



HOWARD COUNTY OFFICE OF COUNTY EXECUTIVE
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September 17, 2013

The Honorable James T. Smith, Jr.
Office of the Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Dear Secretary Smith:

We are grateful for previous State funding for transit and highway projects, as well as for valued technical assistance provided by MTA and SHA staff. We appreciate the State's actions to advance the development of the Rosemary Lane Interchange at MD 32, an essential part of improving safety on MD 32 between MD 108 and I-70. We are equally appreciative of the State's efforts to acquire right of way on US 29 near Downtown Columbia. The right of way acquisition will advance our top capacity project, US 29, towards final design and construction.

The projects are provided in priority order and comply with MDOT's guidance of being "Major Capital Projects" that are consistent with the Maryland Transportation Plan. A list of important but deferred priorities is also attached, in the event that the Federal or State budget situation improves. For our priority projects, the MDOT project questionnaires are included. Below is the list of Howard County's priorities for State transportation projects to be included in the FY 2014-2019 Consolidated Transportation Program.

- **US 29.** Our top highway *capacity* priority is to widen northbound US 29 to three mainline lanes from north of Seneca Road/Shaker Drive to south of MD 175. This three-mile improvement will eliminate one of two *remaining* constrictions on US 29 and greatly alleviate congestion on the highway as well as at interchanges with MD 175, Broken Land Parkway and MD 32. As an integral part of this project, we ask for the State's continued support to complete design and fund construction of SHA's access control projects on Old Columbia Road and Gales Lane. 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 to develop and implement safety improvements on Route 32, from MD 108 to our border with Carroll County, which is our highest priority for *safety* improvements. We ask that the State continue design work on access management and grade-separated crossings, as well as funding for these improvements. Between I-70 to the Carroll County line, we request a comprehensive access-management plan to reduce the number of access points and implement selected safety improvements.

- **Transit Improvements.** Our highest *transit* priorities for Fiscal Year 2014 include the State's continued support for development of the Central Maryland Transit Operations Facility (CMTOF) as well as funding for heavy lifts, special tools and testing equipment needed to complete final development of the facility. Similarly, we request 16 new hybrid electric buses, 8 to replace paratransit vehicles and 8 to expand service, and we request expanded operating assistance to increase service by at least 30% on our most productive routes, the Red, Green and "E" Routes. These transit improvements will increase mobility for all transit users and will potentially reduce automobile travel.
- **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 35% design for one portion of the US 1 improvement plan, from MD 175 to just north of Montevideo Rd. Sufficient funding will ensure and expedite the completion of this project.
- **MARC Growth and Investment Plan, Camden Line, Track Capacity.** Howard County hopes to add an additional mainline track and sidings to provide for three mainline tracks from Savage to Jessup MARC stations. At Savage, Jessup, and Laurel Race Track stations, we wish to provide Americans with Disabilities Act and other aesthetic upgrades.
- **Downtown Columbia/Broken Land Parkway BRT.** Future capacity constraints on highways into Washington D.C. offer the opportunity to shift commuter trips to BRT and MARC. The Broken Land Parkway BRT will start in Downtown Columbia and provide service along Broken Land Parkway, Snowden River Parkway, and an existing CSX rail spur to US 1. The BRT route will continue south along US 1 to HOV lanes along MD 32 and continue to Dorsey Run Rd. and then terminating at the Savage MARC rail station. Opportunities for BRT along US 29 to Silver Spring have provided the impetus to include the project in Plan It 2035, the BRTB's Long Range Transportation Plan. Howard County is requesting MDOT's support and assistance for the implementation of these two BRT projects with emphasis on the Broken Land Parkway BRT.
- **I-70 Marriottsville Interchange.** Howard County is requesting that the I-70/Marriottsville Road interchange become a break-out project for the FY 2014-2019 CTP, as part of the I-70 widening project from US 40 to US 29. The need for this project has long been documented in the State Highway Needs Inventory, and the adopted plans of the Baltimore Region and Howard County.
- **US 1/MD 175 Interchange.** We continue to support the US 1/MD 175 Interchange as one of our highest priority projects. The interchange will provide increased mobility, congestion relief and bolster area-wide economic development. In 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 project planning and design.

