

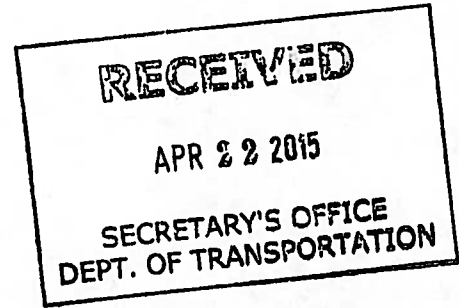


HOWARD COUNTY OFFICE OF COUNTY EXECUTIVE
3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2013

Allan H. Kittleman
Howard County Executive
akittleman@howardcountymd.gov

April 20, 2015

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



Dear Secretary Rahn:

Please accept the following "Priority Letter" from Howard County. We have included a list of highway and transportation projects to be included in the FY 2016-2021 Consolidated Transportation Program. These projects are in priority order and comply with MDOT's guidance of being "Major Capital Projects" that are consistent with the Maryland Transportation Plan.

Prior to reviewing our priorities, please accept our thanks for the previous State funding that we have received to widen US 29 northbound from Seneca Drive to MD 175. We also appreciate the State's anticipated safety improvements on MD 32 to provide an auxiliary lane from Day Road to West Friendship Road and to accommodate bicycles and provide deceleration lanes at key intersections from MD 99 to Amberwoods Way. We are equally appreciative of the State's efforts to have funded and initiated the design of the Rosemary Lane Interchange at MD 32, an essential part of improving safety on MD 32 between MD 108 and I-70. Finally, we thank you for design funding to widen the US 29 northbound lanes from the Middle Patuxent River to Seneca Drive and the valued technical assistance that has been provided by MTA and SHA staff.

Please find below the list of Howard County's priorities for State transportation projects to be included in the FY 2016-2021 Consolidated Transportation Program. For our priority projects, the MDOT project questionnaires are included.

- **US 29.** Our top highway *capacity* priority is to widen northbound US 29 to three mainline lanes from the Middle Patuxent River to MD 175. We are requesting for the FY 2016 – 2021 CTP that construction funding be committed to widen US 29 northbound from the Middle Patuxent River to Seneca Drive. The new funding will complement construction funding previously committed to widen US 29 northbound from Seneca Drive to MD 175. These projects will eliminate the *remaining* constrictions on US 29 and greatly alleviate congestion on the highway, as well as at the interchanges with MD 175, Broken Land Parkway and MD 32. The US 29 project will help facilitate future mobility needed for the redevelopment of Downtown Columbia, a Smart Growth priority.

- **MD 32 between MD 108 and I-70.** Howard County is committed to continuing safety improvements on Route 32, from MD 108 to Carroll County, our highest priority for *safety* improvements. We ask that the State fund the MD 32/Route 144 interchange for construction and continue to fund and construct access management improvements on MD 32.
- **Transit Capital Improvements.** Our highest *transit* priority for Fiscal Year 2016 includes our request for 8 new clean diesel buses to either replace existing buses that need to be retired or expand service as well as automated “Annunciators” for 40 buses. These will announce each stop on a bus route as the bus approaches the stop and will announce major destinations such as Columbia Mall. The Annunciators will also increase the accessibility of the system by those individuals who are visually impaired.
- **Transit Expansion.** We request expanded operating assistance to increase service by at least 30% on a number of the most productive routes, e.g., the 406 (Red), 401 (Green), 501 (Silver) and 503 (“E”) routes provided through the Regional Transportation Agency of Central Maryland (RTA).
- **I-70 Widening, US 29 to US 40.** Howard County’s highest *regional* priority is the combined widening of I-70 by adding one lane in each direction from US 29 to US 40 with the upgrading and reconstruction of the I-70/Marriottsville interchange to provide adequate capacity and traffic flow. The project will remove a long time traffic congestion bottleneck in Howard County and in the Baltimore Region and provide improved economic benefits for freight movement and people in a major east-west Maryland transportation corridor.
- **I-70 Marriottsville Road Bridge.** Howard County is providing analysis and design for widening the bridge over I-70 to accommodate substantial traffic growth on I-70 and Marriottsville Road. We are requesting the State fund the construction of the new wider bridge to allow completion of widening of Marriottsville Road north to MD 99 and south to US 40. The need for this project has long been documented in the State Highway Needs Inventory, as well as the adopted plans of the Baltimore Metropolitan Planning Organization and Howard County.
- **US 1 Corridor.** We request State funding participation to implement the phased arterial highway reconstruction that will include pedestrian, transit and streetscape improvements as specified in the SHA-Howard County Route 1 Memorandum of Understanding. The County in coordination with the State has provided the design for one portion of the US 1 improvement plan, from MD 175 to just north of Montevideo Road. Sufficient SHA funding is needed to complete this project and thereby further MDOT’s Bicycle and Pedestrian Goal of “Expand walking and bicycling networks, remove barriers, and enhance connections with transit and travel destinations.”

