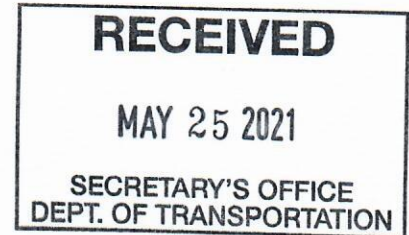




JOHN A. OLSZEWSKI, JR.
County Executive



April 13, 2021

Honorable Gregory Slater, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, Maryland 21076

RE: MDOT FY 2022 – FY 2027 Consolidated Transportation Program
Baltimore County Requests

Dear Secretary Slater:

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

We want to thank you for your support of multiple initiatives and projects that were included in last year's CTP request letter. First, thank you for designating the Martin State Airport TOD site in the Middle River community of Baltimore County. Thank you too for supporting our submittal of 2021 FTA Office of Research and Innovation COVID-19 grant for shields on our County Ride buses.

Baltimore County has made a lot of progress on the Towson Circulator project funded under the 2019 Bus and Bus Facilities program. We are seeking your support for our application for Low or No Emissions grant funds from FTA to supplement our fixed route transit fleet and provide charging infrastructure.

Design has been completed for the Bloomsbury Crossing Project funded under the 2019 Kim Lamphier MD Bikeways Grant. We are approaching design completion for the 2021 Bloomsbury Construction Project, funded under the 2021 Kim Lamphier MD Bikeways Grant Program. We want to thank you for funding multiple bicycle and pedestrian projects located within Baltimore County through SHA grant programs. These include the Towson Spokes, Dundalk Circulator, Phase 2, and the Winters Lane Bicycle Route.

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We also want to thank you for funding the development of our five-year Transit Development Plan (TDP) which will be presented to the public and County Council this spring. We also appreciate your commitment of funds to conduct an impact study related to creation of mobility hubs in Baltimore County. These mobility hubs will potentially provide centralized locations for buses, provide additional information to riders, and enhance amenities for operators. This past year we also completed the process of developing a State Highway Safety Plan (SHSP) which I endorsed. We are hopeful that we will be able to leverage this plan to gain access to capital and programmatic Highway Safety Improvement Program (HSIP) fund in order to fund the implementation of our safety priorities.

Baltimore County is the third most populated jurisdiction within the State of Maryland. The Baltimore metropolitan region is now the thirteenth most congested in the United States.¹ This is already having a detrimental effect on the growth of our local economy, and without additional investment and innovation, the traffic congestion will only worsen as time progresses. We are in dire need of a comprehensive regional transit system bolstered by an increased investment in our Locally Operated Transit System which will match the levels of similar sized counties within our State. These investments should account for all modes as well as future capital and programmatic transportation innovation that will strengthen our local and regional economy by accommodating well-planned, sustainable future growth in a safe and reliable manner.

Our Administration is actively committed to implementing multi modal transportation initiatives, and we have made transportation planning and capital investments a top priority. Our Director of Public Works coordinated the reorganization of our CountyRide on-demand operations, moving it from our Department of Aging to DPW, in our continued efforts to consolidate and build out our transit services for the county. Our Transportation Bureau continues to actively engage BMC/BRTB as well as MTA through regular meetings as part of a larger effort to implement multi-modal planning initiatives. With the support and guidance of my office, this unit is actively engaging with State and Regional entities as we embark on the mission of propagating a regional approach to transportation. We have also grown our local transit (LOTS) system by creating a Towson Circulator as well as initiating partnerships for the potential of other future Microtransit lines; supporting connectivity between the East, West and Central portions of the County and developing a transit oriented toolbox which fosters "last mile" connectivity at existing and future planned employment and commuter hubs. We also have included significant funding in our CIP for pedestrian and bike project initiatives.

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As such, I am requesting the following transportation priorities be considered as part of the FY 2022 – FY 2027 Consolidated Transportation Program (CTP).

Transit Initiatives

Additional Transit Service to Tradepoint Atlantic

We seek implementation of additional transit to and from Tradepoint Atlantic (TPA), which is a major employment hub for the County. This would include additional East-West Service through the City of Baltimore as well as a service from the eastern portions of the County to the Tradepoint site. This would enhance the capabilities of our residents to gain access to and from this vital economic generator.

Express BusLink 163

If this line is enhanced further it would provide more regular service as well as expanded service hours outside traditional peak times. Enhancing this route would better serve multiple tenants at TPA as well as the Amazon Holabird facility which the 163 would also serve.

