



HOWARD COUNTY OFFICE OF COUNTY EXECUTIVE
3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2013

Calvin Ball
Howard County Executive
cball@howardcountymd.gov

April 1, 2020

The Honorable Gregory Slater
Office of the Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Re: FY 2021-2026 Howard County Priority Letter

Dear Secretary Slater

Please accept the following "Priority Letter" from Howard County. The letter includes a list of transportation projects Howard County is recommending be included and funded by the Maryland Department of Transportation's (MDOT) FY 2021-2026 Consolidated Transportation Program and includes requests for technical and policy support. Funding requests are listed in priority order.

We wish to highlight and support MDOT's efforts to:

- Advance and implement transit on the high priority corridors identified in the Regional Transit Plan to address the corridor gaps in the existing regional transit system, as well as continue to invest in the Camden Line to increase frequency, reliability and amenities.
- Manage the transportation network using Transportation Systems Management & Operations strategies to deliver data driven innovative solutions to address safety, congestion and travel time reliability on state roads in Howard County, including the I-95 Active Traffic Management project.

We also continue to have concerns with MDOT cutting the US 29 projects, especially the US 29 widening project, a project the affected community was led to believe was progressing. This decision has had a major impact on public input and our requests.

Thank You and Acknowledgments

Before listing our requests, please accept our thanks and appreciation for prior and ongoing State funding for the following projects:

- Corridor Improvements on MD 32 from MD 108 to I 70, including advancing planning work north of I 70 to the Carroll County line.
- Construction of improvements at the US 1 and Kit Kat Road intersection.
- Feasibility study for the Ellicott City/Oella Pedestrian Bridge.

We also wish to thank you for the valued and continuing technical assistance provided by MDOT staff, especially the extensive assistance from the State Highway Administration on the following projects:

- MD 103 at US 1
- US 1 at Montevideo Road intersection
- Blandair Park interchange on MD 175

Requests for Funding

The following recommendations are the result of review and input by County staff from several departments and offices, as well as by elected and appointed officials. Input was also gathered through an extensive public involvement process, including a public meeting held on February 20, 2020, a survey, and written comments. The results of the survey, a summary of comments and public meeting materials can be found at: <https://www.howardcountymd.gov/Departments/County-Administration/Transportation/Transportation-Projects/Priority-Letter>

Design & Engineering Projects

1. Restoration of \$2 million in Design and Engineering funds for corridor improvements to US 29 near Rivers Edge including design of more safe and convenient access to the River's Edge Community from both North and Southbound 29.
2. Transit: Design and engineering for Howard County's Priority transit corridors; including enhanced express service to Silver Spring along the US 29 transit corridor.
3. I-70 Corridor
 - I-70: US 29 to US 40; widen one lane in each direction
 - Upgrade/reconstruct the I-70/Marriottsville Road interchange
 - Design and implement I-70/US 29 interchange capacity enhancements
4. Pedestrian, ADA access and safety improvements: design and construct pedestrian safety and sidewalk improvements in Howard County's pedestrian master and corridor plans.
5. MD 175: Advance planning and design of existing access points into Columbia Gateway Drive, including a third access point through the potential extension of MD 108 across MD 175 into Columbia Gateway Drive and direct access to Columbia Gateway Drive from I-95.
6. MD 175: US 1 to Snowden River Parkway; continued comprehensive traffic modeling leading to design alternatives including the US 1/MD 175 and US 1/I-95 interchanges.
7. MD 108: Guilford Road to Trotter Road; design and construct pedestrian, bicycle, automobile, and streetscape improvements.
8. MD 175: US 1 to Dorsey Run Road; widening and reconstruction including final design and construction of the US 1/MD 175 interchange.
9. MD 103 at US 29: Addition of a third lane along MD 103 onto the ramp towards US 29 northbound.
10. Noise Walls: Design, and construct noise walls at Dumhart Road, at the southwest corner of I-95 and the MD 216 interchange.

Capital & Construction Projects

1. Upon restoration of previously cut \$2 million and completion of design and engineering, US 29 improvements from the Middle Patuxent River to Seneca Drive, to include widening and convenient and safe access infrastructure from North and Southbound 29 for the Rivers Edge Community and accommodations for BRT.
2. US 1 Safety: Funding, and technical support to advance the planning, design and construction of pedestrian and traffic safety initiatives and measures in the US 1 corridor, including:
 - Funding the final design and construction of projects articulated in the US 1 safety evaluation project.
 - Supporting the sidewalk along US 1 southbound in the median between North Laurel Road and the Prince George's County line
 - Providing funding and technical support to county and state led projects to accelerate project delivery in the corridor.
 - Providing support to secure rights of way on county projects to accelerate project delivery.
3. Purchase rolling stock (buses) to replace vehicles that have exhausted their useful life to maintain a fleet with a state of good repair and to expand service on a number of the most traveled fixed routes.
4. Purchase of rolling stock to support and link with Montgomery County's Flash system to advance enhanced regional transit service and linkages between Downtown Columbia and Montgomery County.
5. Bike Howard Express: Funding, support and cooperation to implement Howard County's comprehensive strategy to significantly improve bicycle infrastructure during the next 2 years, including the North Laurel connections bicycle route from Savage to North laurel, new shared-use pathways providing bicycle access into Downtown Columbia, Columbia Gateway and along Dobbin Road, and nearly 14 miles of bike lanes and wayfinding on county roads, including important crossings of state roads.
6. MD 108: Construct intersection improvements along MD 108 at Ten Mills Road.
7. MD 100 and MD 103: Replacement of the existing interchange.

Requests for Technical Assistance and Support

We would like to request MDOT's cooperation and technical support and assistance for several important county led projects and initiatives on state roads and highways. These projects reflect the county's desire to advance projects in coordination with the state to ensure timely and effective project delivery. These projects are:

- US 1 Projects
 - Advancing the Route 1 Corridor Master Plan.
 - MD 175 to just north of Montevideo Road; phased arterial highway reconstruction including pedestrian, transit and streetscape improvements.
 - Construction of a traffic signal at the entrance of future high school number 13 on US 1.
- Widening of the Marriottsville Road Bridge over I-70 to enable future widening of Marriottsville Road north to MD 99 and south to US 40.
- North South Connector/Jug Handle: A major collector planned to connect the US 29/Broken Land Parkway interchange to Little Patuxent Parkway, including a spur off the existing northbound US 29 off-ramp pursuant to the Downtown Columbia Plan.
- MD 108: Construct intersection improvements along MD 108 at Centennial Lane.
- Design and implementation of road capacity improvements at Broken Land Parkway/Snowden River Parkway and MD 32, including bicycle and pedestrian access improvements to park and ride lots.
- Revise technical specifications for MTA Commuter Bus 201's route to improve access to BWI Airport via the MD 32/Broken Land Parkway Park and Ride Lot and Downtown Columbia prior to solicitation of a new contract for the service in 2-3 years.
- Designation of Downtown Columbia area as a Transit Oriented Development.

Thank you for considering Howard County's priority transportation needs.

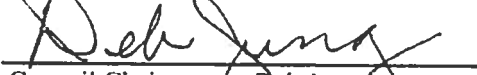
Sincerely,



Calvin Ball
County Executive


Thank you for your positive endorsement of Howard County's state transportation projects and priorities.

COUNTY COUNCIL



Council Chairperson, Deb Jung

HOWARD COUNTY DELEGATION



Chair, Clarence K. Lam



Chair, Vanessa E. Atterbeary

Copy:

Howard County Delegation
Howard County Council Members
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Eric Beckett, Chief, Regional & Intermodal Planning Division, MDOT SHA
Holly Arnold, Director, Office of Planning and Programming, MTA
Sean P Powell, Deputy Secretary for Operations, MDOT
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R. Earl Lewis Jr., Deputy Secretary for Policy, Planning, & Enterprise Services, MDOT
Teri Soos, District Engineer, District 7 MDOT SHA
Tim Smith, Acting Administrator, MDOT SHA
Travis Johnston, Director, Local Transit Support, MTA
Tyson Byrne, Manager of Regional Planning, MDOT
Todd Lang, Director of Transportation Planning, Baltimore Metropolitan Council

File: CTP Priority Letter FY 2021 to FY 2026

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: 2021 to FY: 2026 CTP

- 1) Name of Project: Pedestrian, ADA Access & Safety Improvements
- 2) Submitting Jurisdiction/Modal Agency: Howard County Office of Transportation
- 3) Project Jurisdiction/County: Howard County
- 4) Project limits (attach map if available and applicable): County wide
- 5) Anticipated cost and funding source (approximate if available): Total cost to eliminate all the pedestrian locations in Howard County that is identified in the Pedestrian Master Plan would be about \$25 million. Howard County plans to prioritize projects and accomplish them with small projects, private sector development as well as with larger roadway projects.
- 6) Description of project purpose and need (up to one paragraph): Surveys for the County Pedestrian Plan has revealed significant inconsistency with safety, universal design and ADA-consistent design attributes throughout public right of way infrastructure in Howard County. The need for this project to install, upgrade or replace public infrastructure on State facilities is consistent with access and mobility for all.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: No
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This proposal is consistent with both the Long Range Regional transportation and the Howard County General Plan.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: This project supports sustainable travel in Howard County's Priority Funding Area thereby reducing demand for polluting auto travel.
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Improving walking infrastructure up to Complete Street standards will have two chief impacts: (1) increase usage of these facilities for sustainable travel and (2) ensure that these alternate modes are safe.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: All these improvements will enhance infrastructure on existing State facilities.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Improvements to pedestrian facilities and travel will improve the quality of service experienced by both facility users as well as vehicular facilities.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: Improving pedestrian travel almost always results in air quality improvements. Walking along with these improvements, will be viewed by the traveling public at-large as more realistic enhancing individual and community health benefits.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: Community involvement resulting from sustainable travel is a documented attribute of sustainable travel modes. Community benefits improving the quality of the travel experience will have positive impacts on the quality of life. More people walking will improve the community vitality.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