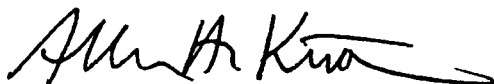
- **Downtown Columbia BRT.** Howard County is requesting MDOT's support and assistance in planning for a BRT project, increasing express service to Silver Spring along the US 29 BRT corridor, and developing interim express bus service for the future Broken Land Parkway BRT Corridor. Travel between Howard County and Washington D.C. is extensive, especially for work trips. Future capacity constraints on highways into Washington D.C. offer the opportunity to shift commuter trips to BRT and MARC. Opportunities for BRT along US 29 to Silver Spring have provided the impetus to include the project in Plan It 2035, the Baltimore Region Transportation Board's (BRTB's) Long Range Transportation Plan.
- **US 1 at Kit Kat Road.** As part of the County's goal to redevelop the US 1 corridor existing safety issues must be corrected. Kit Kat Road at US 1 is a blind intersection that should be addressed. We are asking for funds to design and implement improvements that will save lives at this intersection and make travel on US 1 safer.
- **MD 108 Clarksville Road, Trotter Road to Guilford Road.** We are requesting MDOT funding to support design and construction of pedestrian, bicycle, automobile, and streetscape improvements on MD 108 from Guilford Road to Trotter Road. The project reflects the results of the County's coordinated transportation planning and streetscape design study for MD 108. The project achieves MDOT's stated goal of improving safety for pedestrians, school aged children, cyclists and drivers on the state's roadways.
- **Pedestrian Access and Safety Improvements.** Consistent with the Howard County Pedestrian Plan and consistent with State Pedestrian Policy it is essential that the State address the need for sidewalks and pedestrian safety improvements along State Roads. A priority list of these requests mirroring our letter of 03/04/2013 to SHA District 7 Office is included as Attachment A.
- **Bicycle Access and Safety Improvements.** The County has developed a bicycle plan "BikeHoward", the County's first bicycle plan. BikeHoward identifies key State facilities that should include Bicycle improvements as a part of the State capital budget process and road improvement process. A listing of these Howard County bicycle priorities for MDOT facilities is provided in Attachment B.
- **MARC Growth and Investment Plan, Camden Line, Track Capacity and Increased Service.** Howard County hopes to add an additional mainline track and sidings to provide for three mainline tracks from Savage to Jessup MARC stations. More immediately we are requesting increased weekday commuter service of at least two weekday round trips. Congestion on I-95 is substantial during the peak hours, and additional MARC service will provide a rail alternative for peak hour commuters, thereby reducing congestion on I-95. Finally, we are requesting four round-trip weekend trips on the Camden Line; we expect the additional weekend service will be highly successful, as it has been on the Penn Line.

