



HOWARD COUNTY OFFICE OF COUNTY EXECUTIVE

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October 5, 2010

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

Dear Secretary Swaim-Staley:

I am forwarding Howard County's updated list of priority projects for proposed inclusion in the FY2012 to FY2017 Consolidated Transportation Program. Our priorities this year continue to emphasize regional needs related to Fort Meade growth.

For the second year in a row, Howard Transit has 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. With the State's financial assistance we are continuing to replace a number of our aging buses with clean hybrid vehicles.

Attached is the list of our priorities for State transportation projects in Howard County. Our highest transit priority for Fiscal Year 2012 is funding to replace an additional four buses with environmentally responsible hybrid transit vehicles. The decision to acquire hybrid vehicles is the right choice for the environment and a responsible investment that reduces operating costs. Of equal importance is the State's continued support to develop the Central Maryland Transit Operations Facility (CMTOF). Once operational, the facility will reduce costs for three LOTS programs, Howard Transit, Western Anne Arundel Transit, and Connect-A-Ride.

Howard County continues to endorse improvements to MARC service in the Baltimore-Washington corridor and is pleased to have proposals for Transit-Oriented Developments (TODs) near the Camden Line MARC stations at Dorsey, Savage, and Laurel Race Track. We request additional State support for these projects through increased MARC transit service and State TOD designation.

A continued priority is improving highway safety on MD 32. I appreciate the work of the SHA staff in partnering with the County to address safety concerns along MD 32 between MD 108 and our border with Carroll County. These safety concerns have been heightened following tragic accidents along this stretch of highway, and making MD 32 safe is our highest transportation priority.

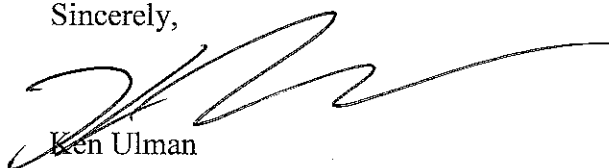
Once again our top highway capacity priority is for the State to widen northbound US 29 to three mainline lanes from north of the Middle Patuxent River to south of MD 175, followed closely by capacity improvements at the intersection of US 1 and MD 175 and on MD 32 from Cedar Lane to Fort Meade.

Although we understand the State's request to identify a single transportation project as Howard County's top priority, it is important to recognize that there are multiple priority projects which represent truly critical

infrastructure needs. Given Howard County's direct proximity to Fort Meade and our central location within the State as well as within the Baltimore-Washington corridor, we bear a disproportionate number of pass-through commuters. We anticipate that the number of pass-through commuters will continue to grow dramatically with BRAC, Cyber Command and additional Fort Meade Growth and therefore believe it is essential that the State work with us to address multiple transportation priorities at this "crossroads" for Maryland.

Thank you for your consideration. I look forward to working together with the State to solve these County and regional transportation needs.

Sincerely,



Ken Ulman
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
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
Ralign T. Wells, 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
Todd Lang, Director of Transportation, BMC
Jessica Feldmark, Chief of Staff
Ian Kennedy, 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
Ben Pickar, Acting Chief, Division of Transportation Planning
File: CTP – FY 2012

PRIORITY STATE TRANSPORTATION PROJECTS IN HOWARD COUNTY
Submitted October 2010

A. Transit

1. ***Fleet Replacement.*** Provide funding to replace the four 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 site planning, environmental analysis, engineering and construction.
3. ***Technology Upgrades.*** Provide funding for upgraded bus technology in order to enhance operating performance, cost effectiveness and passenger safety.
 - a. ***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.
 - b. ***Smart Cards.*** Smart Card technology for paratransit vehicles to increase ease of payment and accounting of paratransit revenues.
4. ***Transit-Oriented Development (TOD).*** Support transit-oriented development near the Dorsey, Savage and Laurel Race Track MARC stations with enhanced MARC transit service and State TOD designation.
5. ***MTA Service.*** Restore frequency and service hours on the MTA 310 and 150 routes.
6. ***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.

B. Highway Safety

1. ***MD 32 between MD 108 and the County Line.*** Safety has always been our highest priority. Improving the safety of this stretch of MD 32 for drivers and residents continues to be our top transportation priority this year.

C. Highway Capacity

1. ***US 29.*** My highest highway capacity 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. **US 1/MD 175.** My second highest highway capacity 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 further necessitated by increasing BRAC/Fort Meade related commuter traffic. Project limits should reflect a potential new Columbia Gateway access to/from MD 175 consistent with evaluations being conducted by SHA and Howard County's Department of Public Works.
3. **MD 32.** Initiate a project planning study for widening of MD 32 from Cedar Lane to I-95 and to Fort Meade in anticipation of BRAC and Cyber Command impacts and as well as long term regional growth.
4. **I-70.** Per the recently completed study of traffic capacity and operations in the I-70 corridor from US 40 to the Baltimore County line, restore project planning funds for the widening of I-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 Marriottsville Road/I-70 interchange.
5. **MD 100.** Conduct a study of potential capacity and safety improvements at the I-95/MD 100 interchange and MD 100 mainline from I-95 to east of the Anne Arundel County line.
6. **MD 175.** Also 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.
7. **US 1 Corridor.** Proceed to phased implementation of recommended network, pedestrian, transit and streetscape improvements recommended in the US1 Corridor Study.
8. **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.
9. **Coordinated Highway Action Response Team ("CHART").** Expand CHART capabilities in the I-95 corridor.