metropolitan Planning Organization

July 2, 2018

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2**

Dear Secretary Chao:

I am writing on behalf of the Washington County Chamber of Commerce, representing more than 600 members and over 42,000 employees. The Chamber would like to express its strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor that is estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1 percent of truck volume by lane mile in the entire nation. The I-81 Corridor Widening Project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the next several decades.

Most, if not all of our members' employees, travel on the I-81 corridor for either employment related or personal reasons. Most do so on a daily basis and would greatly benefit from improved safety and efficiency improvements to I-81 in the area highlighted.

In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015, and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

Receipt of this grant funding will allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project, enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors while keeping pace with freight traffic growth.

Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. Should MDOT SHA be awarded a BUILD grant for this project, Phase 2 can be advertised, awarded and begun within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed.

The future sustainment and growth of commerce in Washington County is highly dependent on the long-overdue improvements needed on the I-81 corridor, as designed in the Phase 2 Corridor Widening Project. We hope you see the need, as we do, and support this much needed project.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact us.

Sincerely,



Paul Frey, IOM  
President & CEO



17301 Valley Mall Road  
Hagerstown, MD 21740  
Tel: 301.582.0701 • Fax: 301.582.1617

July 09, 2018

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2**

Dear Secretary Chao:

I am writing on behalf of the over one hundred retail and restaurant establishments off of Halfway Blvd exit on I-81. I want to express the strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development grant program for the I-81 Phase 2 Corridor Widening project. The importance of addressing this critical highway area with safety improvements by expanding capacity and improving interchanges along this corridor is imperative to our daily business. The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of vehicles and causing traffic issues that result in significant sales loss for our retailers and restaurants in and around the Valley Mall.

Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015, and are compounded by an increasingly high percentage of truck-involved incidents. *When an accident occurs on I-81 in Maryland, it causes retail and restaurant sales to drop at a 17-28% rate for the day depending on the length of time the accident back logs traffic.* Patrons go elsewhere to fulfill their shopping or eating needs that result in sales that cannot be reclaimed. Valley Mall draws patrons from four states, all of which travel the I-81 corridor. **Our yearly sales generated by these patrons total more than \$150 million annually.** The improvements of traffic flow will help from deterring these patrons from coming over state lines to enjoy our amenities.

Receipt of this grant funding will allow MDOT SHA to proceed with this enhancement project, increasing the capacity, increase sales for your area businesses, and safety of one of the country's busiest and most congested corridors.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads "Julie M Rohm".

Julie M Rohm, CSM/CMD  
General Manager  
Valley Mall  
[Julie.rohm@preit.com](mailto:Julie.rohm@preit.com)  
301-582-0701 ext. 212



Dear Secretary Chao:

We are writing you to express our support for the Maryland Department of Transportation State Highway Administration for funding through the Better Utilizing Investments to Leverage Development grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. As a local development and trucking company, we understand the importance of sound infrastructure and public/private partnerships.

Bowman Group contains businesses which began in Washington County in 1959. Each of the industries contained within Bowman Group is widely affected by the I-81 Corridor and we have concerns that without the necessary widening, it could become detrimental to our business. Two businesses affected at large include a top 200 carrier, D.M. Bowman Inc. Trucking, and the largest real estate development company in Washington County, Bowman Development.

D.M. Bowman Inc. trucking company depends heavily on the Interstate to provide safe and efficient travel. The current I-81 Corridor in Maryland no longer meets system performance requirements which creates disruptive bottlenecks and negatively affects the movement of freight. The suggested improvements will also improve safety by the reconstruction of exit ramps to create safer merging and exiting. This project would allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project and to allow one of the country's busiest and most congested freight corridors to keep pace with future traffic growth.

As the largest real estate developer in Washington County, Bowman Development is greatly affected by the I-81 widening project. Along with our other numerous investments, we are currently investing \$17M into a 504,200 SF warehouse within a mile of I-81 with a completion date of December 1<sup>st</sup> 2018. The success of this project will depend on the continued efficient and safe traffic flow on I-81.