- **US 1/MD 175 Interchange.** We continue to support the US 1/MD 175 Interchange as one of our highest priority projects. It will provide increased mobility, congestion relief and economic development. In the light of BRAC and other growth in Central Maryland, we request that SHA and MDOT provide appropriate funding for this project to proceed to SHA final design and construction.
- **MD 175, US 1 to Snowden River Parkway.** The future travel forecasts along the I-95 corridor and the forecasted future redevelopment of "Columbia Gateway" after 2017 will require coordination with the I-95/MD 175 and US 1/MD 175 Interchange projects. We are requesting funding to support continued comprehensive traffic modeling and design alternatives that will be needed to understand the scope and interrelated impacts of this project.
- **MD 175, US 1 to Dorsey Run Road.** We are requesting funding for the widening and reconstruction of MD 175 to Dorsey Run Road. These improvements are needed to support and complement the development of the US 1/MD 175 interchange and completion of the Dorsey Run Road improvements to MD 100.
- **US 29 interchange between Broken Land Parkway and MD 175.** We are requesting the initiation of project planning for the US 29/Downtown Columbia interchange. The redevelopment of Downtown Columbia is consistent with State of Maryland Smart Growth principles. However, to provide sufficient travel mobility to facilitate downtown redevelopment, a partial or full movement interchange on US 29 between the Broken Land Parkway and MD 175 interchanges is essential to maintain capacity on US 29 and comply with prior SHA/Howard County MOU's for capacity on US 29 and Broken Land Parkway.

As directed in your Administration's CTP guidance, Howard County's transportation priorities, as attached, have received the endorsement of the leaders of the Howard County Council and the State Legislative Delegation.

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

Sincerely,



Allan H. Kittleman
County Executive

Attachments

Copy: Howard County Delegation
Howard County Council Members
Howard County Public Transportation Board Members
Dennis Schrader, Deputy Secretary, MDOT
Don Halligan, Director, Planning and Capital Programming, MDOT
Heather Murphy, Deputy Director, MDOT
Melinda B. Peters, Administrator, SHA
Douglas Simmons, Deputy Administrator, SHA
Greg Slater, Director, Planning and Preliminary Engineering, SHA
Mary Dietz, Chief Regional & Intermodal Planning Planner, SHA
Mark Crampton, District Engineer, District 7 SHA
John Concannon, Assistant District Engineer, District 7, SHA
Tara Penders, Regional Planner, SHA
Robert L. Smith, Administrator, MTA
Henry Kay, Deputy Administrator, Planning and Engineering, MTA
Diane Ratcliff, Director, Office of Planning, MTA
Elizabeth Kreider, Director, Local Transit Support, MTA
Kristy Mills, City Administrator, City of Laurel
George Cardwell, Office of Planning, Anne Arundel County
Todd Lang, Director of Transportation, Baltimore Metropolitan Council
Diane Wilson, Chief of Staff
Jahantab A. Siddiqui, Deputy Chief of Staff
Lonnie R. Robbins, Chief Administrative Officer
Sandy Schrader, Director of Intergovernmental Affairs
Stephen Rice, Labor Relations Coordinator
Deidre McCabe, Director of Communications
Andy Barth, Press Secretary to the County Executive
James Irvin, Director, Department of Public Works
Mark DeLuca, Deputy Director, Department of Public Works
Tom Butler, Deputy Director, Department of Public Works
Steve Sharar, Chief, Division of Transportation & Special Projects, Department of Public Works
Kris Jagarapu, Chief, Division of Traffic Engineering
John Powell, Administrator, Office of Transportation
Marsha S. McLaughlin, Director, Department of Planning and Zoning
Ben Pickar, Planning Supervisor, Office of Transportation

ATTACHMENT A: PEDESTRIAN PRIORITIES**#1 Priority**

US Route 1 Southbound from Whiskey Bottom Road heading south to the County Line (approximately 2,500 feet in length).

- The starting point would be just south of Whiskey Bottom Road heading south to the County Line.
- There is no sidewalk and the County would like to provide both pedestrian and bicycle access. Our thought is that by restriping the lanes, both a designated bike lane and sidewalk with driveway entrances can be provided with little or no right-of-way acquisition. The present driving lanes could be narrowed to 11 feet wide and the right most lane could be converted to a 7 feet bike lane with a curb and 5 feet sidewalk.
- North Laurel is within both a Sustainable Community designation and a Priority Funding area.
- This section of sidewalk is location #51 on the Howard County Pedestrian Master Plan

#2 Priority

US40 Eastbound from Chatham Lane to St. Johns Lane and including the St. Johns Lane intersection (approximately 1500 feet in length).

