

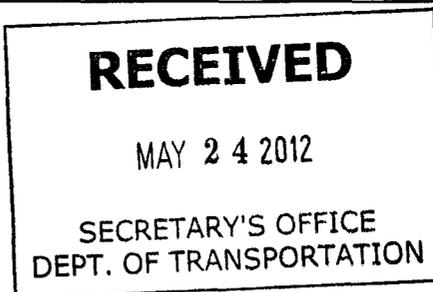


HOWARD COUNTY OFFICE OF COUNTY EXECUTIVE
3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2013

Ken Ulman
Howard County Executive

www.howardcountymd.us
FAX 410-313-3051
TDD 410-313-2323

May 21, 2012



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:

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. In accordance with your request, our list of proposed projects has been significantly reduced in light of budget constraints. 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 2013-2018 Consolidated Transportation Program.

- **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.
- **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.
- **Transit Operations Facility.** Our highest *transit* priority for Fiscal Year 2013 is the State's continued support for development of 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.

- **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.
- **US 1 Corridor.** We hope to begin phased implementation of arterial highway reconstruction incorporating a network of pedestrian, transit and streetscape improvements as specified in the SHA-Howard County Route 1 Memorandum of Understanding. This plan would build upon and extend pedestrian, transit and streetscape improvements currently being designed between MD 175 and just north of Montevideo Rd.
- **I-70 Marriottsville Interchange.** Howard County is requesting that the I-70/ Marriottsville Road interchange become a break-out project for the FY 2013-2018 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.
- **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.
- **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” in Howard County require the redevelopment of MD 175 and the integration of that project with the adopted BRTB Plan It 2035’s I-95/MD 175 Interchange project. Continued comprehensive traffic modeling and design alternatives will be needed to understand the scope and interrelated impacts of this project.
- **US 29 BRT.** Inter-regional travel between Howard County and Montgomery County and Washington D.C. is a well-known travel pattern, especially for work trips. Future capacity constraints on US 29 have provided the impetus for the BRTB to include the project in Plan It 2035 and for Howard County to include the project in its draft General Plan 2030. Howard County is therefore requesting MDOT’s support and assistance for the implementation of this project.
- **US 29 interchange between Broken Land Parkway and MD 175.** Redevelopment of Downtown Columbia is consistent with Maryland and Howard County Smart Growth policies. Downtown redevelopment is beginning and will evolve over the next 30 years. However, to provide sufficient travel mobility, 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 a prior SHA/Howard County MOU 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. Enhanced MARC Camden line train service is requested to support and expedite this State TOD designation.
- **Oxford Square Transit Oriented Development (TOD).** State of Maryland TOD designation is also requested for the “Oxford Square” development at the Dorsey Camden Line MARC station.
- **MARC Growth and Investment Plan, Camden Line, Track Capacity.** Howard County seeks 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 seek Americans with Disabilities Act and other aesthetic upgrades.
- **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 lanes and with dedicated High Occupancy Vehicle (HOV) and/or potential Bus Rapid Transit lanes, in anticipation of BRAC and Cyber Command traffic impacts and long term regional growth.

As directed in your Administration’s FY 2013-2018 CTP guidance, Howard County’s transportation priorities 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
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
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, Office of Planning, MTA
Lenny Howard, Chief of Regional 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
Beverly Welenga, Acting CEO, Central Maryland Regional Transit
Todd Lang, Director of Transportation, BMC
Lonnie Robbins, Chief Administrative Officer, Howard County
Jessica Feldmark, Chief of Staff, Howard County
David Nitkin, Director of Governmental Affairs, Howard County
Joshua Feldmark, Director, Office of Environmental Sustainability
Kevin Enright, Director, Public Information Office
John Powell, Administrator, Office of Transportation
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, Bureau of Engineering, Department of Public Works
Steve Sharar, Chief, Division of Transportation & Special Projects, Department of Public Works
Marsha S. McLaughlin, Director, Department of Planning and Zoning
Kimberley Flowers, Deputy Director, Department of Planning and Zoning
Ben Pickar, Division of Transportation Planning, Department of Planning and Zoning
File: CTP - FY 2013 – FY 2018