While completing our newest warehouse, we are simultaneously investing \$750,000 into Halfway Boulevard Extended as part of a private/public partnership for future development. If awarded the grant, the scope of Phase 2 will increase the widening from the end of Phase 1 in West Virginia to the Halfway interchange, including an extension of Halfway Blvd to RT 63. The expansion in this area will spur commercial development surrounding the road and alleviate traffic issues in the area. This project will also improve connectivity between Interstates 70 and 81 and existing nearby commercial/industrial areas. We have submitted a concept for this site that could potentially accommodate 1.4 million square feet of commercial/industrial buildings.

We appreciate your consideration for the I-81 Phase 2 Corridor Widening Project and MDOT SHA's request for BUILD grant funding. We hope you see the impact that our roadways have not only on our business but commercial real estate and trucking as a whole. If you have any questions in regards to our support for this project, please contact us.

Sincerely,

A handwritten signature in black ink, appearing to read 'Don Bowman', written over a white background.

Don Bowman

James A. Sears, Jr.  
President,  
Maryland Operations

July 2, 2018

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2**

Dear Secretary Chao,

As president of FirstEnergy's Maryland Operations, I am writing on behalf of Potomac Edison, one of FirstEnergy's 10 electric utilities, to voice our support for the Maryland Department of Transportation's BUILD (Better Utilizing Investments to Leverage Development) Grant Application for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. Our Potomac Edison headquarters is strategically located along the corridor near the intersection with Interstate 70 at Williamsport. Not far away are other key facilities from which we dispatch line crews, meter readers, and other personnel necessary to keep the lights on.

A vital part of the job for Potomac Edison's 400 Maryland employees is to provide safe, reliable electric service to nearly 266,000 residential, commercial and industrial customers in our service area throughout the state. When electric service is disrupted to our customers, we need to respond as quickly as possible to make repairs and restore power.

Unfortunately, conditions along I-81 have eroded the strategic value of our proximity to the highway, a location that would ideally provide our crews fast access to our electrical infrastructure. Heavy freight truck volumes that exceed the capacity of I-81 often lead to snarls and crashes that markedly slow our response times, sometimes resulting in longer service interruptions.

The I-81 Corridor Widening project will increase operational capacity and improve safety by reconstructing several hazardous entry and exit ramps. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015, and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

For many of our customers, outages transcend inconvenience, leading to lost sales and production. For Potomac Edison, we face regulatory scrutiny if it takes us too long to restore power. For all of us, there are potential public safety issues to consider. Of course, we have no control over traffic backlogs on I-81 that can also spillover onto adjacent roadways.

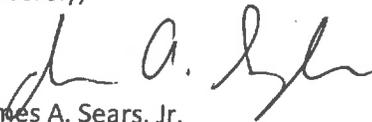
Traffic tie-ups in Maryland may also hamper the movement of southbound utility crews and materials to our Potomac Edison West Virginia service territory, where we have tens of thousands of customers along the I-81 corridor.

The proposed grant funding will allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project, enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors while keeping pace with freight traffic growth.

Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. Should MDOT SHA be awarded a BUILD grant for this project, Phase 2 can be advertised, awarded and begun within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed.

Thank you for your consideration of this critical project.

Sincerely,

A handwritten signature in black ink, appearing to read "James A. Sears, Jr.", written in a cursive style.

James A. Sears, Jr.

President, MD Operations

July 11, 2018

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2**

Dear Secretary Chao:

The members of the Maryland Transportation Commission (MTC) are writing to offer support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor that is estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. The I-81 Corridor Widening project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the next several decades.

In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015, and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes.

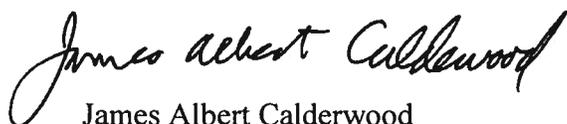
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The Honorable Elaine Chao  
Page Two

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact us.