- Provide a sidewalk along the south side of US40 between Chatham Road and St. Johns Lane (a missing link is the pedestrian system).
- At the St. Johns Lane intersection, provide ADA improvements including corrected ramps and crosswalks with audible pedestrian signals. This intersection has sidewalks along St. Johns Lane to both the south and north (having been completed recently). With the above connection to the west there would be a good pedestrian link with nearby transit connections.
- Ellicott City is within a Priority Funding Area.
- This section of sidewalk is location #207 on the Howard County Pedestrian Master Plan.
- This sidewalk would serve a busy commercial area along US40 and allow local residents to the south of US 40 pedestrian access to US 40 services and retail, as well as transit.

#3 Priority

US1 Southbound from Crestmount Road to 200 feet north of Cedar Ave. (approximately 700 feet in length)

- Provide a missing sidewalk link from the end of the existing sidewalk along US1 at Crestmount Road to the end of the existing sidewalk about 200 feet north of Cedar Lane (in front of the Red Roof Inn).
 - There is a hill in front of the Red Roof Inn but there may be a possibility to carry the sidewalk up to the top of the hill rather than build a retaining wall along the frontage.
 - The County is willing to work with the adjacent property owners regarding obtaining the necessary r/w or easement.

- Jessup is within a Priority Funding Area.
- This section of sidewalk is location 27 on the Howard County Pedestrian Master Plan
- This sidewalk would serve an area that is growing and already has pedestrian traffic.

#4 Priority

MD 99 Old Frederick Road (south side) from Raleigh Tavern to connecting sidewalk east of Weatherburn (approximately 600 feet).

- This section of sidewalk is the Howard County School System's top priority for sidewalk installation.
- This section of sidewalk is Location #203 on the Howard County Pedestrian Master Plan (MD 99 from Old Mill to Marriottsville Road).

#5 Priority

Guilford Road from the soon to be constructed Howard County Housing Commission's Day Resource Center to US 1. The Day Resource Center will be located approximately 600 feet east of Stayton Drive.

- This section of sidewalk is Location # 42 on the Howard County Pedestrian Master Plan, and includes the completion of a sidewalk on Guilford Road to the Anne Arundel County border.