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

- 1) Name of Project: US 29 Interchange between Broken Land Parkway and MD 175
- 2) Submitting Jurisdiction: Howard County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Between Broken Land Parkway and MD 175 in the vicinity of South Entrance Rd/ and the eastward extension of Moor Circle Drive.
- 4) Anticipated cost and funding source (approximate if available): \$68 .5 million
SHA/County/Private Developer.
- 5) Description of project purpose and need (up to one paragraph): The Town Center area of Columbia , consistent with the Downtown Columbia Plan, will redevelop over the next 25 years. This redevelopment and revitalization, consistent with Maryland Smart Growth policies and objectives, will generate additional traffic within Town Center as well as on SHA facilities such as MD 175 and US 29. Traffic simulation analysis for 2035 indicates that the interchange is needed to relieve ingress and egress capacity deficiencies for the proposed Columbia Town Center and to maintain congested but acceptable levels of traffic in Town Center as well as traffic growth forecasted for US 29. It is important, for many reasons as MDOT is aware that US 29 traffic flow be maintained as unimpeded as possible. It is also important to note that this proposal is on the State's Highway Needs Inventory.
- 6) 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: Project is an illustrative project in the MPO's long range plan
- 7) 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: A major initiative in the Howard County General Plan is Revitalization of Communities. This process, reflected in the Town Center Columbia Plan initiative which has become an amendment to the 2000 General Plan. The proposed US 29 interchange will allow the plans for a revitalized Town Center Columbia to build out to full growth and still maintain acceptable levels of service on the internal road network, allowing continued mobility for the Town Center, including the potential for increased transit service.
- 8) In county priority letter? Yes No

- 9) Smart Growth status and explanation: Enabling. One of the Smart Growth Initiative's primary goals is to support existing communities by encouraging development in areas where infrastructure already exists. These Priority Funding Areas (PFA) serve to reduce development pressure without the development sprawl into rural areas along with all its' negative aspects. One of the chief Howard County PFA re-development areas is the Columbia Town Center, including the transportation network which will encourage biking, walking and transit use as well as safer and more attractive streetscapes.
- 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: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Plans for redeveloping the Columbia Downtown and its travel network are the product of multi-year, community-based, private and public sector collaboration and coordination. US 29, a State road, as well as other State and County arterial and collector rights of way need to be improved as part of a multi-modal network that will meet trip makers expectations whether they are commuting into Town Center or commuting out of Columbia or other PFA communities. This new interchange will sustain reasonable mobility and travel time for people and goods while supporting focused PFA growth in Columbia Town Center. This segment of US 29 including "interchanges/access controls" is listed on the MD SHA Highway Needs Inventory (HNI) . SHA, in partnership with Howard County and major developers for Columbia Town Center, has been made aware of this need in order to meet users expectations and provide access and mobility with a minimum of impedance on US 29.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: "Safety doesn't happen by accident" so planning for safety across all travel modes is a priority in Howard County design and development to the same degree as mobility, access and capacity. This proposed interchange will reflect safety as a priority consistent with SHA's own commitment "to improve and promote the safety and functionality of Maryland's Highway system through innovative approaches in planning, design and engineering solutions..." Planning improvements to one of Maryland's chief grade-separated facilities between Baltimore and Washington DC will only have positive benefits for emergency access and the ability of this transportation asset to provide for secure movement of people and goods. Ensuring future mobility by providing and interchange for expected development and growth is proactive and makes sense; benefitting all stakeholders.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: SHA and MDOT currently own most of the right of way needed for the described improvements to US 29 as indicated in the MD SHA HNI. Development of a new grade-separation on the existing alignment of US 29 now will be more cost-effective than waiting until the problem has already cost agencies and users hundreds of millions of dollars in lost time and other congestion-related impacts. Building into the proposed facility the latest in travel innovation and technology assures that maximum operational parameters will be met without compromising safety or inhibiting land use and value.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: The Columbia Town Center Plan includes a fundamental tenet "Sustaining the Environment" with a Sustainability Program that recognizes transportation is one of the two leading causes of greenhouse gas emissions. Vehicles queued in traffic, as a result of congestion, are idling and waste gasoline as well as generate emissions and other air pollution. Vehicles in free-flow, with minimum impedance, result in shorter commuting or other trips and generate less air pollution, especially ozone. Access to and from Town Center, with minimal impedance, will result in less air pollution. Access to Town Center with reduced impedance and increased access through a new interchange promotes the attractiveness of this Smart Growth