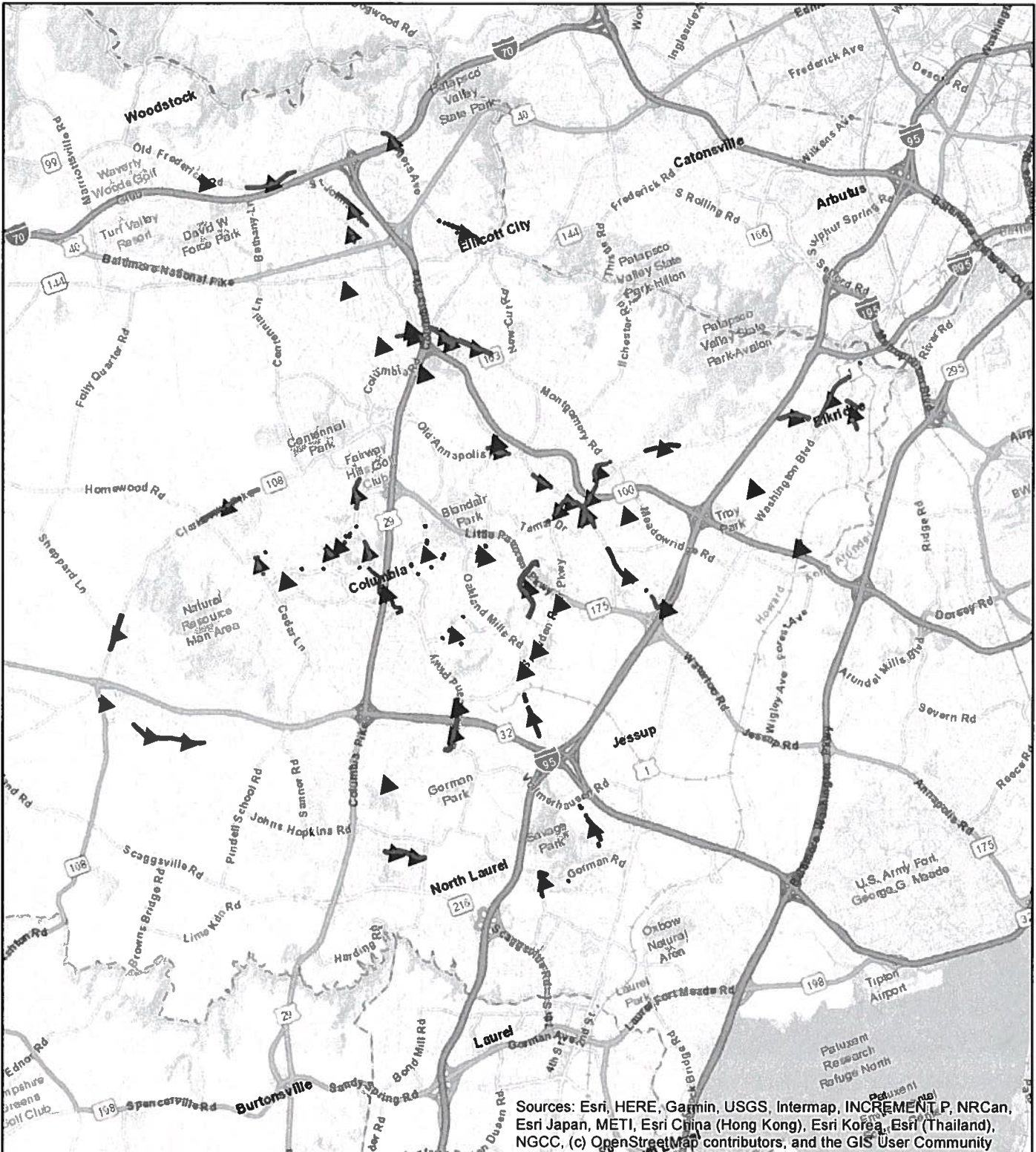
If checked, please describe how the project supports the goal and objectives: Implementation of the projects in Howard County's Pedestrian Master Plan will improve and enhance access to and from employment and commercial centers in Howard County. Enhancing access will increase the available pool of employees to employment and commercial land uses and enhance commuter access to schools and jobs. These impacts will likely have greatest impact on households with low car ownership rates improving their workforce participation rates. Additionally, many of the pedestrian improvements will also improve access to local and regional transit, the same positive impacts to job access will be seen on a regional level.

There is increasing evidence that walkable and mixed-use residential and commercial areas with strong bicycle and pedestrian infrastructure have increased value and are important factors for companies and residents deciding where to locate and develop businesses. Providing pedestrian travel facilities will enhance the economic competitiveness of both Howard County and the State.

12) Additional Comments/Explanation: _____

Howard County's 2021-2026 Priority Letter Pedestrian Plan

- Structured Projects and Connections
- ▲ Connection Points



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for each major capital project priority identified

FY: 2021 to FY: 2026 CTP

- 1) Name of Project: MD 175 access to Columbia Gateway
- 2) Submitting Jurisdiction/Modal Agency: Howard County Office of Transportation
- 3) Project Jurisdiction/County: Howard County
- 4) Project limits (attach map if available and applicable): Milepoint 2.71
- 5) Anticipated cost and funding source (approximate if available): Final design at MD 175/MD 108 - \$4 million
- 6) Description of project purpose and need (up to one paragraph): SHA with input from Howard County has completed conceptual plans for improvements in the MD 175 corridor at MD 108, I-95 and US 1. Grade separation is an identified need at MD 175/MD 108 and the project will advance Planning and Design for MD 175/MD 108 grade-separation and MD 108 extension into Columbia Gateway.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: No
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Howard County's land use plans and policies are integrated with a proposed future transportation network that includes these improvements by 2030. The current county General Plan assumes completion of this improvement in order for the further development of Columbia Gateway. Improved transit access in the MD 175 corridor will be contingent on this improvement.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: This project increases capacity to support denser development within Columbia and other Howard County's PFAs.
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: This project will improve the quality of service to the public by enhancing the safety and reducing the daily back-ups and delays of traffic travelling to and from the Columbia Gateway Office Park The existing MD 108/MD 175 and US 1/MD 175 areas experience the highest vehicle collision rates in Howard County.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: The State of Maryland currently owns most of the right of way needed for improvements in the MD 175 Corridor. Improvements to the existing network would be cost-effective and make efficient use of resources by focusing on already established facilities. These proposed improvements will result in greater capacity and safety and more efficient and effective use of state-owned right of way.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Capacity, safety and access improvements for MD 175 are included in the SHA Highway Needs Inventory and these proposals will likely require NEPA review. Currently, there is ongoing peak hour congestion on these segments of MD 175, especially in the vicinity of MD 108. Improvements will decrease travel time, safety, access and therefore customer experience by decreasing travel time and pollution.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: While it is likely environmental permits will be required from the State and Federal governments, it should be pointed out that most of the right of way needed for improvements is already state owned property. While growth always has environmental impacts, pursuing a no-action alternative will likely have more negative impacts than planned improvements with environmental mitigation.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: These proposals for access, capacity and safety improvements will facilitate freight movement as well as transit operations. These are being coordinated with the re-development of the Columbia Gateway employment area. In the absence of these improvements both re-development scenarios would be unworkable, defeated by the very growth that they attract.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: Please see above. These MD 175 improvements will permit the redevelopment of the Columbia Gateway Office Park and will have major positive impacts on the local Howard County economy as well as the State of MD economy.

12) Additional Comments/Explanation: _____

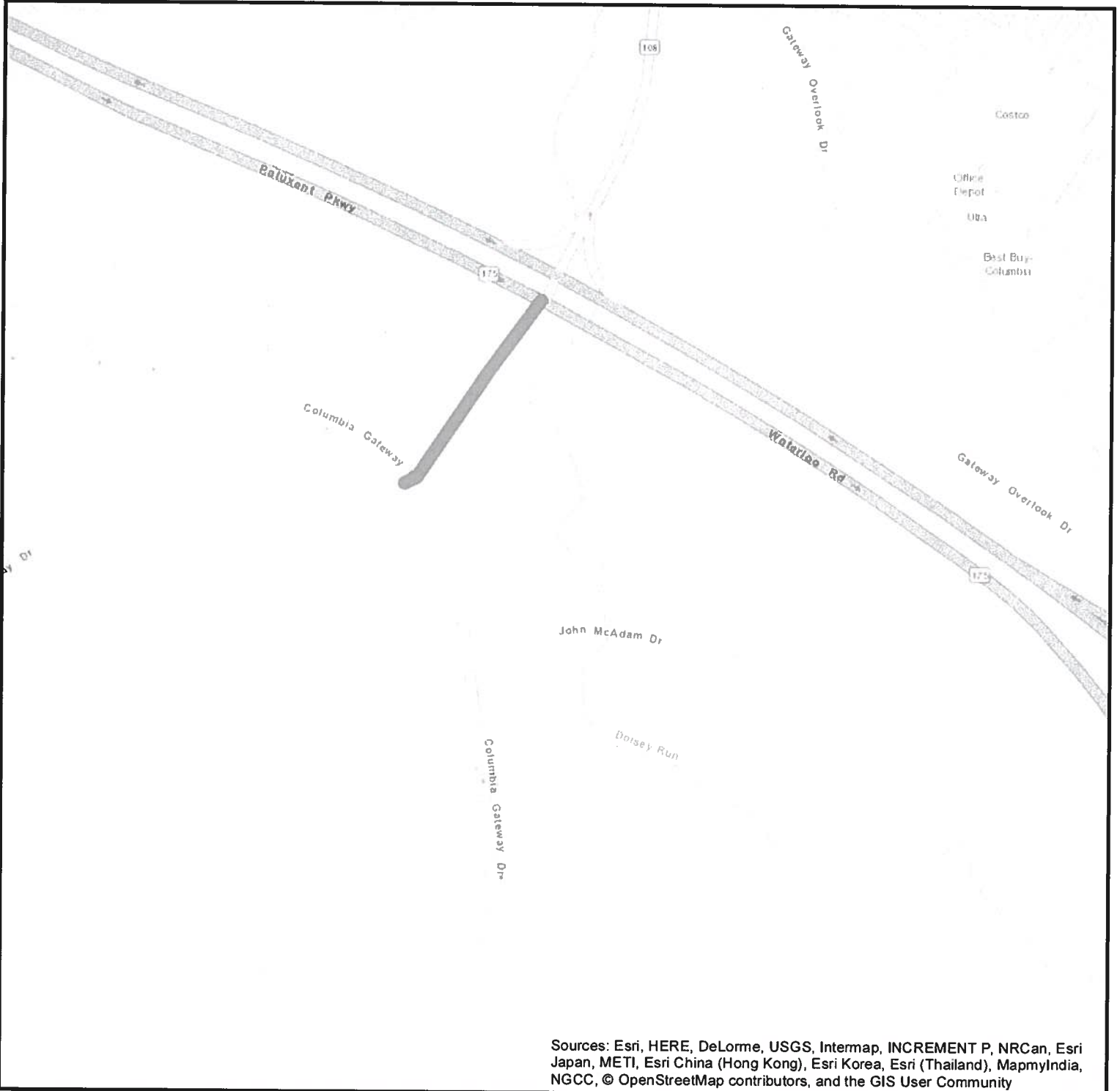


Howard County's 2021-2026 Priority Letter MD 175: Potential 3rd Access for Columbia Gateway Drive



0 0.05 0.1 0.2 Miles

MD. 175 to Columbia Gateway Drive



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for each major capital project priority identified

FY: 2021 to FY: 2026 CTP

- 1) Name of Project: MD 175 - US 1 to Snowden River Parkway
- 2) Submitting Jurisdiction/Modal Agency: Howard County Office of Transportation
- 3) Project Jurisdiction/County: Howard County
- 4) Project limits (attach map if available and applicable): MD 175 from the US 1 to Snowden River Parkway including US 1/MD 175, I-95/MD 175, MD 175/Gateway Drive and MD 108/MD 175.
- 5) Anticipated cost and funding source (approximate if available): State of MD and Howard County cooperative financing
- 6) Description of project purpose and need (up to one paragraph): Continued Analysis, Project Planning, Design and Construction for MD 175 east of Snowden River Parkway. The road is forecast to experience progressively increasing volumes of peak hour and non-peak hour traffic as well as collision experience. Build out of Columbia Gateway, Gateway Commerce Park and the redevelopment of Downtown Columbia as well as the US 1 Corridor will all contribute to significant and progressively increasing traffic volumes on MD 175 and the roads linked to it.