LocalLink 35

If this proposed new service is put into operation it would be more adaptive to the needs of TPA and other activity corridors, such as new development on MD-43 in White Marsh. This line would support economic growth and improve connectivity to job centers on the East side of the county.

Circulators & Microtransit

We request that the MDOT provide supplemental capital and operational funding as part of our Annual Transportation Plan (ATP) to incubate the growth of our LOTS system, including but not limited to, expansion of services into fixed route lines and on-demand microtransit within Baltimore County. The County has included funding in our budget for transit initiatives. We will support applications for funding to add transit to Baltimore

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County and continue to partner with MDOT to apply for additional capital funding from FTA and other entities.

Owings Mills Microtransit Service

The potential for microtransit services was well received by the TDP Advisory Committee and identified as a key component of expanding mobility in Baltimore County. Microtransit services will need to be tailored to specific communities based on additional stakeholder input and available funding. Several communities in Baltimore County were identified as prime candidates for microtransit services. In particular, the Owings Mills area possesses many of the attributes that are synonymous with successful microtransit services and is proposed as the initial community for this on-demand transportation option.

LOTS Facilities

We request that the MDOT provide supplemental capital funds and land for a bus operations facility and bus equipment for the expansion of Baltimore County's transit operations to accommodate fixed route service and to expand our human services capabilities. This would allow us to optimize the hours and days when this service is available for communities with limited mobility. We ask that you consider the transfer of sale of a viable property for a possible hub for transportation and public safety uses.

Electric Buses & Charging Infrastructure for Transit

We request that MDOT-MTA provide an electric bus purchase option and partner to provide funding which will enable us to purchase electric buses and other electric transit vehicles through their contracting and grant process. We also request funding for new and replacement electric bus vehicles in order to further enhance transit service and reduce emissions in our county.

Area Transit Circulator Studies

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

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Commuter Mass Transit Alternatives (Baltimore Region) - Comprehensive Plan

We request that the MDOT fund the completion of a comprehensive plan for Greater Baltimore County that crosses jurisdictional lines, cuts commute times and provides safe, reliable and efficient transportation facilities connecting our region's residents to their jobs and their families in the world class manner we all agree they deserve. The targeted focus should be on the bus routes and rail services with a heightened emphasis on both capital, policy, and programmatic initiatives. This should include the study of potential corridors which provide connectivity for residents that commute within the County as well as the corridors which neighboring Counties utilize to access job locations within our community.

Central Maryland Regional Transit Plan

We encourage continued work to advance detailed and specific corridor studies on the priority corridors identified in the final Central Maryland Regional Transit Plan (CMRTP). Regular and continuous engagement with county staff and elected officials to implement the RTP and strategic actions identified in the Plan is vital. Corridors were identified defining specific routes, service patterns, alignments, levels of service, potential stations or transit mode of travel. We look forward to the results of the studies for East-West and North-South corridors currently under way in Baltimore County and adjacent jurisdictions.

Multimodal Planning Initiatives

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

We appreciate a funding commitment by the State to study the potential for Mobility Hubs in our County and request that the MDOT provide capital funds for the implementation of mobility hubs throughout Baltimore County at transit hubs and transit oriented developments (TOD) with linkages to applications for transit, bicycle, EV-charging, shared ride, e-bikes/scooters, and other multi-modal elements.

Bicycle & Pedestrian Initiatives

We request State support of the County's bicycle and pedestrian project initiatives. Baltimore County committed \$1.4 million dollars for bicycle and pedestrian projects in our multi- year CIP. We have committed matching funds in our applications for the following

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MDOT Bikeways grants: Bloomsbury Ave Crossing for final design, Bloomsbury Crossing Construction for and construction (Catonsville); Northeast Trail (Overlea); and Osler Drive (Towson). The County has committed resources to complete design for the Northeast Trail and Osler Drive. We intend to pursue additional capital funding for these projects, as they that were not funded during last year's grant cycle. In addition to the Northeast Trail and Osler Drive, the County will also potentially be applying for funding for a feasibility study of a shared-use path connection between the Jones Falls Trail and the Torrey C. Brown Trail as well as the 6 Brides Trail Project located Towson. A new Countywide Bicycle-Pedestrian Plan and will be developed starting this spring.