enabling development and reduces Countywide pressure for new development outside of the County's PFA. Traffic generated by Town Center will utilize those road facilities with least impedance, and increased access through a new interchange will reduce traffic cutting through neighborhood to the west of Columbia Town Center and assist in maintaining and sustaining the livability and economic viability of those neighborhoodss.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: _____. A new US 29 interchange increasing the accessibility to the Columbia Town Center development will provide increased accessibility for commuter transit including the long term possibility of Bus Rapid Transit. The long term viability of US 29 through a new interchange will add mobility to and from the Washington region and better access to roads going north and west from the interchange and will support growing freight travel seeking an alternative to I-95. An improved US 29 Corridor will provide access to all classes of workers , residents and travelers and connect interstate and international destinations to the US 29 Corridor. Improving US 29 will also enable the attractiveness of Columbia Town Center as a Smart Growth center with its local economic "engines" like the the Mall in Columbia, Town Center office development and transit-oriented local sites like the Lakefront. Economic development implications are not only local but are Statewide, Regional (the Middle Atlantic), as well as National, when air travel and rail connections are considered.

11) Additional Comments/Explanation: _____

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

- 1) Name of Project: Central Maryland Transit Operations facility (CMTOF)
- 2) Submitting Jurisdiction: Howard County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): 8800 Corridor Rd, Annapolis Junction, MD 20763
- 4) Anticipated cost and funding source (approximate if available): Total costs, including right of way, planning, engineering, swm and contingencies are estimated at \$ 11.270 million. Funding sources include Federal, State and two local jurisdiction matching funds.
- 5) Description of project purpose and need (up to one paragraph): This proposed facility will enable Howard County and allied Anne Arundel County and CMRT to gain operational efficiencies by increasing vendor competition through the immediate availability of a transit center as part of contract operator procurements, day to day control over operations , as well as deploy state of the art service monitoring and revenue handling. Additionally, the location of the proposed facility ensures almost optimal transit route structures in the service area which includes eastern Howard County, western Anne Arundel County and northern Prince Georges County.
- 6) 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: _____
- 7) 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 land use policies include Smart Growth and revitalization/redevelopment of already developed, older communities such as the Columbia Town Center and the US 1 and US 40 Corridors. Efficient, reliable and effective transit is integral to the redevelopment and revitalization of these areas. Reliable and cost effective transit operations, predicated on the proposed CMTOF, will ensure that the partner transit agencies are more attractive to commuters and other trip-makers beyond the "transit-captive" population which currently utilizes HT and its partner services. .
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: Consistent/supports. The transit services which will benefit from the proposed CMTOF serve only PFAs in the Counties with these transit services.

Reliable, cost-effective and attractive transit, which will be supported through the development of the CMTOF, will facilitate the focus of future development within PFAs and be instrumental in the integration of those PFAs with each other as well as major employment centers throughout the State of Maryland.

- 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: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: The proposed CMTOF is a multi-jurisdiction, multi-agency initiative to be developed under the guidance and funding parameters of both the State of MD MTA and the U.S. Government FTA. The CMTOF will function effectively based on the cooperation of the principals, as evidenced in the approved MOU between Howard and Anne Arundel Counties. The primary purpose of the CMTOF is to ensure reliable, predictable transit by providing the County with transit maintenance facility that will allow the County to receive more competitive bids from contract transit operators which will result in operational savings that will be used to enhance and sustain transit "customer service and experience".

