



HOWARD COUNTY OFFICE OF COUNTY EXECUTIVE

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August 21, 2009

The Honorable Beverly K. Swaim-Staley
Office of the Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Dear Acting Secretary Swaim-Staley:

I am forwarding Howard County's updated list of priority projects for proposed inclusion in the FY11 to FY16 Consolidated Transportation Program. Our priorities this year continue to emphasize BRAC related needs within the region and the State.

At the outset, I would like to express my appreciation for MDOT's willingness to work with us to restore much of the commuter bus service that was slated to be cut last year. As you know, my Administration will continue to assist in supporting that service through fiscal year 2010.

In fiscal year 2009, Howard Transit, for the first time, exceeded 1,000,000 trips on our fixed route and paratransit services. We are grateful for the generous stimulus funding for transit and highways as well as for the technical assistance provided by MTA staff. Your financial help in facilitating the replacement of a number of our aging buses will provide new hybrid buses and support our goals on air quality and energy efficiency. We are also gratified by progress on several important highway projects including MD 32, US 29, I-70 and MD 108. Howard County continues to support these and other projects through the judicious use of our excise tax revenues.

Attached is the list of our priorities for State transportation projects in Howard County. Our highest transit priority for fiscal year 2010 is funding to replace an additional eight buses with environmentally responsible hybrid transit vehicles. This request is in addition to the vehicles being sought through Federal stimulus grants. As necessary, we will continue to support this effort with County funds beyond the traditional formula matching requirements. The decision to acquire hybrid vehicles is proving to be an economically sound investment as well as the right choice for the environment. Of equal importance, we are requesting that the State continue to support the development of a Central Maryland Transit Operations Facility (CMTOF). Once operational, the facility will reduce costs for the three LOTS programs to be served.

On a regional level, we continue to endorse improvements to MARC service as the best short term solution to mass transit demand in the Baltimore-Washington Corridor. We look forward to working closely with you to support transit oriented developments in the MARC corridor.

In addition to our top highway capacity improvement priorities, our list this year also includes a critical highway safety priority on MD 32. I know you are aware of the long history of safety concerns regarding safety along MD 32 between I-70 and our border with Carroll County. These concerns have been heightened following a tragic accident at MD 32 and River Road. We look forward to working with you to improve the safety of this intersection and this stretch of highway.



Our top highway capacity priority this year is for the State to widen northbound US 29 to three mainline lanes from north of the Middle Patuxent River to south of MD 175, including noise walls as appropriate. Our second highway capacity priority is for the State to begin the planning of the widening of I-70 between US 29 and MD 32 and the construction of the short-term improvements that have been identified for this location.

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

Sincerely,



Ken Ulman
County Executive

KU/bp

Attachment

cc: Howard County Delegation
Howard County Council Members
Public Transportation Board Members
Don Halligan, Director, Planning and Capital Programming, MDOT
Heather Murphy, Deputy Director, Planning and Capital Programming, MDOT
Neil Pedersen, Administrator, SHA
Greg Slater, Director, Planning and Preliminary Engineering, SHA
David Coyne, District Engineer, District 7 SHA
Douglas Simmons, Deputy Administrator, SHA
Mary Dietz, Chief Regional & Intermodal Planning Planner, SHA
Vaughn Lewis, Regional Planner, SHA
George Miller, District 7, SHA
Paul Wiedefeld, Administrator, MTA
Henry Kay, Deputy Administrator, Planning and Engineering, MTA
Diane Ratcliff, Director of Planning, MTA
Lenny Howard, Manager, Statewide Planning, MTA
Louise Tinkler, Chief of Regional Planning, MTA
Keisha Ransome, Regional Planner, Office of Planning & Programming, MTA
George Cardwell, Office of Planning, Anne Arundel County
John Powell, Transit Administrator, Corridor Transportation Corporation
Harvey Bloom, Director of Transportation, BMC
Jessica Feldmark, Chief of Staff
Kelly Derthick, Deputy Chief of Staff
Ned Cheston, Director of Governmental Affairs
Joshua Feldmark, Director of Environmental Sustainability
Lonnie Robbins, Chief Administrative Officer
Kent Menser, Executive Director, BRAC Task Force
James Irvin, Director, Department of Public Works
Mark DeLuca, Deputy Director, Department of Public Works
Ron Lepson, Chief, Bureau of Engineering, Department of Public Works
Steve Sharar, Chief, Division of Transportation and Special Projects, Department of Public Works
Kevin Enright, Administrator, Public Information Office
Marsha S. McLaughlin, Director, Department of Planning and Zoning
Kimberley Flowers, Deputy Director, Department of Planning and Zoning
Carl Balsler, Chief, Division of Transportation Planning
Ben Pickar, Planning Supervisor, Transportation Planning, DPZ
File: CTP - FY 2011