Sincerely,



James Albert Calderwood  
Chairman



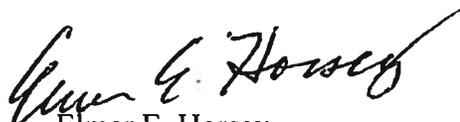
William Callahan  
Ex-Officio Member



Camillo DiCamillo  
Ex-Officio Member



Debra Farrar-Dyke  
Member



Elmer E. Horsey  
Ex-Officio Member



Natasha Itheme  
Member



Barbara Richman Kahn  
Ex-Officio Member



Jennifer Hill Leineweber  
Member



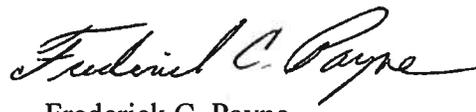
George Littrell, Jr.  
Member



Lisa Weimin Liu  
Member



Michael J. Moore  
Member



Frederick C. Payne  
Member



Gary Simpson  
Ex-Officio Member



Gregory I. Snook  
Ex-Officio Member

The Honorable Elaine Chao

Page Three

A handwritten signature in black ink, appearing to read "Mario VillaSanta". The signature is fluid and cursive, with a large initial "M" and "V".

Mario VillaSanta  
Ex-Officio Member

cc: Mr. Pete K. Rahn, Secretary, Maryland Department of Transportation  
Mr. Gregory Slater, Administrator, MDOT State Highway Administration  
Mr. Scott Pomento, Planning Director, MDOT Maryland Transit Administration



March 27, 2018

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



**RE: 2018 MDOT Tour Meeting  
Board of County Commissioners Priorities**

Dear Secretary Rahn:

The Washington County Board of County Commissioners, County Administrator, and staff look forward to your 2018 visit. Please consider these MDOT Transportation Priorities in the forthcoming six-year Consolidated Transportation Program (CTP) budget for transportation projects.

**Interstate 81 Widening:** The Interstate 81 widening project remains a top priority as evidenced by the overwhelming support for the INFRA Grant application. The project was identified for planning and engineering funding for all phases of work but still falls short on State funding as the project has yet to include construction funding for Phases 3 and 4. The County was pleased to submit this project as part of the Chapter 30 Major Transportation Project Scoring System. Interstate 81, combined with Interstate 70, is Maryland's opportunity to serve business, tourism, and commuters in Maryland. In both safety and economic well-being, a cost effective widening plan will pay dividends for Maryland.

**Interstate 70 and Maryland 65 Interchange Improvements:** The County has been informed by State Highway Administration (SHA) that the partial cloverleaf interchange concept has been selected and will move forward to the design phase. The project was identified for planning funding; however, no engineering or construction funding has been included in the CTP. The County was also pleased to submit this project as part of the Chapter 30 Major Transportation Project Scoring System. Over 80,000 vehicles cross this interchange daily, and traffic will grow substantially upon construction of the proposed developments. The interchange currently serves the Premium Outlets to the north while several others are beginning to build to the south. These interchange improvements are important to local businesses and the community.

80 West Baltimore Street | Hagerstown, MD 21740-6003 | P: 240.313.2460 | TDD: 711

[WWW.WASHCO-MD.NET](http://WWW.WASHCO-MD.NET)

**Sidewalks:** Continue to fund Transportation Alternatives Programs (TAP) which includes the Safe Routes to School (SRTS) Program. The County has successfully utilized SRTS funding and is currently working on a project. SHA District 6 was particularly supportive of these and other sidewalk initiatives. The County also supports SHA pedestrian safety improvements on Dual Highway (US40) and appreciates your support of these pedestrian safety-related projects.

**Aviation Program:** The County will be seeking funding to rehabilitate and add on to the terminal facility at the Hagerstown Regional Airport. These improvements will allow greater passenger capacity in our secure area and update many of our aged aesthetics and improve passenger flow through the terminal. We also appreciate support of the design and rehabilitation of our primary runway 9/27. This runway is now over 10 years old and will be refurbished. In addition, new LED lighting fixtures will be installed in the next couple of years. The County seeks continued funding assistance for our airport marketing plan and Virtual Perimeter Monitoring Security system (VPMS) at the airport. The VPMS is a phased project, and we will need funding for the next several years.

**Transit Program:** The public demand for transit service and route expansion continues. Additional operational funds would serve to expand transit in accordance with the Transit Development Plan. Service to Boonsboro and other towns in the County is a priority. Additional operational funding would support staffing the transit center station in downtown Hagerstown.

**Railroad Crossings:** The County maintains 37 rail crossings and has worked closely with the SHA Railroad Crossing Manager on several safety improvements over the last year. We look forward to this continued success on other safety improvements at highway-railroad grade crossings.