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: The proposed CMTOF, by ensuring more reliable and effective service, will facilitate growth in transit patronage. Transit travel, by almost all measures has a far lower accident rate and is far less likely to result in fatality or serious injury when a collision occurs. More reliable transit service, a result of the proposed CMTOF, will increase user confidence in the system as well as the likelihood of continued public financing. Secure, reliable transit operations and infrastructure also are an option public officials have utilized and will continue to turn to during public emergency situations and response.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: The CMTOF is anticipated to lower operational costs by preenting geographic monopolies of regional transit operators through the availability of a transit maintenance facility. Additionally, the greater degree of public financial and operational control , as well as more efficient transit route structures, all predicated on the proposed CMTOF, will safeguard prior public investments and make optimal use of future ones.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: One of the major tenets of Howard County Land Use Policy is the revitalization of older developed communities communities including the Columbia Town Center and the US 1 and US 40 Corridors . In all of these areas, within Howard County's PFA, reliable fixed route transit is considered integral to the redevelopment and revitalization initiatives. These initiatives essentially locate proposed development and re-development in areas currently developed within the County Priority Funding Area (PFA).This reduces economic pressure to develop areas curenly undeveloped thereby reduce impacts to environmental resources as well as public infrastructure finance.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The CMTOF, by definition, will provide more operational and financial efficiencies, ensuring local transit services across Central Maryland to transportation nodes like the Maryland Light Rail system and BWI Marshal Airport from

which State, national and international transportation options are available for residents and the labor force. Additionally, intermodal access to and from Howard Transit and partner agency services will be enhanced by the operational functions of the proposed CMTOF.

11) Additional Comments/Explanation: _____

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

- 1) Name of Project: US 1/MD 175/ Interchange
- 2) Submitting Jurisdiction: Howard County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): US 1 at MD 175; US1 miepost: 5.6; MD 175 milepost 1.54
- 4) Anticipated cost and funding source (approximate if available): _____
- 5) Description of project purpose and need (up to one paragraph): MD 175 at US 1 operates at less than acceptable level of service in peak hours. Adjacent to the MD Wholesale Food Market, the intersection experiences considerable heavy vehicle traffic in close proximity to the I-95/MD 175 interchange. Significant numbers of nearby residential units, close to 5000, are in the development review pipeline at Howard County Government and will impact this intersection in the next few years. Additionally , 2 of the 4 candidate sites for the CSX Intermodal Facility, would derive major access to/from I-95 through this intersection. The ongoing "MD 175, US 1 to Snowden River Parkway Study" being conducted by SHA, has designated this intersection for grade-separation improvements to accommodate future traffic growth. The importance of acting now to mitigate expected future traffic congestion cannot be overstated. The US 1/MD 175 intersection will continue to serve major freight operations and, as indicated above, may experience considerably more freight traffic in the future. The intersection is a major BRAC-related traffic facility, as well as possibly, a key link to the State's future freight rail operations.
- 6) 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: _____
- 7) 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 are major tenets of Howard County land use policies, and as part of the draft Howard County General Plan 2030 the US 1 Corridor and areas in the vicinity of the US 1/MD175 intersection are planned for intensification of land uses to multifamily residential and accompanying commercial. Intensified land use results in intensified trip generation and access demand for those land uses .
- 8) In county priority letter? Yes No

- 9) Smart Growth status and explanation: Consistent. This proposed improvement ensures the roadway capacity necessary to permit increasing land use densities in the US 1 Corridor. Intensification of land use in these revitalization/redevelopment areas, where public infrastructure already exists, supports Smart Growth. This re-development area and the road network improvements being requested are within the Howard County PFA.
- 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: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: US 1/MD 175 Interchange is listed in the MD SHA Highway Needs Inventory for Howard County. Currently there is ongoing peak hour congestion intersection as well as unacceptable collision experience. The ongoing MD 175 Feasibility Study has indicated US 1 for grade-separation to reduce congestion and improve safety and ultimately improve drivers' experience, providing for more reliable and predictable trip-making.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: An interchange and widening at US 1/ MD 175 will eliminate or reduce congestion, and it will have the secondary impact of reducing congestion at the I-95/MD 175 interchange. As a result congestion on I-95 the State of Maryland's primary north-south route and connection between Baltimore and Washington DC will be reduced and secure. Eliminating congestion at this intersection and I-95 will reduce fatalities and injuries, improve emergency access and response as well as result in a reduction in collision experience, especially at merge/weave segments of I-95 and MD 175.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: SHA currently owns most of the right of way likely needed for improvements in at US 1/ MD 175 . Improvements to the existing network is cost-effective and makes efficient use of resources by focusing on already established facilities. The proposed improvement will result in greater capacity and safety and more efficient and effective use of SHA-owned right of way.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: Planning for improved capacity in this corridor will permit the optimum design to accommodate re-development and promote growth in PFA communities located in Howard County's US 1 Corridor. This planning for mobility, safety and access improvement will enable reduced congestion resulting in improved air quality and energy efficiency and will accommodate and relieve BRAC-related development pressure in areas outside Howard County's PFA. where impacts. to natural and community resources are especially detrimental.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: US1/MD 175 is directly adjacent to I-95, serves the Maryland Wholesale Food Center as well as a number of other significant State institutions and is becoming a significant intersection for BRAC -related traffic. The US 1 Corridor at MD 175, in Howard County, is be a major nodal point for freight traffic and with two of the candidate