Currently, the MD 175 intersections with US 1 and with MD 108 have some of the highest vehicle collision rates and congestion levels in Howard County. As increased land development occurs and land use intensifies, conditions will worsen and ultimately lead to degraded operations on I-95 to a degree that National Highway traffic operations will be substandard. The importance of planning now to mitigate future unacceptable travel conditions, cannot be overstated .

MD 175 serves considerable freight traffic and BRAC-related commuter traffic from all parts of Central Maryland. MD 175 traffic directly impacts I-95, the most prominent north-south highway on the East Coast of the USA. So, in addition to local traffic, the operation of MD 175 represents an important statewide, regional, and national concern. Howard County and the MD SHA recently initiated planning and scoping meetings toward the goal of a MD 175/MD 108 grade-separation. This proposed improvement is consistent with and analyzed as part of this project.

- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No

Project located outside of MPO boundaries: No

- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how
The project supports the local land use plan goals, objectives and/or policies: Revitalization and redevelopment in the County Priority Funding Areas (PFA) is a major tenet of Howard County land use policies. Intensified land use, even under the best transit scenarios, results in intensified trip generation and demand for access. To support increased capacity demand resulting from high density development, highways ultimately require expanded capacity, improved mobility and enhanced safety. MD 175 is located within and links key growth areas in Howard County. Planning now for future traffic improvements is consistent with supporting Howard County and State land use plans. Transit will likely mitigate part of the forecasted traffic impacts, but bus transit operates on the same highways which can experience congestion and high rates of collision.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: This proposed improvement addresses the roadway capacity needs necessary to permit increasing land use densities in Downtown Columbia, the Columbia Gateway area, as well as the US 1 Corridor, all important areas of Howard County Smart Growth plans. Intensification of land use in these revitalization/redevelopment areas, where public infrastructure already exists, supports Smart Growth.
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: The MD 175 intersection with US 1 is a significant regional traffic node serving the MD Wholesale Food Market, State institutions, private sector enterprises and increasing residential land uses. MD 175 is also a significant route for defense -related commuter traffic with Fort Meade and NSA destinations/origins. Currently, US 1 and its intersection with MD 175 is a significant freight and commuter route to/from I-95 and this usage will increase significantly as eastern Howard County and western Anne Arundel County continue to develop/re-develop. Additionally, BWI Marshall Airport and large-scale commercial development in western Anne Arundel County are served by local transit and the MTA commuter bus network which utilize this roadway. Ultimately, MD 175 will serve thousands of new commuters destined to/from the

Downtown Columbia, the Gateway area, Fort Meade, NSA, Washington DC, Baltimore, Annapolis, BWI Airport and the US 1 Corridor. The MD 175 /Corridor is both a key travel link and an important destination.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: SHA currently owns most of the right of way needed for improvements in the MD 175 Corridor. Improvements to the existing network would be cost-effective and makes efficient use of resources by focusing on already established facilities. These proposed improvements will result in greater capacity and safety and more efficient and effective use of SHA-owned right of way.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: MD 175 (Waterloo Rd) from Pocomoke Ave. to Snowden River Parkway is listed in the MD SHA Highway Needs Inventory for Howard County as a "Reconstruct". Currently there is ongoing peak hour congestion on this segment of MD 175 as well as higher than average Statewide collision rates. A project focused on reducing congestion and improving safety in this section of the MD 175 corridor will ultimately improve drivers' experience and provide for more reliable and predictable trip-making benefiting all.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: Planning for improved capacity in this corridor will enable expanded future transit operations and will result in the optimum design to accommodate re-development and growth in some of Howard County's most populous areas. Planning for mobility, safety and improved access will enable reduced congestion, improved air quality and energy efficiency as well as less development pressure on areas outside Howard County's PFA where impacts to natural and community resources are predominantly negative.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: The Feasibility Planning for this corridor conducted by SHA with County involvement was a preemptive effort requested by Howard County in anticipation of developing land uses and changes in land use status. This projects supports these land use changes in Columbia as well as the US 1 Corridor.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: MD 175 is a direct link to I-95 and serves the Maryland Wholesale Food Center and other significant State institutions and private sector enterprises. MD 175 is also a significant route for defense-related commuter traffic with Fort Meade and NSA destinations/origins. Currently, US 1 and its intersection with MD 175 is a significant freight and commuter route to/from I-95 and this demand will increase significantly as the surrounding areas continue to develop/re-develop . Additionally, BWI Marshall Airport and large-scale commercial development in western Anne Arundel County are served by transit operations which originate in the Howard County MD 175 corridor. Ultimately, MD 175 will serve thousands of new commuters destined to/from the Downtown Columbia, the Gateway area, Fort Meade, NSA and the US 1 Corridor. MD 175 is a key link in both regional and State economic development.

12) Additional Comments/Explanation: _____

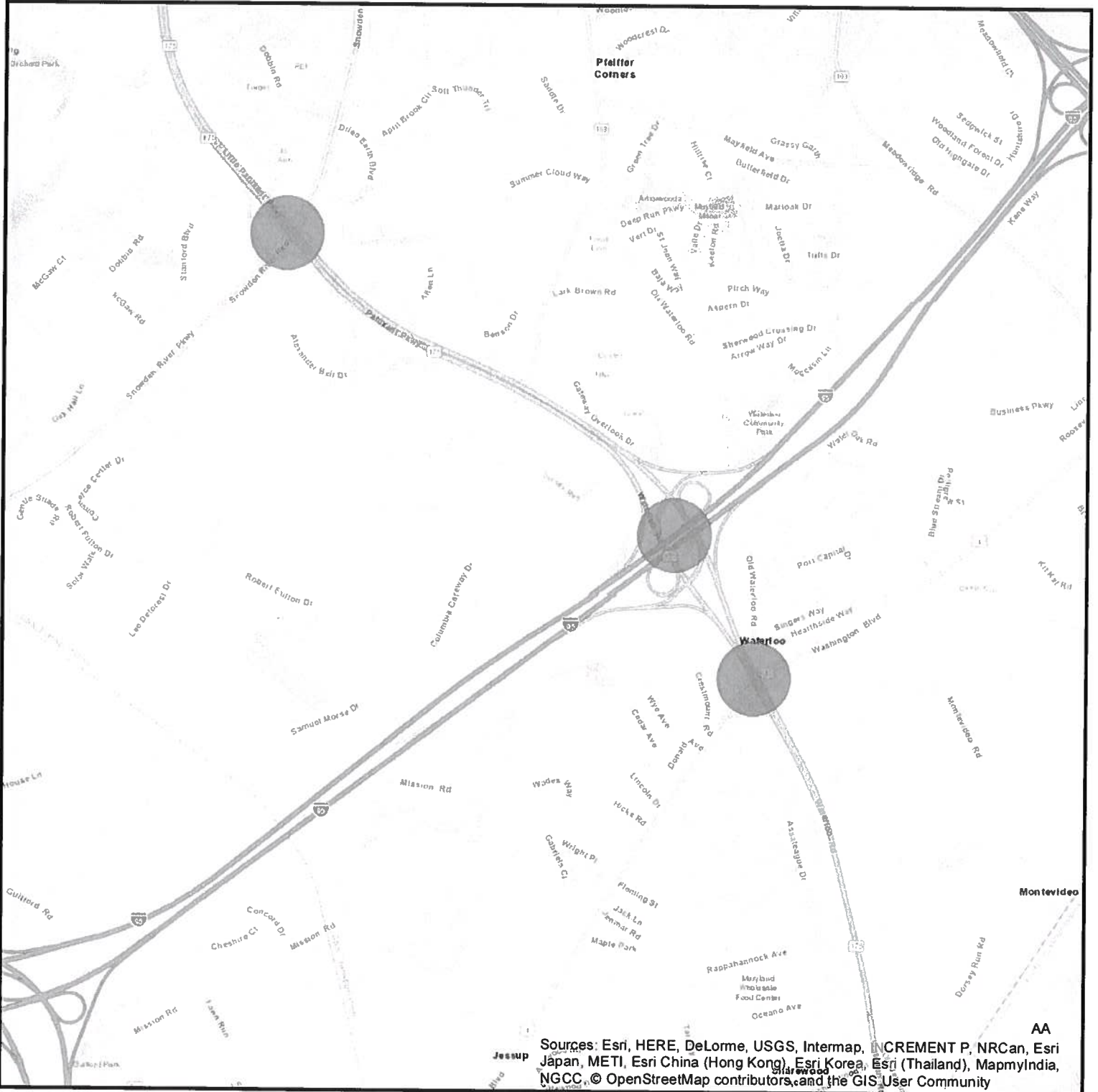


Howard County's 2021-2026 Priority Letter

MD 175: US 1 to Snowden River Parkway Intersections Improvements



US 1 to Snowden River Parkway Intersections



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

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Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for each major capital project priority identified