**Highway User Revenue (HUR):** The amount received this year is again substantially lower than in years past, and the County is in need of the additional funding to support the operations associated with maintaining over 850 miles of road in Washington County. Please provide your support in attempting to reestablish these funding levels.

We would like to thank you and your staff for the support of ongoing projects throughout Washington County and look forward to working collaboratively on more improvements this year.

Sincerely,



Scott Hobbs, P.E.  
Director of Engineering

cc: Board of County Commissioners  
Robert Slocum, County Administrator  
James Hovis, Chief Operations Officer  
Washington County Delegation Members  
Senator Benjamin Cardin  
Senator Christopher Van Hollen  
Congressman John Delaney  
Anthony Crawford, SHA District Engineer  
Rodney Tissue, City Engineer  
Matthew Mullenax, HEPMPO Executive Director



OFFICE OF THE COUNTY ADMINISTRATOR  
ROBERT J. SLOCUM

July 2, 2018

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2**

Dear Secretary Chao:

I am writing to express my strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor that is estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. The I-81 Corridor Widening project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the next several decades.

In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015, and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

Receipt of this grant funding will allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project, enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors while keeping pace with freight traffic growth.

Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. Should MDOT SHA be awarded a BUILD grant for this project, Phase 2 can be advertised, awarded and begun within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding my support for this project, please do not hesitate to contact me at 240.313.2202.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Slocum". The signature is fluid and cursive, written over a light blue horizontal line.

Robert J. Slocum, P.E.  
County Administrator

**Terry L. Baker**  
President  
**Jeffrey A. Cline**  
Vice-President



**John F. Barr**  
Commissioner  
**Wayne K. Keefer**  
Commissioner  
**LeRoy E. Myers, Jr.**  
Commissioner

## BOARD OF COUNTY COMMISSIONERS

July 01, 2018

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

### **Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2**

Dear Secretary Chao:

We are writing to express our strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

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Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact us.

Sincerely,

BOARD OF COUNTY COMMISSIONERS OF  
WASHINGTON COUNTY, MARYLAND

By:

  
Terry L. Baker, President



# Washington County, MD

HAGERSTOWN REGIONAL AIRPORT

RICHARD A. HENSON FIELD

COMMERCIAL & COMMUTER AIRSERVICE | AVIATION MAINTENANCE | AIRSIDE SERVICES

July 10, 2018

Secretary Elaine Chao  
U.S. Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

SUBJECT: 2018 BUILD Grant Application for Maryland I-81 Phase 2

Dear Madam Secretary Chao:

We are writing to express our strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor that is estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. The I-81 Corridor Widening project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the next several decades.

In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entries and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015 and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

The Hagerstown Regional Airport would also like to point out the advantages to our passengers and businesses who utilize I-81 and I-70 to commute to and from the airport. Many passengers arriving and departing from the airport use the I-70 / I-81 Interchange to access multiple destinations in our region.

This intersection is hazardous as it is one of the few remaining cloverleaf interchanges in the interstate system. This forces vehicles to suddenly slow and accelerate before merging onto the travel lanes with very little time to get back up to highway speed. These intersections are one of the primary concerns of travelers trying to reach the airport, as an incident along the highway can significantly delay a passenger coming to the airport from points South, West or East, or passengers that are attempting to return home after a 2-hour flight up from Florida. We have had calls from multiple passengers saying they were stuck in traffic and could not make the flight, because of incidents on the highway. Even passengers coming South on I-81 from Pennsylvania have been caught in traffic caused by accidents further south in this area because of the limited lanes of travel and the time needed to clear accidents.

With the airport's plans to seek additional air service, more passengers could be arriving along this vital corridor and utilizing the I-70/I-81 Interchange when more routes are made available. The widening and reconstruction of this Interchange will go a long way in allowing us to market the airport to potential customers in the DC and Baltimore region and promote the ease of access to the airport for other lines of business opportunities we are seeking to develop in and around the airport.

Receipt of this grant funding will allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project, enhancing the capacity, efficiency and safety of one of the country's busiest and most congested freight corridors while keeping pace with freight traffic growth.

Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020. Should MDOT SHA be awarded a BUILD grant for this project, Phase 2 can be advertised, awarded and begun within a projected 11 months, with substantial completion anticipated 2.5 years after notice to proceed.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact us.