locations for the proposed CSX Intermodal Facility high volumes of freight could increase considerably. BWI Marshal Airport and large-scale commercial development in western Anne Arundel County are served by transit operations which also use this intersection. US1/MD 175 is a key intersection for commuters living in the US 1 Corridor and this demand will grow as thousands of new residences already approved, are occupied. Ultimately, US 1/MD 175 will serve thousands of new commuters, Fort Meade and the US 1 Corridor as well as possibly greatly expanded freight operations. US1/MD 175 is a key node in both both regional and State economic development.

11) Additional Comments/Explanation: _____

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

- 1) Name of Project: MD 32 between MD 108 and I-70 and (the Carroll County line).
- 2) Submitting Jurisdiction: Howard County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Md 32 from MD 108 to MD 99. MD 32 from MD 99 to Carroll County line.
- 4) Anticipated cost and funding source (approximate if available): \$125 million; interchange at Linden Church Rds.- \$18 to \$20 million; Interchanges at MD 144, Rosemary Lane and Dayton Shops- \$63 million. Access control and other improvements north of MD 99- are to be developed as part of the project planning process.
- 5) Description of project purpose and need (up to one paragraph): The State Highway Administration Highway Needs Inventory identifies this first section of MD 32 for "Freeway Reconstruction". Current ADT volumes exceed 25,000 vpd and are forecast to increase to approximately 50,000 vpd, or beyond LOS E for a 2-lane design highway. Prior to at-grade safety improvements being incrementally installed south of I-70, the accident rate equaled the Statewide rate for similarly-designed roadways and exceeded the Statewide rate for rear end, truck and other collisions. North of I-70 for the period 2006 to 2008 the Fatality rate exceeded the Statewide rate with Property and Injury accident rates close to the Statewide rate. Peak hour congestion is typical weekdays in the peak direction from MD 108 to Carroll County. The MD 32 -MD 108 to I-70 EIS received a "Finding of No Significant Impact" (FONSI) by the permitting Federal agencies in August 2005. Additionally, SHA conducted MD 32 Corridor Studies for the section north of I-70. The first, a Feasibility Study in 1998, recommended dualizing MD 32 north of I-70. The second study, in Autumn of 2010 focused on Traffic Safety, generated a series of access control measures and designs which would improve driver safety north of I-70.
- 6) 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: The portion of the project from MD99 to the Carroll County line is contained within the Baltimore Region's Outlook 2035 Long Range Plan.
- 7) 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 future transportation network that includes MD

32 as a 4-lane, grade-separated Principal Arterial. The County General Plan assumes completion of this improvement by 2035. This is the last segment of MD 32 in Maryland designated as National Highway System. North of I-70, MD 32 is functionally classified as a Minor Arterial. Control of access is consistent with this classification.

- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: Consistent. This proposed improvement or its deferral neither facilitates or impedes development outside of Howard County's PFA. While the proposed improvements are located outside the PFA, the approval of development in the vicinity of MD 32 is not contingent on the additional capacity the road improvement would provide. It should be noted that a high percentage, if not the majority of traffic which utilizes this segment of MD 32 has neither an origin or destination in Howard County.
- 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: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Capacity improvements for MD 32 are listed on the SHA Highway Needs Inventory and the proposed improvements south of MD 99 have an approved FEIS. Currently, there is ongoing peak hour congestion on MD 32 north of MD 108 in the peak direction. Improvements will facilitate travel time and benefit driver experience by eliminating congestion and potential significant safety issues.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Grade separation and widening improvements along the segment of MD 32 between I-70 and MD 108 was initiated originally

for safety as well as capacity improvements. The proposed design of MD 32 in the FEIS, relative to the existing design, would result in lower collision rates . Additionally, eliminating congestion on this highway segment will improve emergency access and response. North of MD 99 and I-70 access controls and innovative design improvements would also result in lower collision rates.