PRIORITY STATE TRANSPORTATION PROJECTS IN HOWARD COUNTY
Submitted August 2009

A. Transit

1. **Fleet Replacement.** Provide funding to replace the eight oldest and least reliable Howard Transit buses with hybrid vehicles.
2. **Transit Operations Facility.** The development of a Central Maryland Transit Operations Facility is my second highest transit priority. Provide ongoing technical and funding assistance with regard to site acquisition, site planning, environmental analysis, engineering and construction.
3. **Technology Upgrades.** Provide funding for upgraded on-board bus technology in order to enhance operating performance, cost effectiveness and passenger safety.
 - a. **Automated Vehicle Location (AVL).** Provide funding for an upgraded AVL system with improved reliability and management reporting functions.
 - b. **Routing and Scheduling Software.** Growth in the demand for paratransit services requires increased efficiency in paratransit operations and management. Ownership and control of scheduling and routing software for paratransit will substantially improve service quality and increase productivity.
 - c. **Smart Cards.** Complete State funding of Smart Card technology for installation and software maintenance.
4. **Shelter Program.** Continue to provide funding for bus shelter installation at high use bus stops as a means of improving customer satisfaction and encouraging added ridership. Program should include funding to provide safe and accessible sidewalk connections.
5. **MTA Service.** Restore frequency and service hours on the MTA 3 10 and 150 routes.

B. Highway Safety

1. **MD 32 between I-70 and the County Line.** We support SHA's efforts to initiate a community work group to evaluate safety improvements on Route 32 between I-70 and the County line. We would recommend that the selected safety improvements be given a high priority and be implemented as quickly as possible.

C. Highway Capacity

1. **US 29.** My highest highway priority is for the State to widen northbound US 29 to three mainline lanes from north of the Middle Patuxent River to south of MD 175. Complete design and begin construction including installation of noise walls as appropriate.

2. **I-70.** Per the recently completed study of traffic capacity and operations in the 1-70 corridor from US 40 to the Baltimore County line, restore project planning funds for the widening of 1-70 between US 40 and US 29. Proceed with design and construction of short-term improvements recommended in the study. This effort should be coordinated and scheduled with the county's ongoing design of the Marritottsville Road/I-70 interchange.

3. **US ZMD 175.** My third highest highway priority is for SHA to conduct a project planning study to evaluate grade separation options at this severely congested location as recommended in the US 1 Corridor Revitalization Study and as necessitated by anticipated BRAC related commuter traffic. Project limits should reflect a potential new Columbia Gateway access to/from MD 175 consistent with evaluations being conducted by Howard County's Department of Public Works.

4. **MD ZOO.** Conduct a study of potential capacity and safety improvements at the I-95/MD 100 interchange and MD 100 mainline from 1-95 to east of the Anne Arundel County line.

5. **MD 175.** Also BRAC related, I urge SHA to conduct a project planning study to provide a minimum of four continuous mainline lanes on MD 175 from US 1 to MD 295. This project should be coordinated with plans underway for improvements east of MD 295.

6. **US 2 Corridor.** Proceed to phased implementation of recommended network, pedestrian, transit and streetscape improvements recommended in the US 1 Corridor Study.

7. **MD 32.** Continue the phased reconstruction and widening of MD 32 from MD 108 to 1-70, including construction of an interchange at Linden Church Road.

8. **MD 32.** Initiate a project planning study for widening of MD 32 from Cedar Lane to 1-95 and to Fort Meade in anticipation of 201 5 BRAC impacts and long term regional growth.

9. **Coordinated High way Action Response Team ("CHART'V.** Expand CHART capabilities in the 1-95 corridor.

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