ATTACHMENT B: BICYCLE PRIORITIES

Summary of Facility Recommendations for State Roadways in Howard County

Road Name	Route Number	Existing Conditions	General Facility Recommendations	Specific Facility Recommendations	Short Term	Long Term
Route 1	US 1	Very little space, variable lane widths, high traffic volumes and speeds.	Cycletracks	One way cycletracks each side, colored bike lanes thru interchanges	Bike Lanes and Buffered Bike Lanes based upon space available and truck traffic.	Cycletracks
	MD 32	Wide Shoulders, a few locations where shoulders disappear. Challenging Interchanges.	Wide Shoulders	8-12 foot shoulders, safety treatments thru interchanges	Wide Shoulders	Median Path north of I-70
Columbia Pike	US 29	Wide Shoulders; challenging Interchanges.	Wide Shoulders	8-12 foot shoulders, safety treatments thru interchanges	Wide Shoulders	Coordinate bicycle accommodations with BRT
Ridge Road	MD 27		Shared Roadway	Safety Treatments and 3-4' shoulders where feasible.	Same	Consistent 5' Shoulders
Baltimore Pike	US 40	Varies--wide but inconsistent shoulders east of Normandy Drive and west of Greenway Drive. No accommodations in the middle.	Combination	Cycletracks west of 29, median path through 29 interchange; cycletracks and buffered bike lanes east of 29	Same	Same
Woodbine Road	MD 94		Shoulders	4-5' shoulders, spot safety treatments	Same	Same
Roxbury Woods Road	MD 97	Variable shoulder, 3-5' in most areas.	Shoulders	4-6' shoulders		
Old Frederick Road	MD 99	Some shoulder west of Rodgers to St. John's way; short stretch of bike lanes	Bike Lanes and Shared Roadway w/ Safety Treatments	Consistent 5' Bike Lane or Shoulder, safety treatments west of Marriottsville Road	Same	Consistent 5' Bike Lane or Shoulder
Rouse Parkway/Savage Road	MD 175	Wide Shoulders in some areas, difficult Interchanges.	Combination	Median Path; Wide Shoulders (10-12'); buffered bike lanes or cycletracks; some segments have no facility recommendations.	Same	May need a parallel, high speed bikeway with grade separations at interchanges.
Dorsey Road, Meadowridge Road, Montgomery Road	MD 103	Inconsistent shoulder width, 0-3 feet.	Bike Lanes and Cycletracks	Bike Lanes east of Long Gate Parkway; cycletracks from Long Gate Parkway to St. Johns Way/US 29 Interchange.	Same	May need buffered bike lanes.
Waterloo Road	MD 104	Wide, but imbalanced shoulder	Sharrows & Bike Lane	Balance the shoulder space and provided bike lanes.	Sharrows	Buffered Bike Lanes
Clarksville Pike, Old Annapolis Road, Waterloo Road	MD 108	Varies tremendously--narrow shoulders in some areas, none in others, new substandard bike lanes near Snowden River Parkway.	Combination	Shoulders 4-6' south of Clarksville; sidepath and shoulders Clarksville to US29; colored bike lanes, shared use path, one way cycletrack, bike lanes, buffered bike lanes to 175.	Sharrows, Spot Safety Treatments, 4-6' Shoulders, Standard Bike Lanes.	Combined On-Road and Off-Road accommodations.

ATTACHMENT B: BICYCLE PRIORITIES (Continued)

Priority Intersections Involving State Roads

No.	Approach Leg 1		Approach Leg 2		Approach Leg 3	
	Street Name	Route #	Street Name	Route #	Street Name	Route #
1	Washington Blvd	1	Levering Ave.			
2	Washington Blvd	1	Guilford Rd			
3	Washington Blvd	1	Howard St			
4	Washington Blvd	1	Whiskey Bottom Rd			
5	Washington Blvd	1	Meadowridge Rd	103	Meadowridge Rd	103
6	Columbia Pike	29	Old Annapolis	108		
7	Columbia Pike	29	John Hopkins Rd			
8	Patuxent Fwy	32	Dorsey Run Rd			
9	Patuxent Fwy	32	Clarksville Pike	108		
10	Patuxent Fwy	32	Cedar Lane			
11	Baltimore National Pike	40	Coventry Court Dr			
12	Baltimore National Pike	40	Bethany Lane		Centennial Lane	
13	Baltimore National Pike	40	N. Chatham Rd			
14	Baltimore National Pike	40	Ridge Rd			
15	Baltimore National Pike	40	Rogers Ave			
16	Roxbury Woods Rd	97	Burntwoods Rd			
17	Roxbury Woods Rd	97	Baltimore National Pike	I-70		
18	Route 100	100	Waterloo Rd	104		
19	Route 100	100	Meadowridge	103		
20	Montgomery Rd	103	Columbia Pike	US 29		
21	Montgomery Rd	103	Old Columbia Pike			
22	Montgomery Rd	103	Long Gate Pkwy			
23	Montgomery Rd	103	South Haven Drive			
24	Montgomery Rd	103	Brightfield Rd		Meadowridge Road	103
25	St Johns Lane	103	Columbia Road		St Johns Lane	
26	Clarksville Pike	108	Columbia Rd			
27	Clarksville Pike	108	Cedar Lane			
28	Clarksville Pike	108	Edots Oak Rd			
29	Clarksville Pike	108	Centennial Lane		Beaverbrook Rd	
30	Clarksville Pike	108	Harpers Farm Rd			
31	Clarksville Pike	108	Trotter Rd		Meadow Vista Way	
32	Clarksville Pike	108	Linden Linthicum Ln			
33	Clarksville Pike	108	Clarksville Square Dr			
34	Clarksville Pike	108	Great Star Dr			
35	Clarksville Pike	108	Auto Dr			
36	Clarksville Pike	108	Ten Oaks Rd			
37	Clarksville Pike	109	Guilford Rd			
38	Old Annapolis	108	Mellenbrook Rd			
39	Old Annapolis	108	Waterloo Rd	108	Waterloo Rd	104
40	Waterloo Rd	108	Old Montgomery Rd			
41	Waterloo Rd	108	Mayfield Ave			
42	Waterloo Rd	108	Rouse Pkwy	175		
43	Scaggsville Rd	216	All Saints Rd			
44	Scaggsville Rd	216	Leishear Rd			
45	Scaggsville Rd	216	Ice Crystal Dr			
46	Scaggsville Rd	216	Columbia Pike	Route 29		
47	Scaggsville Rd	216	Maple Lawn Blvd			
48	Cedar Lane		Grace Dr	Near MD 32		
49	Cedar Lane		Guilford Rd	Near MD 32		
50	Johns Hopkins Rd		Montpelier Rd	Near US 29	Old Columbia Rd	
51	Johns Hopkins Rd		Old Columbia Rd	Near US 29	Hammond Pkwy	
52	Long Gate Pkwy		Route 100 Exit Ramp	MD 100		
53	Long Gate Pkwy		Meadowbrook Ln	MD 100		
54	Sanner Rd		Guilford Rd	Near MD 32	Cedar Lane	