FY: 2021 to FY: 2026 CTP

- 1) Name of Project: MD 108 from Guilford Rd to Trotter Road
- 2) Submitting Jurisdiction/Modal Agency: Howard County Office of Transportation
- 3) Project Jurisdiction/County: Howard County
- 4) Project limits (attach map if available and applicable): MD 108 Milepoints 3.45 to 5.212
- 5) Anticipated cost and funding source (approximate if available): \$5 to \$5.5 million dollars (public and private)
- 6) Description of project purpose and need (up to one paragraph): The project will provide dedicated shared use pathways, intersection improvements for pedestrians and cyclists and selected roadway expansions for automobiles and commercial traffic in order to improve safety and accessibility within the project corridor. The project will leverage private sector partnership in enhancing the community.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: No
Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project is consistent with the regional and Howard County long-range transportation plans. Additionally, this corridor was the focus of the Clarksville Pike Corridor planning study, which resulted in a plan for bike and pedestrian facilities along the corridor. The project also harmonizes with the River Hill Village Center Master Plan, which calls for the development of a more walkable and contextual design approach to this section of MD 108.
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: By providing for enhanced bicycle and pedestrian facilities, along with the selected roadway expansion, the project supports sustainable travel in Howard County's Priority Funding Area by offering and enhancing opportunities for residents and visitors to travel within the corridor via bicycle or by foot.
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: By providing new crosswalks, dedicated bike and pedestrian facilities, new traffic signals and selected roadway expansions, the project will provide safer and more convenient travel options for all travelers. The roadway expansion will enhance response times for emergency vehicles.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: All improvements will be State/County/developer funded and occur on State owned property.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Capacity and safety improvements on MD 108 will improve driver experience as well as biking, walking, and transit access.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: The project will result in walking and cycling being viewed as realistic travel alternates. Reduced congestion will improve air quality.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: The corridor continues to experience automobile congestion during peak periods and suffers from poor pedestrian and bicycle facilities. The project will address the peak period congestion by selected roadway capacity expansions and focus on the bicycle and pedestrians access issues by providing dedicated facilities for these travel modes. These improvements, as a whole, will; (1) enhance automobile and truck travel through the corridor; (2) improve access for all travel modes; (3) enhance the economic vitality and support the sustainable growth of Clarksville and the River Hill commercial area

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

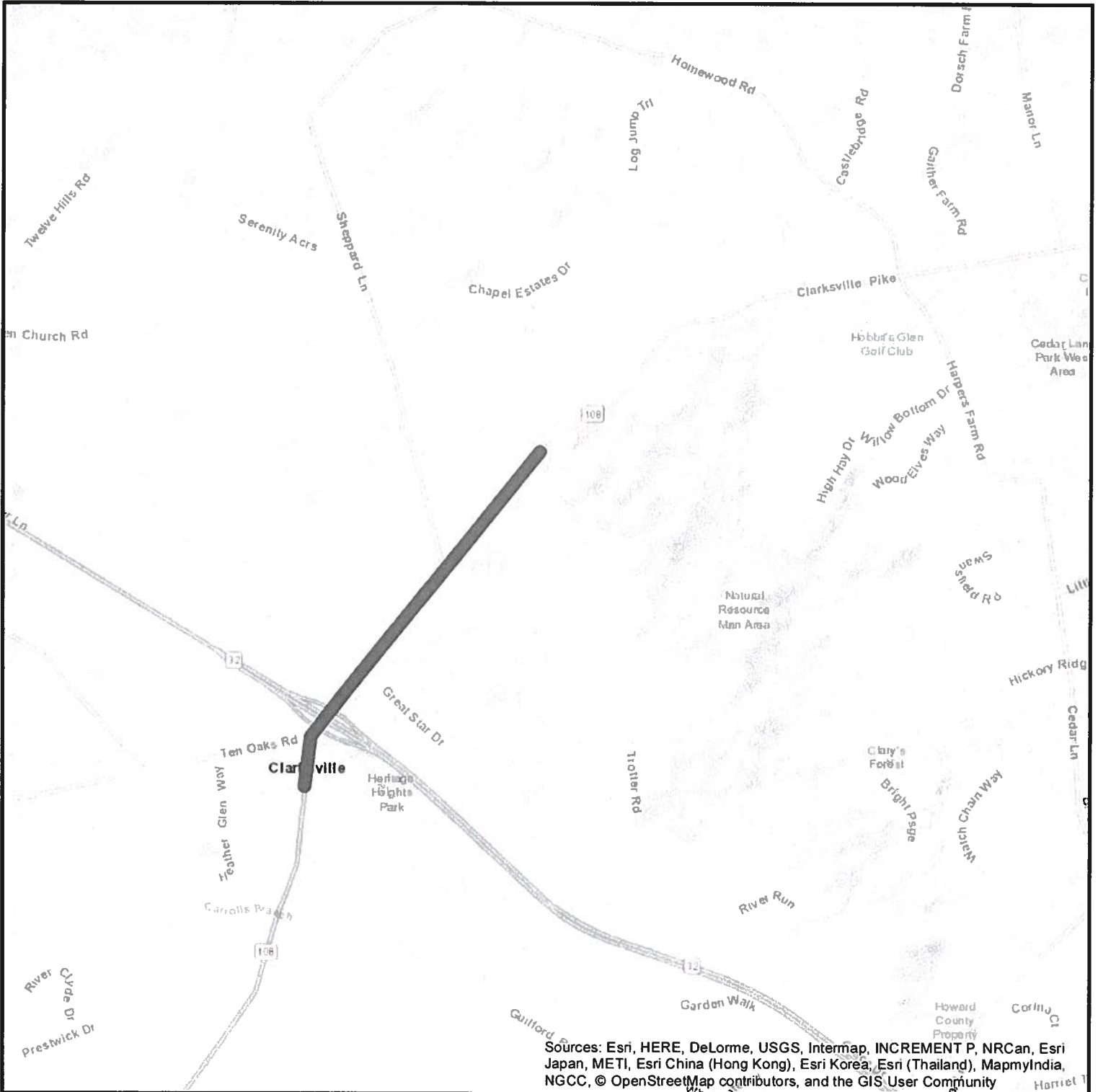
If checked, please describe how the project supports the goal and objectives:

Enhancing pedestrian and bicycle access will increase the market reach of business within the corridor resulting in economic growth without having to provide additional parking and private road capacity. Additionally, there is increasing evidence that walkable and mixed-use residential and commercial areas with strong bicycle and pedestrian infrastructure, have enhanced value and are important attributes for companies and residents when deciding where to locate and develop businesses. Development of sustainable communities will enhance the economic competitiveness of both Howard County and Central MD. Commercial freight and delivery access, currently problematic during peak periods, will improve, resulting in reduced costs and improved customer access.

11) Additional Comments/Explanation: _____



Howard County's 2021-2026 Priority Letter MD 108: Guilford Road to Trotter Road



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for each major capital project priority identified

FY: 2021 to FY: 2026 CTP

- 1) Name of Project: MD 103 East of US 29-Long Gate
- 2) Submitting Jurisdiction/Modal Agency: Howard County Office of Transportation
- 3) Project Jurisdiction/County: Howard County
- 4) Project limits (attach map if available and applicable): MD 103 Milepoints 7.03 to 7.28
- 5) Anticipated cost and funding source (approximate if available): \$47 million (public and private)
- 6) Description of project purpose and need (up to one paragraph): Project will involve public/ private finance and design in partnership to widen MD 103 as well as rebuild traffic signal access control at Long Gate shopping center. A new 4-way intersection with crosswalks and sidewalks will be provided.. New lane configurations, bike lane improvements and widening will be provided at the MD 103/Old Columbia Road intersection as well as the through lanes.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: No
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The project supports sustainable forms of travel by including bike lane, sidewalk, crosswalk and improved opportunities for transit.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: This project relieves congestion in a Howard County Priority Funding Area
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Crosswalk, sidewalk and transit opportunities are included and all are important safety improvements to mitigate auto travel hazards. Additionally, the development of new capacity and improved transit operations on MD 103 will facilitate County and State public safety agencies and contingency plans for emergency response when required.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: All these improvements are funded to occur on State owned property or through the private development process. State facilities will be enhanced and preserved.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Improving driver as well as sustainable travel access to the Long Gate retail center, the YMCA, residential areas and educational facilities will ease access and enhance quality of life for users.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: SHA carefully ensures that it meets TDML BMP mitigation requirements for Chesapeake Bay on all State Routes. Additionally this plan, promotes alternate modalities of transportation . This plan, in addition to improving motor vehicle capacity, promotes walking, biking and bus transit.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: The project will reduce congestion and increase road, pedestrian and bicycle safety along the busy MD 103 corridor.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: These improvements will improve conditions for businesses along the busy MD 103 corridor.