Sincerely,



---

Philip C. Ridenour, C.M.  
Airport Director



---

Eugene Bolanowski, C.M., ACE  
Operations / Security Manager

**Dr. Boyd J. Michael**  
Superintendent

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July 3, 2018

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

RE: 2018 BUILD Grant Application for Maryland I-81 Phase 2

Dear Secretary Chao:

I am writing to express my support for the Maryland Department of Transportation State Highway Administration's (MDOT SHA) request for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor.

The I-81 corridor in Maryland carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the nation. The I-81 Corridor Widening project will increase operational capacity and position the corridor to serve as a national asset for freight movement for several decades to come. In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015 and are compounded by an increasingly high percentage of truck-involved incidents.

Every day many of our school buses, as well as student drivers and parents who choose to drive their children to school, must navigate portions of this roadway. In addition, I-81 is a critical path for Washington County Public Schools when transporting students to athletic events in the tri-state area.

This funding will allow MDOT SHA to proceed with the I-81 Corridor Widening project that will enhance the capacity, efficiency, and safety of one of the country's busiest and most congested stretches of road.

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Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, and I urge you to carefully review the merits of this project and invest in MDOT's commendable efforts to advance this monumental, nationally significant project.

Sincerely,



Dr. Boyd J. Michael  
Superintendent

Copy: Washington County Board of Education Members  
Washington County Board of County Commissioners  
Robert Slocum, County Administrator

Greater Hagerstown Committee

July 9, 2018

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2**

Dear Secretary Chao:

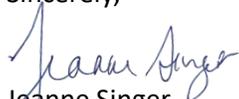
The Greater Hagerstown Committee (GHC) strongly supports the Maryland Department of Transportation's ongoing efforts to widen I-81 in Maryland to six lanes along the 12-mile section between West Virginia and Pennsylvania, particularly Phase 2 of the project between Williamsport, MD and I-70. This critical transportation project will transform national freight movement through this vital national corridor while improving safety, reducing congestion, improving traffic operations, and supporting economic development in the region. Our community has been unified in advocating for these improvements and it has been a major focus of our organization for over two decades.

In 1998, GHC organized and chaired a Quad State Task Force on I-81 comprised of public and private officials from MD, WV, PA, and VA. This multi-state task force concluded that widening I-81 from Harrisonburg, VA to Harrisburg, PA was "*a must do project*" for the safety of the citizens and as "*the single most important economic development asset in the region*". Since that report, widening I-81 has been listed as a top priority project for the Hagerstown-Eastern Panhandle Metropolitan Planning Organization (HEPMPO), Washington County, MD Government, the City of Hagerstown, our local State Delegation, the Washington County Community Coalition, and the local business community. In addition, every local, state, and federal elected official over the last 20 years have publicly expressed their support for I-81 improvements.

We applaud our federal government for offering grant programs like BUILD as a means to help fund these transportation infrastructure projects of national significance that serve as catalysts for economic development and jobs for our citizens. This Maryland section of I-81 is an ideal project to fulfill the goals and desires of this program - particularly as one of our nation's significant rural highways. With the section from West Virginia to Williamsport, MD soon to be expanded to six lanes, Phase 2 of the Maryland section of I-81 is the next logical portion of the highway to expand to handle the ever-increasing amount of freight and commuter traffic moving through this area. With the intersection of I-70 serving areas east and west, multiple rail lines, Hagerstown Regional Airport, two intermodal rail facilities in adjacent PA counties, and numerous economic development parks and retail parks running along the length of this stretch of highway, widening I-81 across Maryland represents a pivotal capital need that will have a strong return on investment for decades to come.

GHC commends MDOT's commitment to improving I-81 by submitting the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*, for BUILD grant funding. We thank your office for its continued leadership and efforts to improve our nation's transportation assets. Federal grant funding is essential to solidify our ability to move forward with Phase 2 of this project in a timely manner - enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors and the economic development backbone of our region.