Goal: System Preservation and Performance: Protect Maryland’s investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: SHA currently owns most of the right of way needed for this proposal. Widening and access control the existing highway will be much safer (accidents cost: fatal-\$4.1 million; injury- \$208K; property-exceeds \$10k) than attempting alternative strategies. The proposed improvements will result in greater capacity and safety.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland’s natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: It was noted above that this proposed highway project south of MD 99 has an approved FEIS. This proposal is consistent with State of Maryland and Federal policies which address environmental quality.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: This proposal for widening MD 32 south of I-70 with grade-separations completes planned improvements to the last segment of the highway on the National Highway System. Connections to and between the Interstate system as well as between different sections of Maryland support economic growth and job access in Central

Maryland. MD 32 from Westminster to Annapolis is an important commuter route with a freight component that increases annually.

11) Additional Comments/Explanation: The portion of the project from MD 99/I_70 is an illustrative project in the Baltimore Region MPO's Long Range Plan Outlook 2035.

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

- 1) Name of Project: US 1 Corridor- City of Laurel, Prince Georges County to Baltimore County
- 2) Submitting Jurisdiction: Howard County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): US 1 PG County to Balto County ...I-95 to CSX Railroad.
- 4) Anticipated cost and funding source (approximate if available): \$ 468 million over 23 years.
County/State/Private sector
- 5) Description of project purpose and need (up to one paragraph): The US 1 Corridor, aging and neglected, offered expanded opportunities for revitalization in 2003. The US 1 Revitalization Study in 2003 and 2004 identified and described these opportunities which included revitalization, new land uses and the need to accommodate transportation mobility and access demand generated by revitalization and new development. The phased reconstruction of US 1 and other US 1 Corridor roads with designs and streetscapes that accommodate, in addition to motor vehicle traffic, pedestrians, bicycles, and several forms of transit is outlined in the US 1 "Route 1 Manual". These major road reconstructions are integral to achieving Corridor re-development, a major aspect of Howard County Smart Growth implementation. SHA, cooperatively with Howard County, has initiated some of these road reconstructions in Jessup and North Laurel. These cooperative efforts, which also involve the private sector, need to be extrapolated throughout the US 1 Corridor.
- 6) 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: _____
- 7) 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: A major initiative in the Howard County General Plan is Revitalization of Communities. This process, initiated with the US 1 Revitalization Study, reflects goals, policies and actions in five key areas of County Plans: 1.New Development including MXD, TOD,etc. 2.Redevlopment of older commercial and industrial sites, 3. Community Enhancement to provide for public facilities and services. 4. Environmental Conservation and Restoration and 5. Improving the Road- US 1, with new design for safety, capacity, controlled access, transit, pedestrian and bike travel highlighted with a practical but attractive streetscape.

8) In county priority letter? Yes No

9) Smart Growth status and explanation: Enabling. One of the Smart Growth Initiative's primary goals is to support existing communities by encouraging development in areas where infrastructure already exists. These Priority Funding Areas (PFA) serve to reduce development pressure, minimizing development sprawl into rural areas and its' negative aspects. First, and chief among Howard County PFA re-development areas is the US 1 Corridor, including the transportation network which will encourage biking, walking and transit use as well as safer and more attractive roadways and streetscapes.

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: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Plans for revitalizing the US 1 Corridor and reconstruction of its travel facilities are the product of multi-year, multi-community, private and public sector collaboration and coordination. US 1, a State road, as well as other State and County arterial and collector rights of way will be transformed into a multi-modal network that will meet trip makers' expectations whether they are walking, cycling, riding a bus or driving an automobile or truck. Consistent with the planning and design process, actual development of this network will involve the State, County and the area's businesses, institutions and other private sector land uses.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: "Safety doesn't happen by accident" so planning for safety across all travel modes in the US 1Corridor guides design development as much as does mobility, access and capacity needs. Consistently over the decade of the 1990s the US 1 Corridor experienced over 300 collisions a year, including pedestrian and bicycle incidents. Rectifying

this situation plays a major role in land use and design considerations. Enabling transit , wider sidewalks, crosswalks, control of access, automated enforcement, improved sight-distance , signal timing coordination, public safety signal pre-emption and ADA-related elements all play a role in the redevelopment of the US 1 Corridor travel network. " A journey of a thousand miles begins with a single pedestrian crossing".