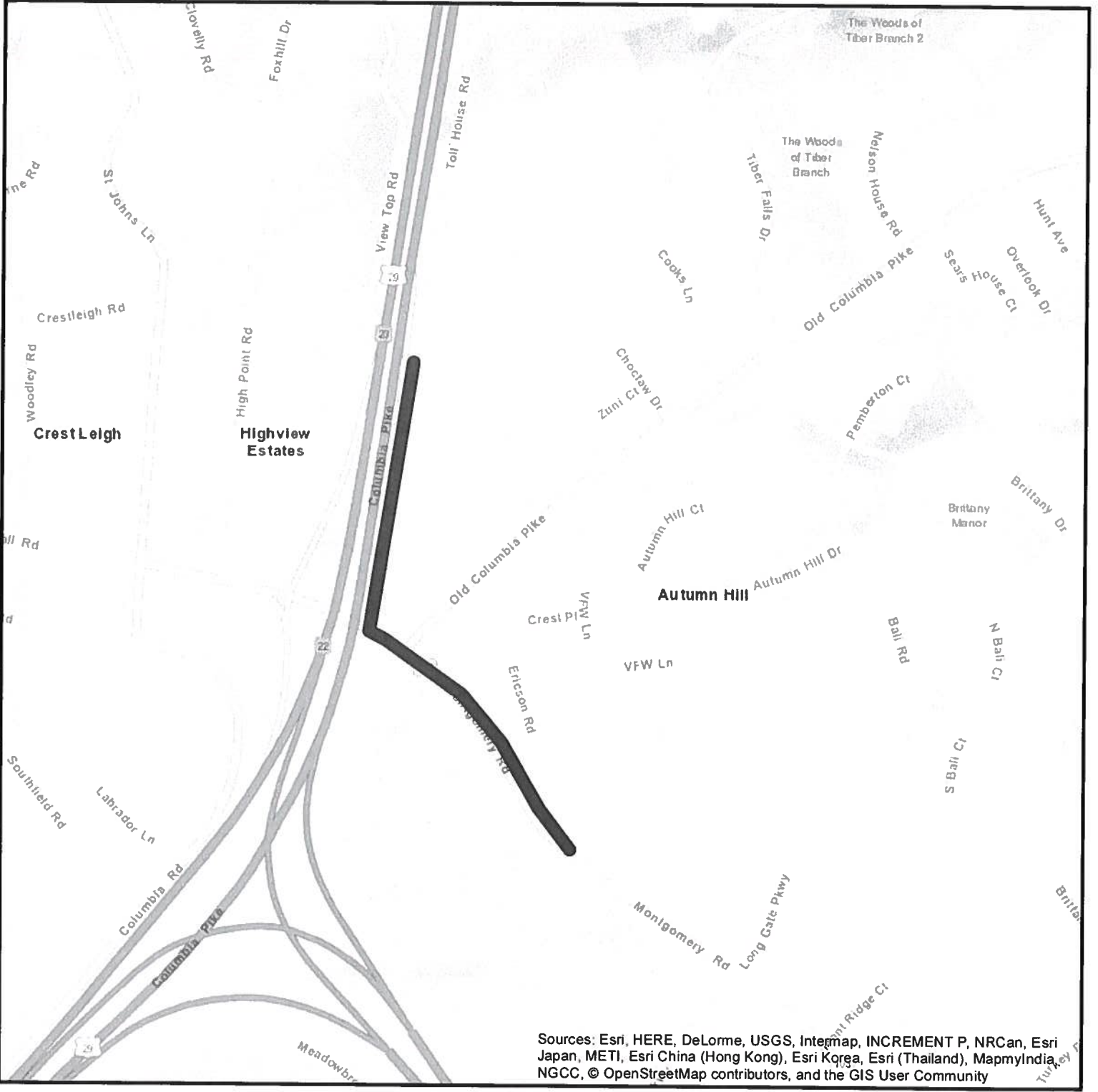
12) Additional Comments/Explanation: _____



Howard County's 2021-2026 Priority Letter MD 103 at US 29 Ramp Improvement



MD 103 at US 29



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: 2021 to FY: 2026 CTP

- 1) Name of Project: Dumhart Road Noise Barrier
- 2) Submitting Jurisdiction/Modal Agency: Howard County Government
- 3) Project Jurisdiction/County: Howard County
- 4) Project limits (attach map if available and applicable): SW Corner of the interchange of I-95 and MD 216, between Dumhart Rd. and the SB ramp to, and main SB lanes of, I-95
- 5) Anticipated cost and funding source (approximate if available): 80% federal funds through State of Md. Cost has not yet been estimated. Noise barriers (not berms) are typically \$35 to \$50 sq ft.
- 6) Description of project purpose and need (up to one paragraph): To reduce noise impacts to houses built before the construction of I-95
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: No
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project supports local land use plans, objectives, and goals for residents' health and welfare.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: This project is in the Howard County priority funding area.
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: _____

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: This proposed project will be configured and designed primarily within existing State of MD right of way.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Road users living adjacent to major infrastructure (like I-95) who have decreased noise exposure created by that infrastructure will tend to be more satisfied with the performance of the Department of Transportation.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: Noise impacts from the highway decrease residents' ability to quietly enjoy their residential environment.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: The proposed project allows increased throughput on the highway to have a smaller adverse impact on adjacent residences.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: The proposed project allows increased throughput on the highway to have a smaller adverse impact on adjacent residences.

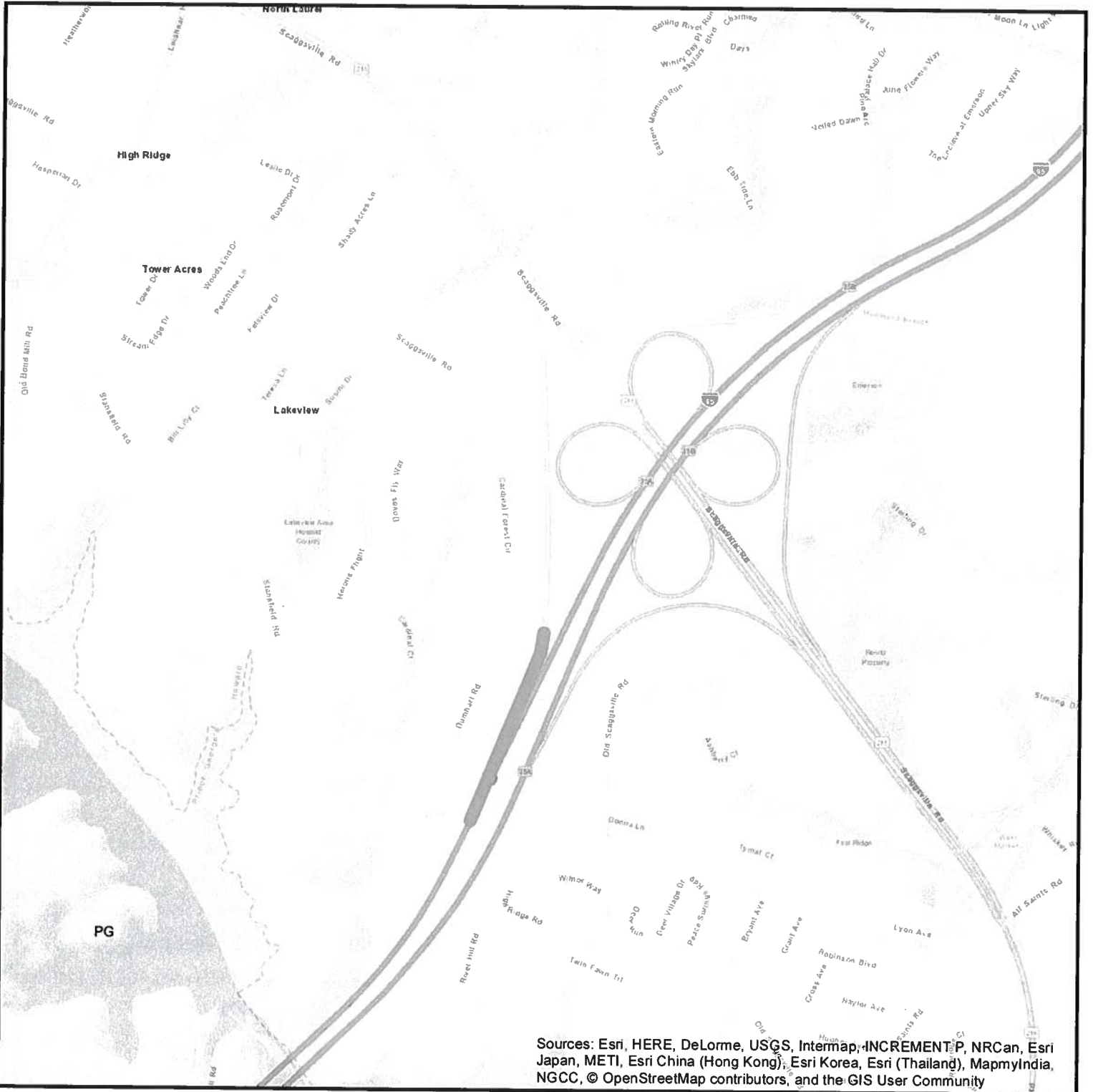
12) Additional Comments/Explanation: _____



Howard County's 2021-2026 Priority Letter Noise Walls at Dumhart Road



 Dumhart Road Noise Wall



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for each major capital project priority identified

FY: 2021 to FY: 2026 CTP

- 1) Name of Project: US 1 Safety
- 2) Submitting Jurisdiction/Modal Agency: Howard County Office of Transportation
- 3) Project Jurisdiction/County: Howard County
- 4) Project limits (attach map if available and applicable): US 1 from the intersection Dr. Patel Drive south to the county border with Prince George's County/City of Laurel
- 5) Anticipated cost and funding source (approximate if available): Joint County/State/private sector funding
- 6) Description of project purpose and need (up to one paragraph): The purpose of the project is to advance the planning, design and construction of pedestrian and traffic safety initiatives and measures in the US 1 corridor, including: funding the final design and construction of projects articulated in the US 1 safety evaluation project; sidewalk along US 1 southbound in the median between North Laurel Road and the Prince George's County line along with support to county and state led projects to accelerate project delivery in the corridor.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: No
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies:

Howard County, in cooperation with the MD SHA, initiated and completed the US 1 Safety Evaluation and the US 1 Design Manual, which detail both goals and specific projects to improve safety on the corridor.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: The US 1 Corridor represents one of Howard County's major efforts at re-development in the County's Priority Funding Area. The success or failure of these efforts depends not only on their economic viability, but on public perception of the quality of life, including safety issues. Improvement of traffic and road safety in the US 1 Corridor is a major quality of life attribute in this PFA area.
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant

objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: US 1 in Howard County has experienced this year, an unprecedented number of fatal vehicle/pedestrian collisions. The primary goal of this proposed project is pedestrian safety. Adding sidewalk along US 1 will create safer walking and cycling conditions as well as improve access for pedestrians.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: This proposed project will be configured and designed primarily within existing State of MD right of way. At the same time the project will make use of existing privately-owned improved facilities reducing costs to the State/County and minimizing impacts to existing State facilities.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: This proposal to improve access /safety and facilitate mobility along US 1 will be initiated in partnership with Howard County as well as private property owners. Access for private property will be improved while simultaneously enhancing safety on County and State roadways; a "Win-Win" proposition.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife,

conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: Management of storm water and other runoff will be consistent with Best Management Practices under the guidance of the MD Dept of the Environment.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: Provision of enhanced alternative travel modalities will provide the community with expanded choice, always a quality of life indicator. Additionally, pedestrian safety will be improved as well as public health and even air quality, all quality of life enhancements.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: With improved pedestrian and bicycle access there will be improved opportunities for multi-modal travel in the US 1 Corridor, including employment -related travel . Property values of both residential and commercial land uses will be enhanced. Access to retail and professional land uses will benefit as well.

12) Additional Comments/Explanation: _____

Howard County's 2021-2026 Priority Letter

US 1 Safety



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for each major capital project priority identified

FY: 2021 to FY: 2026 CTP

- 1) Name of Project: Transit Capital Improvements
- 2) Submitting Jurisdiction/Modal Agency: Howard County Office of Transportation
- 3) Project Jurisdiction/County: Howard County
- 4) Project limits (attach map if available and applicable): Howard County and Regional Transit Agency (RTA) service area.
- 5) Anticipated cost and funding source (approximate if available): \$3.89 million for FY 2021 to replace transit buses that will have surpassed their useful life.