Sincerely,



Jeanne Singer,  
GHC Chair

## GHC Membership 2017-18

*The Greater Hagerstown Committee is comprised of corporate and civic leaders from local companies and organizations, employing over 10,000 people in Washington County from across the four-state area. GHC is funded solely by member dues, and works collaboratively to be a catalyst for progress and growth in Washington County, MD and the region.*

### Full Active Members:

1. **Azizi, Basheer** – AMT Leasing, Inc. & NocSmart
2. **Barr, Jonny** – Ellsworth Electric
3. **Baykan, Mary\*** – Wash. Co. Free Library
4. **Baylor, Michael** – Ameriserv Financial
5. **Bloesel, Dieter** – Schmankerl Stube
6. **Bowen, Blackie** – Ewing Oil Co., Inc.
7. **Bowen, Scott** – MSB Architects
8. **Bowen, Taylor** – Berkshire Hathaway Bowen Realty
9. **Bowman, Don** – Bowman Group LLP
10. **Breslin, Hugh** – WDVm-TV
11. **Brezler, Ronnie** – United Bank
12. **Bruns, Andy\*** – Herald-Mail Media
13. **Burke, Mary Anne** – WC Arts Council, Inc.
14. **Daughtridge, Rich\*** – High Rock
15. **Davis, Taylor** – Morgan-Keller Construction
16. **Day, Michael** – Law Offices Michael Day & Assoc.
17. **Feight, Brent** – Bushey Feight Morin Architects, Inc.
18. **Fiery, Doug** – Douglas A. Fiery Funeral Home
19. **Fitzgerald, Mike** – Gideon Properties, LLC
20. **Fitzsimmons, Brendan** – RBC Wealth Management
21. **Fritts II, Bill\*** – Smith Elliott Kearns & Company
22. **Fulton, Brad\*** – AC&T Co., Inc.
23. **Giustini, Lou** – The Columbia Bank
24. **Glessner, Neal** – Glessner Technologies
25. **Goetz, BJ\*** – Middletown Valley Bank
26. **Gorbsky, Deb** – Citicorp Credit Services
27. **Grach, Patrick** – Lifehouse Church
28. **Harshman, Rick** - CBIZ Retirement Plan Services
29. **Hayes, Suzanne** – Merrill Lynch
30. **Hetzer, William** – C. William Hetzer, Inc.
31. **Hill, Sr., Nicholas V** – Callas Contractors, Inc.
32. **Holzappel, Richie** – Holzappel Investments
33. **Howell, Aaron** – Bank of Charles Town
34. **Hull, Jeff** – BJ's Custom Creations
35. **Jenny, Pierre** – Volvo
36. **Johnston, Michael** – M.S. Johnston Company
37. **King, Terry\*** – Leadership Development Resources
38. **Kothari, Mitesh\*❖** – Capital Women's Care
39. **Latimer, John** – Keller Stonebraker Insurance.
40. **Lopez, Ernesto** – Hospice of Washington County
41. **Lough, Ed** – Northwestern Mutual
42. **Lynch, Brian** – Antietam Broadband
43. **Malfregeot, James** – BB&T
44. **Marshall, Richard** – Revere Bank
45. **McCain, John** – Horizon Goodwill Industries
46. **McGovern, Gaye** – Gaye McGovern Insurance Agency, Inc.
47. **McIntire, Bill** – McIntire HVAC & Electric
1. **Menard, John** - CNB Bank
2. **Motz, Christopher\*** – Purdue Global University
3. **Nerenhausen, Frank** – JLG Industries, Inc.
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5. **Pierne, Jim** – Retired (full active member)
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8. **Rohm, Julie\*** – Preit Valley Mall
9. **Ross, Joe** – Meritus Medical Center
10. **Rushing, Lynn** – Brook Lane Health Services
11. **Scott, Randy** – Chick-Fil-A
12. **Sears, Jim** – Potomac Edison
13. **Singer, Jeanne\*** – Law Offices of Jeanne Singer, P.A.
14. **Smith, Chris** – Battle Creek Land Co. LLC
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16. **Spedden, Dan** – Visit Hagerstown
17. **Spicher, Curt** – Spicher's Appliances
18. **Toothman, Jeffrey** – Toothman Orthodontics
19. **Weiss, Michael\*** – Weiss Bros.
20. **Whiteside, Brittany** – Patriot Federal Credit Union
21. **Williams, Noel** – Williams Solution Group
22. **Young, Patricia** – First United Bank & Trust