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: SHA and US 1 Corridor businesses currently own most of the right of way needed for US 1 road and travel improvements. Improving and reconstructing the existing alignment will be accomplished through joint public and private efforts. Re-designing and refurbishing the travel network in the US 1 Corridor simultaneously with land re-development ensures efficient design/construction/installation and minimizes public finance. Additionally, sustainable travel is not just about preservation. US 1 road and other modal systems will attract users who will eventually be stakeholders in those improvements. The project will include the latest in travel innovation and technology in the network through extensive signal coordination and ensures that maximum operational parameters are met without compromising safety or inhibiting land use and value.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: An attractive and functional travel network in the US 1 Corridor is one of the foundations upon which Corridor Revitalization occurs. Planning for land uses must include transportation considerations and vice versa. US 1 redevelopment, one of Howard County's premier Smart Growth initiatives, will be successful to the degree the travel network is successful. A practical and community-based multi-modal system will result in reduced emissions and demand for energy resources as well as less storm water runoff. Sustainable transport such as biking and walking are cornerstones of this multi-modal network.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: US 1 in Howard County is a parallel facility to the BW/ Spellman Parkway, MD 295 , I-95 and US 29. It connects with all the same transport nodes, employment centers and commercial and institutional locations as those highways. US 1 serves many of these uses along its own frontage or in the overall Corridor. US 1 experiences significant freight travel with potential to expand significantly throughout the Corridor network. An improved multimodal network will provide access to all classes of workers , residents and travelers and connect international destinations to the Corridor without too much more impedance than connecting to local destinations. Improving US 1 will accommodate BRAC-related economic activities, rail and port facilities as well as the local economic "engines" like the Wholesale Food Market, industrial parks and transit-oriented development sites. Economic development implications are not only local but are Statewide, Regional (the Middle Atlantic), as well as National, when air travel and rail connections are considered.

11) Additional Comments/Explanation: _____

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

- 1) Name of Project: I-70 /Marriottsville Interchange, I-70
- 2) Submitting Jurisdiction: Howard County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): I-70/Marriottsville Road (logmile 13.59) on I-70.
- 4) Anticipated cost and funding source (approximate if available): \$25,000,000
- 5) Description of project purpose and need (up to one paragraph): The I-70/Marriottsville Road interchange experiences significant peak hour congestion. Eastbound in the AM peak both Marriottsville Road and its connection with I-70 function at unacceptable levels of service. It is expected, with continuing growth in traffic volumes, that the number of failing movements will increase and those already failing will get worse.
- 6) 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: _____
- 7) 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: Capacity improvements to the I-70/Marriottsville interchange, as indicated above, are included in the Baltimore Region MPO's Long Range Transportation Plan and are indicated as part of Howard County's 2000 General Plan and its Draft General Plan 2030. Improvements to I-70/Marriottsville Interchange will support increased existing and planned development densities in the water and sewer area along the Marriottsville Road Corridor and provide sufficient capacity for that corridor to function without excessive congestion and delay.
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: Consistent. Improvements to the I-70/Marriottsville Rd interchange will serve major development occurring within Howard County's PFA along US 40 and Marriottsville Rd and will provide needed economic development for Howard County.
- 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: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Currently there is significant ongoing peak hour congestion in the peak direction at the I-70/ Marriottsville interchange and unacceptable collision experience. Widening of the interchange bridge and ramps with possibility of higher capacity ramps will reduce congestion and improve safety, ultimately improving drivers' experience and providing for more reliable and predictable trip-making. Improvements to I-70/ Marriottsville Rd interchange involve both the Howard County Department of Public Works (DPW) with the MD SHA. The DPW has been collaborating with SHA on both the short-term improvements, currently underway, as well as planing and design for the long term.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Grade separation and widening improvements at the I-70/Marriottsville Rd interchange , while primarily initiated for capacity reasons, also includes safety as an important consideration. Eliminating congestion at this interchange segment will reduce collision experience (rear end, sideswipe, etc.) and improve emergency access and response .