- 6) Description of project purpose and need (up to one paragraph): The RTA with Howard County as the lead "partner" is requesting new, state of the art transit buses and related equipment and amenities which will facilitate security, communications and passenger satisfaction. The RTA currently has a very small supply of "spare" buses which are critical to transit operations and patrons' expectations when regularly scheduled buses need service. With the increased fleet the goal is to expand the service area and provide more frequent service, thereby meeting increased demand for transit.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: No
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Yes, improved transit access in more densely developed areas facilitates sustainable travel and land use consistent with Howard County's General Plan and community plans such the Route 1 Corridor plan and Columbia Town Center Master Plan.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: Transit supports and is integral to Smart Growth. Better transit operations facilitate diversion from driving to public transportation reducing demand for new roadways.

11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Transit, as a travel mode, experiences fewer fatal and injury collisions per passenger mile than almost any other mode of surface travel. Transit also reduces congestion which facilitates the response of public safety agencies. Transit also is typically linked with pedestrian activity, beneficial to individual and public health.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: Transit, by consolidating person trips into collective vehicles, reduces "wear and tear" on highway and local road infrastructure. Additionally, increasing or meeting trip demand while reducing vehicle usage permits existing infrastructure systems to accommodate demand as opposed to developing new, costly facilities.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Transit, by its nature, provides more expedient travel over single vehicle occupancy vehicles(SOV) and even car/van pools. RTA route services, despite financial constraints, utilizing state-of-the-art performance and management technology, seeks to provide reliable travel operations interconnecting with other transit services. All of Howard County's key transportation and economic development corridors are served by RTA.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: Transit reduces land use and environmental impacts on communities. Transit promotes air quality relative to other motorized travel modes. The energy expended by bus transit is second in terms of efficiency only to rail transit in terms of person miles traveled.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: Local and regional transit represents a key component of Howard County and other RTA jurisdictions' efforts to promote sustainability. Transit facilitates compact development facilitating mixed use and transit oriented development (TOD) projects and connects activity centers, within Howard County and neighboring jurisdictions like Baltimore, Annapolis, Laurel and Washington, DC.

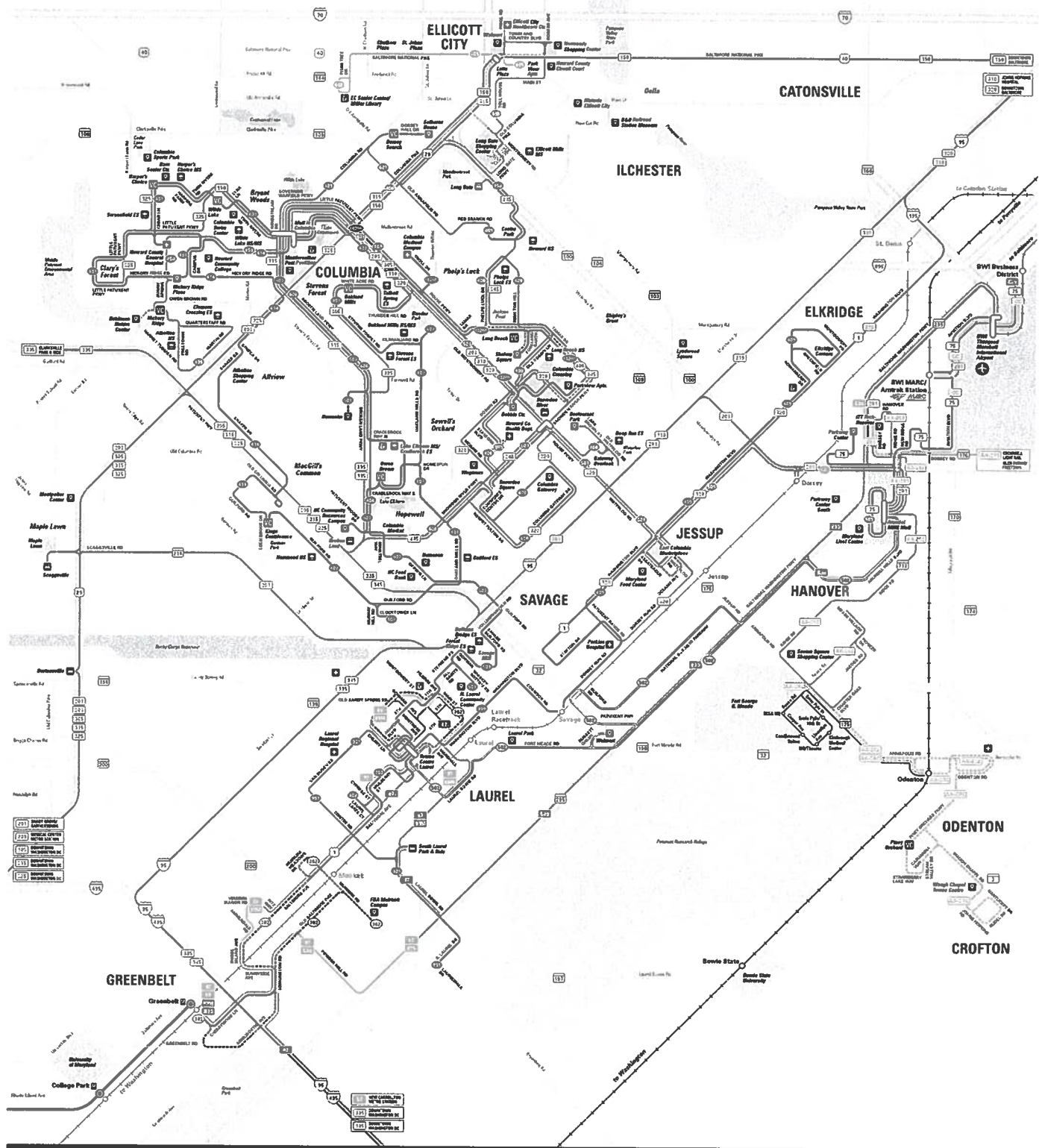
Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: Currently, RTA, with its connections to other linked facilities like the Baltimore Light Rail, MTA commuter bus and other routes, WMATA, BWI Airport, etc. often provides the key and many times only means for commuter travel into and out of Howard County for many in the labor force. Major employers in Howard County consistently support increased and enhanced transit in Howard County. Access to jobs remains a key concern of employers in Howard County. Reliable transit will induce more persons to utilize buses with individual, financial, environmental and social benefits.

12) Additional Comments/Explanation: _____



Regional Transportation Agency of Central Maryland

Serving: Howard County, Anne Arundel County, City of Laurel and Northern Prince George's County

System Map

Effective: November 2019



schematic map
not to scale

RTA Route Names

- 301 Towne Centre Laurel – South Laurel
- 302 Towne Centre Laurel – Greenbelt Metro Station
- 401 Mall in Columbia – Howard County Hospital – HCC
- 402 Mall in Columbia – Columbia Crossing – Dobbin Center
- 403 Mall in Columbia – Executive Park Dr
- 404 Mall in Columbia – Hickory Ridge
- 405 Mall in Columbia – Ellicott City
- 406 Mall in Columbia – Columbia Gateway
- 407 Mall in Columbia – Kings Contrivance
- 408 Mall in Columbia – Sherwood Crossing

- 409 Towne Centre Laurel – Elkridge Corners
- 414 Mall in Columbia – Kings Contrivance
- 501 Mall in Columbia – Arundel Mills Mall
- 502 Towne Centre Laurel – Maryland City
- 503 Towne Centre Laurel – Mall in Columbia
- Odenton MARC – Ft. Meade – Odenton MARC
On base access – cr details required, back to Odenton MARC

Routes 302, 404, 405, 407, 408, 501
Certain trips, see schedule for service details

Other Operators

- 76 MARYLAND MTA Local/Express
- 520 MARYLAND MTA Commuter Bus
- AA-202 AA-ARC ANNE ARUNDEL COUNTY
call 410-222-7446/410-222-0225 or visit www.aacounty.org/transportation

- WABA Metrobus
- CC COUNTY Connector

FREE County Connector Service:
Anodet 848s to BWI Airport 410-859-1000
or visit bwiexpress.org/countyconnector

Rail Service

- MARC TRAIN
- MTA LIGHT RAIL
- METRORAIL
- Camden Line
- Penn Line
- Hunt Valley – BWI Line
- Green Line

Map Symbols

- Transfer Point
transfer from RTA to Maryland MTA, WABA Metrobus at this location
- Point of Interest
- Village Center
- Howard County Public School
- Library
- Medical Center/Hospital
- Park & Ride

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for each major capital project priority identified

FY: 2021to FY: 2021 CTP

- 1) Name of Project: **Transit Capital Improvements-Bus Rapid Transit**
- 2) Submitting Jurisdiction/Modal Agency: **Howard County Office of Transportation**
- 3) Project Jurisdiction/County: **Howard County**
- 4) Project limits (attach map if available and applicable): **Howard County and Montgomery County.**
- 5) Anticipated cost and funding source (approximate if available):
- 6) Description of project purpose and need (up to one paragraph): **The lack of quality transit connections between Howard County and Montgomery county continues to impact access to employment as well as increasing congestion on the corridor. This project will enhance options by providing high quietly transit connections to connect to Montgomery County's Flash system.**
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: No
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: **Yes, this project is on the county's general plan and is consistent with goals and objectives in the plan by advancing non automobile travel options and reinforcing the viability of compact development patterns.**
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: **Transit supports and is integral to Smart Growth. Enhance regional transit connections will allow diversion of car trip to non-car trips, reducing demand on the road network as well as reinforcing compact and walkable communities.**

11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives:

Transit, as a travel mode, experiences fewer fatal and injury collisions per passenger mile than almost any other mode of surface travel. Transit also reduces congestion which facilitates the response of public safety agencies. Transit also is typically linked with pedestrian activity, beneficial to individual and public health.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives:

Transit, by consolidating person trips into collective vehicles, reduces "wear and tear" on highway and local road infrastructure. Additionally, increasing or meeting trip demand while reducing vehicle usage permits existing infrastructure systems to accommodate demand as opposed to developing new, costly facilities.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives:

Public transit can provide faster and more comfortable travel experiences that single vehicle occupancy vehicles. This system will partner with and leverage Montgomery county's investment in the US 29 corridors and stops. The system will also implement ITS, with TSP, to deliver faster and more reliable travel along the corridor for transit users. In addition, the system will likely reduce automobile demand on the road network, ensure more reliable and consistent travel time for all users.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: Transit reduces land use and environmental impacts on communities. Transit promotes air quality relative to other motorized travel modes. The energy expended by bus transit is second in terms of efficiency only to rail transit in terms of person miles traveled.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: Local and regional transit represents a key component of Howard County's and efforts to promote sustainability. Transit facilitates compact development facilitating mixed use and transit oriented development projects and connects activity centers, within Howard County and to Montgomery County.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives:

The system, by providing more reliable and enhanced service, especially in off peak hours, will improve access to employment centers in Howard County and Montgomery County, including improving access to disadvantaged residents.