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6. **Martin, Al**
7. **Perini, Kathleen**
8. **Perini Peter**
9. **Rhoads, Ross**
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11. **Wright, Gary**
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### Ex-Officio Members:

1. **Frey, Paul** – WC Chamber of Commerce
2. **Halsey, Mark** - USMH
3. **Klauber, Jim** – Hagerstown Community College
4. **Means, Valerie** – City of Hagerstown
5. **Michael, Boyd** - WCPS
6. **Sargent, Tara** – Leadership Washington Co.
7. **Slocum, Rob** – Washington Co. Gov't

ALEX X. MOONEY  
2ND DISTRICT, WEST VIRGINIA

FINANCIAL SERVICES COMMITTEE  
SUBCOMMITTEE ON  
CAPITAL MARKETS AND  
GOVERNMENT SPONSORED ENTERPRISES  
SUBCOMMITTEE ON  
MONETARY POLICY AND TRADE

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-4802**

July 12, 2018

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SUITE 514  
CHARLESTON, WV 25301  
(304) 925-5964

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SUITE 101  
MARTINSBURG, WV 25401  
(304) 264-8810

WASHINGTON OFFICE:  
1232 LONGWORTH HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-2711

<http://mooney.house.gov>

The Honorable Elaine Chao  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Chao,

I am writing to express my support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor that is estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. The I-81 Corridor Widening project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the next several decades. In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period. Furthermore, countless West Virginians in my District utilizes I-81 every day.

Receipt of this grant funding will allow MDOT SHA to proceed steadily with the I-81 Corridor Widening project, enhancing the capacity, efficiency, and safety of one of the country's busiest and most congested freight corridors while keeping pace with freight traffic growth. Phase 1 of the I-81 Corridor Widening project commenced construction in October 2016 and will be complete by June 2020.

If you have any questions regarding our support for this project, please do not hesitate to contact my Martinsburg District office.

Sincerely,



Alex X. Mooney  
Member of Congress

July 2, 2018

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**Subject: 2018 BUILD Grant Application for Maryland I-81 Phase 2**

Dear Secretary Chao:

I am writing to express my strong support for the request from the Maryland Department of Transportation State Highway Administration (MDOT SHA) for funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program for the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety*. MDOT SHA is seeking a grant of \$25 million, leveraging public funds to address critical safety and freight improvements by expanding capacity and improving interchanges along this designated freight corridor in the Appalachian region.

The I-81 Corridor in Maryland no longer meets system performance requirements, resulting in a disruptive bottleneck negatively affecting the movement of freight in a corridor that is estimated to carry 12 percent of the country's Gross Domestic Product per year. The Maryland portion of I-81 alone carries more than 19,400 trucks per day, which falls within the top 1% of truck volume by lane mile in the entire nation. The I-81 Corridor Widening project will increase operational capacity and position the corridor to serve as a national asset for freight movement for the next several decades.

In addition to creating new capacity, the I-81 Corridor Widening project will improve safety by reconstructing several hazardous entry and exit ramps to create safer merging and exiting. Crash rates along the 12-mile segment of I-81 in Maryland have doubled between 2010 and 2015, and are compounded by an increasingly high percentage of truck-involved incidents. The State of West Virginia completed a similar expansion project along the I-81 Corridor in 2011 that resulted in a significant reduction in crashes over a four-year period.

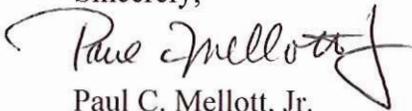
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# MELLOTT COMPANY

Our company is based in Warfordsburg, PA off I-70 about 25 miles from I-81. A large percentage of our trucks with our products being transported to our customers must use I-81 to travel to our markets. Our employees must also use I-81 to get to our jobs. I use I-81 to go to work, visit my mother and to travel North and South throughout the Mid Atlantic states. The road is the most dangerous stretch of highway in our area, especially compared to the WV section of I-81.

Thank you for your consideration of the I-81 Phase 2 Corridor Widening project, *Making Way for Economic Growth & Safety* and MDOT SHA's request for BUILD grant funding. If you have any questions regarding our support for this project, please do not hesitate to contact us.

Sincerely,



Paul C. Mellott, Jr.  
Chairman  
Mellott Company