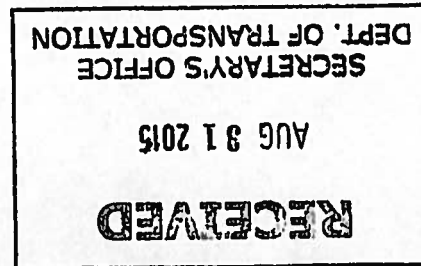
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Allan H. Kittleman
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FAX 410-313-3051
TDD 410-313-2323

August 25, 2015

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



Dear Secretary Rahn, *Pete*

Please accept the following list of projects as an addition to Howard County's "Priority Letter" submitted April 20, 2015 to be considered in the FY 2016-2021 Consolidated Transportation Program. I appreciate you taking the time to review these projects.

- **MD 32 between MD 108 and the Carroll County Border.** Howard County requests that the Maryland Department of Transportation (MDOT) evaluate the potential to build additional lanes along each direction of MD 32. We believe that this project will provide significant congestion relief in this area. Funding should be applied toward designing these additional lanes.
- **MD 103 at US 29.** Howard County requests that MDOT allocates funding towards the expansion of MD 103 at US 29. SHA has been working diligently on the addition of a third lane along MD 103 onto the ramp towards US 29 northbound. Funding of the utility replacement scheduled for the fall of 2016 will see this project continue on schedule.
- **MD 108 through MD 175 into Columbia Gateway Drive.** Howard County requests that MDOT evaluate the extension of MD 108 through MD 175 into Columbia Gateway Drive. We believe that this project will be critical in mitigating the traffic congestion merging from I-95 and MD 108 onto Columbia Gateway Drive, home to over 200 businesses and 7,700 jobs. Funding is needed for a feasibility study to begin this project.
- **US 29 Pedestrian Bridge.** Howard County requests that MDOT allocate funding towards the design phase to improve the present pedestrian bridge across US 29 with enhanced safety features and to incorporate transit services. This bridge provides a direct connection from Downtown Columbia to Oakland Mills. This funding request is a result of a funding roundtable I convened in June with stakeholders, including representatives from MDOT.

Thank you again for considering Howard County's priority transportation needs. My staff is available to provide additional details on the aforementioned projects should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Allan H. Kittleman', written in a cursive style.

Allan H. Kittleman
Howard County Executive

CC: Howard County Council Members
Howard County Delegation