12) Additional Comments/Explanation: _____



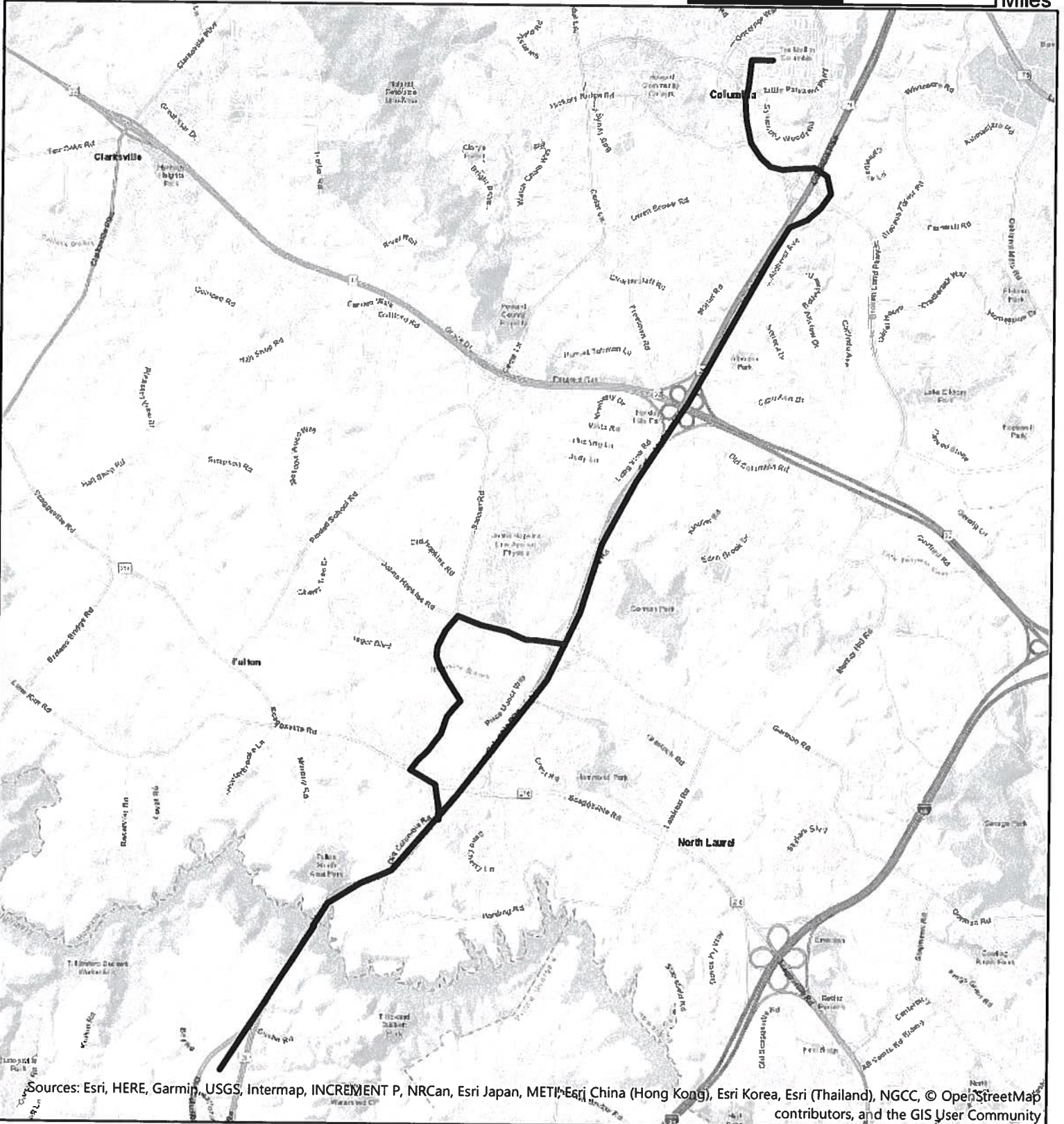
2021 - 2025 Howard County Priority Letter

Howard County/Montgomery County Flash Transit Link

N



— Bus Rapid Transit Study Area



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: 2021 to FY: 2026 CTP

- 1) Name of Project: Pedestrian/bike access/mobility/safety and ADA Improvements
- 2) Submitting Jurisdiction/Modal Agency: Howard County Office of Transportation
- 3) Project Jurisdiction/County: Howard County
- 4) Project limits (attach map if available and applicable): County wide
- 5) Anticipated cost and funding source (approximate if available): Total cost to eliminate all the potential hazardous bike/ped locations as well as to ensure that all public right of way infrastructure in Howard County is ADA-consistent would be hundreds of millions of dollars and is beyond the scope of a single project. Howard County plans to prioritize projects and accomplish them with small projects, private sector development as well as with larger roadway projects.
- 6) Description of project purpose and need (up to one paragraph): Surveys for the County Pedestrian Plan and the County Bicycle Plan have revealed significant inconsistency with safety, universal design and ADA-consistent design attributes throughout public right of way infrastructure in Howard County. The need for this project to install, upgrade or replace public infrastructure on State facilities is consistent with access and mobility for all.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: No
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This proposal is consistent with both the Long Range Regional transportation and the Howard County General Plan.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: This project supports sustainable travel in Howard County's Priority Funding Area thereby reducing demand for polluting auto travel.
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Bringing walking and cycling infrastructure up to Complete Street standards will have two chief impacts: (1) increase usage of these facilities for sustainable travel and (2) ensure that these alternate modes are safe.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: All these improvements will enhance infrastructure on existing State facilities.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Improvements to bike and ped facilities and travel will improve the quality of service experienced by both facility users as well as vehicular facilities.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: Improved bicycle /pedestrian travel almost always results in air quality improvements. Walking and cycling, with these improvements, will be viewed by the traveling public at-large as more realistic enhancing individual and community health benefits.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: Community involvement resulting from sustainable travel is a documented attribute of sustainable travel modes. Community benefits improving the quality of the travel experience will have positive impacts on the quality of life. More people will walk and bike, sure signs of community vitality.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

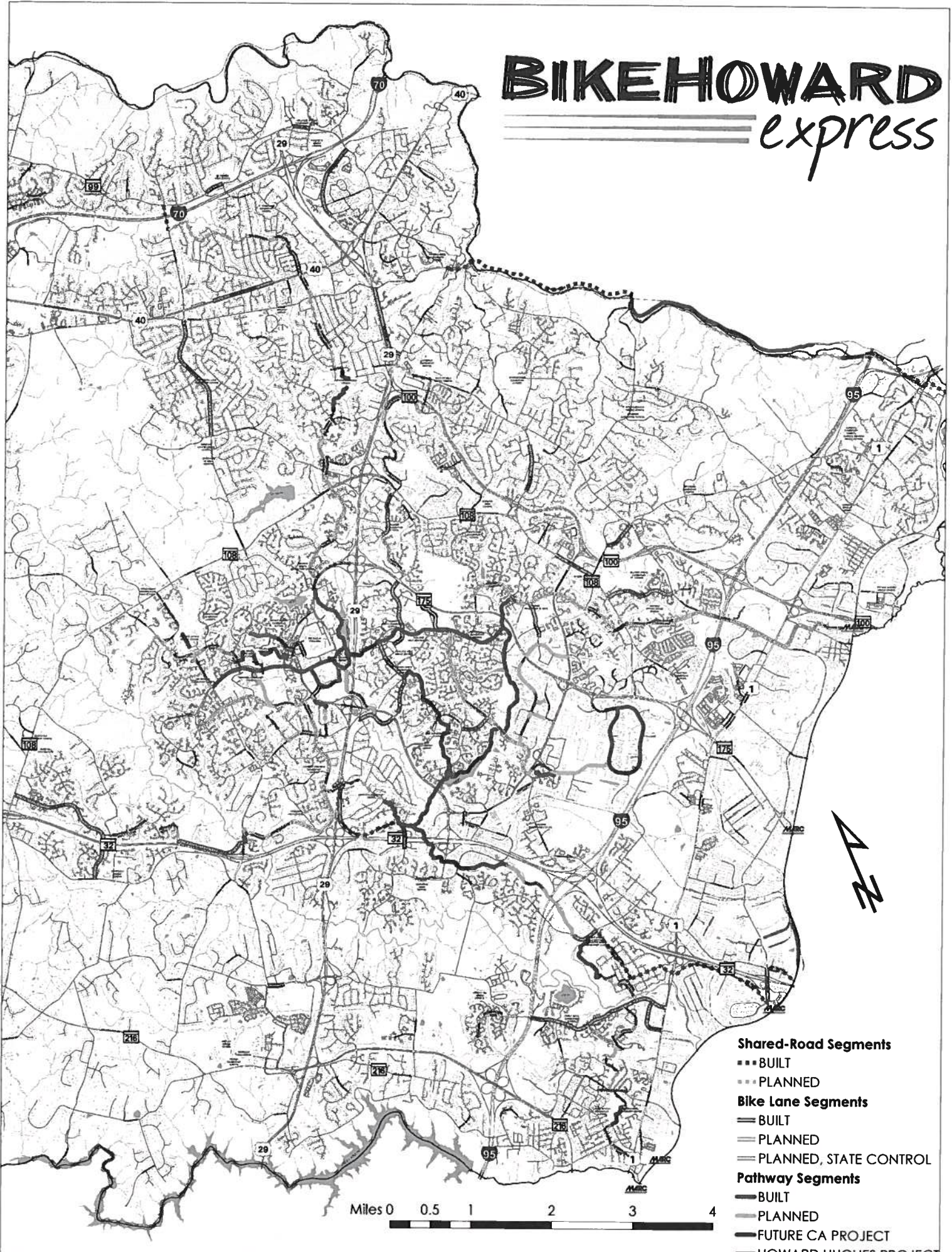
If checked, please describe how the project supports the goal and objectives: Implementation of the projects in Howard County's bicycle and pedestrian master plans will improve and enhance access to and from employment and commercial centers in Howard County. Enhancing access will increase the available pool of employees to employment and commercial land uses and enhance commuter access to schools and jobs. These impacts will likely have greatest impact on households with low car ownership rates improving their workforce participation rates. Additionally, since many of the pedestrian and bicycle improvements will also improve access to local and regional transit, the same positive impacts to job access will be seen on a regional level.