- **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. Continued comprehensive traffic modeling and design alternatives are necessary to understand the scope and interrelated impacts of these projects.
- **MD 175, US 1 to Dorsey Run Rd.** The reconstruction of MD 175 to Dorsey Run Road is requested as the logical addition to the development of the US 1/MD 175 interchange.
- **US 29 interchange between Broken Land Parkway and MD 175.** The redevelopment of Downtown Columbia is consistent with State of Maryland Smart Growth principles. The process is beginning and will evolve over the next 20 years. In an effort 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 related to Capacity on US 29 and Broken Land Parkway.
- **Laurel Park Station Transit Oriented Development (TOD) and Camden MARC Line.** State of Maryland TOD designation is requested for the "Laurel Park Station" development at the Laurel Race Track MARC station, and enhanced MARC Camden line train service is requested to support and expedite that State TOD designation.
- **Oxford Square Transit Oriented Development (TOD) and Camden MARC Line.** State of Maryland TOD designation is requested for "Oxford Square" development at the Dorsey MARC station, and enhanced MARC Camden line train service is requested to support and expedite that State TOD designation.
- **MD 32 Capacity and Transit Improvements (HOV/BRT).** We wish to widen MD 32 from Cedar Lane to I-95 and Fort Meade to provide additional travel lands and with dedicated High Occupancy Vehicle (HOV) and/or potential Bus Rapid Transit (BRT) lanes, in anticipation of BRAC and Cyber Command traffic impacts and long term regional growth.

As directed in your Administration's prior 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,



Ken Ulman
Howard County Executive

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
Melinda B. Peters, 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
Jim Dooley, Regional Planner, SHA
John Concannon Assistant District Engineer, District 7, SHA
Ralign T. Wells, Administrator, MTA
Henry Kay, Deputy Administrator, Planning and Engineering, MTA
Diane Ratcliff, Director, Office of Planning, MTA
Elizabeth Kreider, Director, Local Transit Support, MTA
Tom Holsclaw, Regional Planner, Office of Planning & Programming, MTA
Karl D. Brendle, Director Community Planning and Business Services, City of Laurel
George Cardwell, Office of Planning, Anne Arundel County
James B. Perez Transit Administrator, Central Maryland Regional Transit
Todd Lang , Director of Transportation, BMC
Jessica Feldmark, Chief of Staff
Josh Russin, Deputy Chief of Staff, Governmental Affairs
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
Tom Butler, Deputy Director, Department of Public Works
Steve Sharar, Chief, Division of Transportation & Special Projects,
Department of Public Works
David Nitkin, Administrator, Public Information Office
John Powell, Administrator, Office of Transportation Services
Marsha S. McLaughlin, Director, Department of Planning and Zoning
Kimberley Flowers, Deputy Director, Department of Planning and Zoning
Ben Pickar, Section Chief, Division of Transportation Planning

File: CTP - FY 2014 – FY 2019

Deferred Projects FY 14-19 CTP Priority Letter

A. Transit

1. **Technology Upgrades - Smart Cards Fixed Route.** Smart Card and or debit card technology for fixed route vehicles to facilitate transfers among transit systems in central Maryland and provide a more functional and seamless transportation network for transit users.
2. **Clarksville Park'n Ride Expansion.** Provide feasibility study to assess the demand, costs and benefits of a Park'n Ride structure serving carpoolers and transit users at or in the immediate vicinity of the Clarksville Fire Station.
3. **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.
4. **MD 32/Broken Land Parkway Park'n Ride Lot Expansion.** Initiate a planning study to assess future demand and costs of increasing parking capacity including development of a multiuse parking garage.
5. **Bus Rapid Transit (BRT) Studies.** Initiate Bus Rapid Transit (BRT) planning and alignment studies for MD 32, US 29 and Columbia downtown to Odenton consistent with Howard County's draft General Plan 2030.

B. Highway Capacity

1. **MD 100.** Conduct project planning studies to rebuild the MD 100/I-95 interchange to meet future I-95 and MD 100 capacity demands.
2. **MD 175.** BRAC and Fort Meade 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 and the planning studies for the widening of MD 295.
3. **MD 32.** Continue the phased reconstruction and widening of MD 32 from MD 108 to I-70, including construction of an interchange at Linden Church Road.