Economic Development Related Improvements

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

Since 2007, the County has supported State funding for improvements to the Northwest Expressway and it remains a top County priority due to the continuous growth and economic development in the area. We again request funding of the long-planned interchange on Northwest Expressway (I-795) at Dolfield Boulevard, as it will alleviate traffic congestion due to increased economic development in the area associated with the Metro Center transit-oriented development (TOD) and Foundry Row (Wegmans) retail and office center. Based on our consultation with SHA we agree that in order to reduce the project cost, the project can be redesigned to a half interchange (northbound off-ramp and southbound on-ramp). This priority has the support of the Owings Mills Corporate Roundtable, comprised of the region's major employers, including CareFirst and T. Rowe Price, as well as the developers of major job producing projects situated on Red Run Boulevard and Dolfield Boulevard. I appreciate our recent communication regarding this project and look forward to further discussions about the development of the site.

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

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

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

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

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

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

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Road/ Pedestrian Safety and Traffic Capacity Improvements

(Randallstown) Liberty Road MD-26 Corridor improvements

Liberty Road is a critical artery serving the west side of the County. The County has a renewed interest in promoting economic development and investment in this corridor and is requesting additional SHA and MTA review for roadway (traffic congestion study), sidewalk including crosswalk lights and transit stop amenities and improvement. Baltimore County is pursuing assistance from MDOT based on the completion of outreach and an action plan for the Liberty Road Corridor. We are utilizing the state legislative budget allocation for Liberty Road to design and construct five new bus shelters and have signed an MOU with MDOT-MTA. We will use the remainder of the funds for additional pedestrian amenities including but not limited to lighting, sidewalks, crosswalks, trees, and bicycle lanes based on public input from our outreach efforts.

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

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

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

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

(Pikesville) Reisterstown Road (MD-140) roadway improvements (Old Court Road to Sudbrook)

The State portion of Reisterstown Road requires additional study and re-design. Baltimore County completed a planning study of the area but a corridor segment analysis and redesign of this road segment is required. Community and business

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groups have advocated to the County for many years to improve this roadway segment and invested private funds into developing potential solutions.

(Windsor Mill) Windsor Mill Road Project

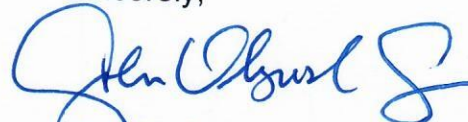
The Windsor Mill Road project from Featherbed Lane to Woodlawn Drive is fully designed. The next phase of the project will consist of land acquisition. There will be a community information meeting in April to provide an update to the impacted property owners. We would appreciate your support of additional funding as we embark on this vital community safety improvement project.

Community Development/ Streetscape Improvements

Finally, we understand that the State is no longer funding local road streetscape projects. However, we would request that the State reconsider that position. In Baltimore County, there are several potential main street projects on State roads that merit investment including Eastern Avenue (MD-150) in Essex, Reisterstown Road (MD-140) in Reisterstown, (MD-144) Frederick Road in Catonsville. These investments could inject new opportunities for older business communities should the State decide to fund this type of project. We ask for a chance to partner and identify suitable projects.

In conclusion thank you for this opportunity to present Baltimore County's transportation priorities in the FY 2022 – FY 2027 CTP. We look forward to increased opportunities for partnership and collaboration as we work together to solve our collective transportation challenges.

Sincerely,



John A. Olszewski, Jr.
Baltimore County Executive

JAO:SAW

Honorable Gregory Slater, Secretary

April 13, 2021

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cc: Honorable Lawrence J. Hogan, Governor
Honorable Bill Ferguson, President of the Senate
Honorable Adrienne Jones, Speaker of the House
Honorable Chairs and Members of the Baltimore County Senate and House Delegations
Honorable Chair and Members of the Baltimore County Council
Stacy L. Rodgers, County Administrative Officer
Patrick Murray, Chief of Staff
Drew Vetter, Deputy Administrative Officer
Charles R. Conner, III, Director, Government Affairs
Elisabeth Sachs, Director, Government Reform and Strategic Initiatives
D'Andrea Walker, Acting Director, Department of Public Works (DPW)
Greg Carski, Transportation Chief, DPW
Samuel Snead, Lead Transportation Planner, DPW
Steve Lafferty, Director, Department of Planning
Leonard Howie, Director, Department of Economic and Workforce Development
Laura Riley, Director, Department of Aging
Pete Gutwald, Director, Department of Permits, Approvals and Inspections

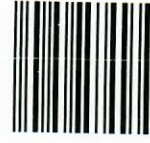
ⁱ <https://inrix.com/scorecard-city/?city=Baltimore%20MD&index=111>



Baltimore County Executive
Historic Courthouse
400 Washington Avenue
Towson, Maryland, 21204 - 4665



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SECRETARY'S OFFICE
DEPT. OF TRANSPORTATION

Return Service Requested

Honorable Gregory Slater, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076-0548

21076-0548-FCM1