There is increasing evidence that walkable and mixed-use residential and commercial areas with strong bicycle and pedestrian infrastructure have increased value and are important factors for companies and residents deciding where to locate and develop businesses. Providing bike and pedestrian travel facilities will enhance the economic competitiveness of both Howard County and the State.

12) Additional Comments/Explanation: _____

BIKEHOWARD

express



Shared-Road Segments

- BUILT
- PLANNED

Bike Lane Segments

- == BUILT
- == PLANNED
- == PLANNED, STATE CONTROL

Pathway Segments

- BUILT
- PLANNED
- FUTURE CA PROJECT
- HOWARD HUGHES PROJECT



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for each major capital project priority identified

FY: 2021 to FY: 2026 CTP

- 1) Name of Project: MD 108 intersection improvements
- 2) Submitting Jurisdiction/Modal Agency: Howard County Office of Transportation
- 3) Project Jurisdiction/County: _Howard County
- 4) Project limits (attach map if available and applicable): MD 108 at Ten Mills Road
- 5) Anticipated cost and funding source (approximate if available): Joint County/State/private sector funding
- 6) Description of project purpose and need (up to one paragraph): This project would improve the safety and operation along MD 108 at the Ten Mills Road intersection. Under current conditions, all eastbound left turn, westbound left turn, northbound through/left and the southbound left approaches at the Centennial Lane intersection and the northbound through/left, southbound and the southbound right turn approach at the Ten Mills Road intersection all operate at level of service F (failing) during the PM peak hour. This project will provide a single left turn lane at the Ten Mills Road intersection. Traffic signals at both intersections will be replaced and optimized. Bicycle compatibility will be provided through both intersections.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: No
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Improving these intersections to accommodate future vehicle demand and supporting pedestrian, bicycle and other sustainable transportation is consistent with the goals in the County General Plan.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: Improvements to these intersections in the MD 108 corridor will provide better accommodations for future vehicle demand and provide a passing level of service grade during the peak hours.
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: This project will improve the quality of service to the public by enhancing safety and reducing the daily back-ups and delays of traffic travelling along MD 108.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: This proposed project will be configured and designed primarily within existing State of MD right of way.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: This project will improve the quality of service to the public by reducing the daily back-ups and delays of traffic travelling along MD 108.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: This project will reduce pollution by reducing the daily back-ups and delays of traffic travelling along MD 108.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: This project will improve the quality of service to the public by reducing the daily back-ups and delays of traffic travelling along MD 108 thus contributing to a better quality of life for all users.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: This project will improve the quality of service to the public by reducing the daily back-ups and delays of traffic travelling along MD 108 helping to facilitate the movement of goods and services in Maryland.

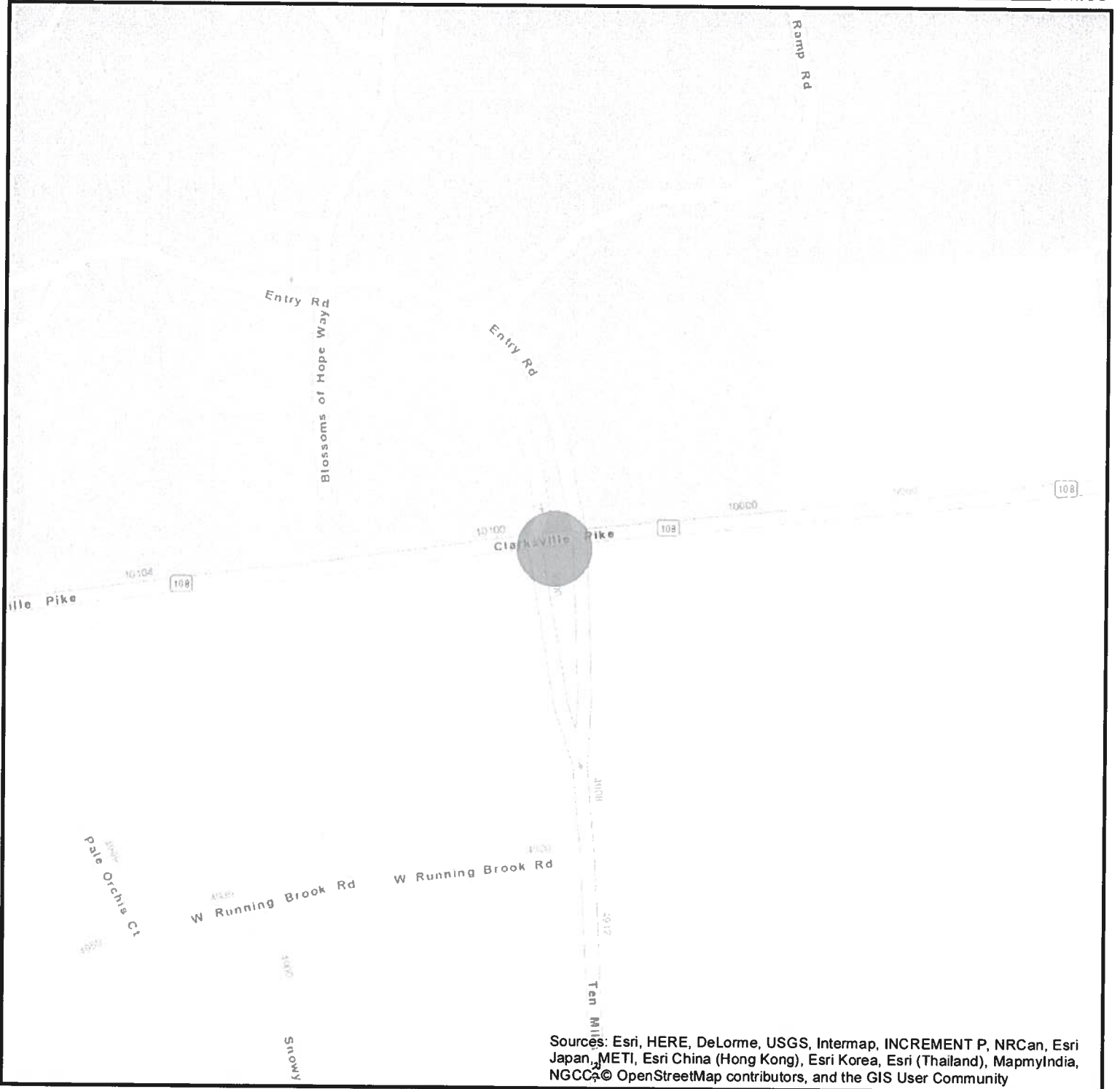
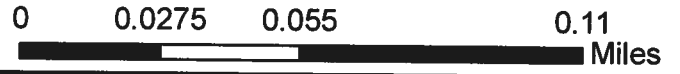
12) Additional Comments/Explanation: _____



Howard County's 2021-2026 Priority Letter MD 108: Intersection Improvements at Ten Mills Road



MD 108 Intersection Improvement



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for each major capital project priority identified

FY: 2021 to FY: 2026 CTP

- 1) Name of Project: MD 100/MD 103 Interchange Reconstruction
- 2) Submitting Jurisdiction/Modal Agency: Howard County Office of Transportation
- 3) Project Jurisdiction/County: _Howard County
- 4) Project limits (attach map if available and applicable): MD 100 mile point 4.5; MD 103 mile point 3.23
- 5) Anticipated cost and funding source (approximate if available): \$3- \$5 million
- 6) Description of project purpose and need (up to one paragraph): Traffic forecasts for this location indicate that the existing grade-separation will be over-capacity and operationally degraded. MD 100 is a National Highway Facility and this impedence is not acceptable. Howard County is proposing a Diverging Diamond Interchange (DDI) at this location to replace the existing grade separation. A DDI is a type of diamond interchange in which the two directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge at the freeway. It is unusual in that it requires traffic on the freeway overpass (or underpass) to briefly drive on the opposite side of the road from what is customary for the jurisdiction.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: No
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Improving this interchange to accommodate future demand and supporting pedestrian , bicycle and other sustainable transportation is consistent with the goals in the County General Plan.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: This proposal, within Howard County's Priority Funding Area (PFA), will accommodate infill development located in the PFA as opposed to incremental sprawl development outside the PFA. Additionally, DDI designs usually can make use of the existing minor road bridge structure and result in reduced construction impacts and costs.
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: MD 100 is a key travel facility in Central Maryland spanning two Counties and providing access to major national/regional transportation and other facilities such as I-95, US 29, the Gladys Noon Spellman BW Parkway, BEI Airport, Amtrak and Camden railroad lines and Ft. Meade and the National Security Agency. MD 100 is a National Highway System Facility and congestion should be minimized. These highways and agencies, in addition to being essential to local, State and national public safety are also key facilities for Homeland Security planning in Maryland as well as the East Coast corridor.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: DDI's typically make use of an existing facility's (to be replaced) minor road bridge. DDI improvements generally cost 50% or less than more conventional grade-separation alternatives.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: A DDI facility at this important "crossroad" in Howard County/Central MD, will, by definition, utilize state of the art traffic access and control technology to result in minimal delay to drivers as compared to maintaining the existing facility.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: A DDI at this location will require no new right of way and will reduce traffic delay, a major source of emissions in the environment. Management of storm water and other runoff will be consistent with best management practices under the guidance of the MD Dept of the Environment.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: A DDI at this location will permit infill development without reducing level of service (LOS) on vicinal roads. This DDI will replace an existing interchange which currently links major activity centers such as Downtown Columbia, Annapolis and Baltimore. Additionally it is likely Howard County will seek a design consistent with the County General Plan objectives and policies which support pedestrian, bicycle and other sustainable transportation.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: Doing nothing at this location will result in degraded freight and commuter travel on both MD 100, a regional facility and MD 103, a local facility. Provision of a DDI here will result in continued acceptable level of service operations on MD 100, a regional facility which serves Central Maryland between Baltimore and Washington, D.C.

12) Additional Comments/Explanation: _____



Howard County's 2021-2026 Priority Letter

MD 100 and MD 103: Replacement of the existing interchange



MD. 100 @ MD. 103 Interchange Enhancements



Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community