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: SHA currently owns practically all of the right of way needed for widening and grade separation improvements to this segment of I-70. Improving the existing network is more cost-effective than new alignments and makes more 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: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: Widening improvements and grade separation for local access will consolidate traffic on the high level arterial corridor, shifting traffic off the local neighborhood road network. These mobility and access improvements will ensure reduced congestion resulting in improved air quality and energy efficiency and accommodate increased higher density growth inside Howard County's PFA.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: I-70/Marriottsville Interchange in Howard County is an indirect connection to I-70 and to I-95 via I-695 as well as via US 29/MD 100. Access from this interchange serves trip-making in the WashDC, Frederick, Baltimore region and accommodates a significant amount of freight traffic to Pennsylvania, Ohio and West VA (and points west). I-70 also serves shuttle bus operations from western Maryland to Baltimore and BWI Marshall Airport on a daily basis. Capacity improvements at this interchange will support existing and planned growth and reduce the demand for more low density land development.

11) Additional Comments/Explanation: _____

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

- 1) Name of Project: MD 175, US 1 to Dorsey Run Road
- 2) Submitting Jurisdiction: Howard County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD 175 from US 1 (logmile 1.54) to Dorsey Run Road (logmile .25)
- 4) Anticipated cost and funding source (approximate if available): _____
- 5) Description of project purpose and need (up to one paragraph): MD 175 east of US 1 is forecast to experience progressively increasing volumes of peak hour and non-peak hour traffic. An unusually high percentage of this increase in volumes will be heavy vehicles, namely freight vehicles. Build out of the US 1 Corridor will also generate significant MD 175 commuter traffic in the future with potential destinations including Fort Meade. SHA currently is completing a Feasibility Study of the MD 175 Corridor to east of US 1, and study conclusions indicate that a single point interchange will be needed at US 1/MD 175 in order to accommodate increased traffic. The importance of planning now to mitigate expected future traffic congestion cannot be overstated. MD 175 currently serves major freight operations and will experience considerably more freight traffic in the future. It is only logical and consistent with continuity to upgrade MD 175 from the SHA proposed US 1/MD 175 interchange to Dorsey Run Rd.
- 6) 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: _____
- 7) 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 are major tenets of Howard County land use policies in the Draft 2030 General Plan. Intensified land use planned for eastern Howard County and along the US 1 corridor will result in intensified trip generation and access demand for those US 1 and Growth Print area land uses . The extension of MD 175 to Dorsey Run Road which accesses major warehouse and freight distribution will provide improved access to US 1, the Interstate and Statewide arterial system and the increased assessibility is at the center of long-term land use and economic development .
- 8) In county priority letter? Yes No

- 9) Smart Growth status and explanation: Consistent. This proposed improvement ensures the roadway capacity needed to permit increasing land use densities in the US 1 Corridor. Intensification of land use in this revitalization/redevelopment areas, where public infrastructure already exists, supports Smart Growth. This re-development area and capacity increase on MD 175 to Dorsey Run Road is part of an integrated planning process for the road network improvements to accommodate these land changes occurring located in the Howard County PFA.
- 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: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: MD 175 (Waterloo Rd) from US 1 to Dorsey Run Rd. is listed in the MD SHA Highway Needs Inventory for Howard County as a "Multilane Reconstruct". Currently there is ongoing peak hour congestion on this segment of MD 175 as well as unacceptable collision experience. Based The SHA MD 175 Feasibility Study continuation of capacity and safety improvements from the proposed US 1/MD 175 interchange, east to Dorsey Run Rd, will enhance travel and provide for greater predictability in commuting, freight operations and transit. As a logical extension of the US 1/MD 175 interchange project and the Howard County/SHA MOU for US 1 the project the implementation of the project will require coordinated freight and transit planning, The nearby Wholesale food center is the transit Hub in Howard County.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: SHA planning studies for separation and widening improvements along this segment of MD 175 indicate that they will reduce related fatalities and injuries and reduce congestion allowing for the improved and future securing of

assists for the movement of people and goods. . Eliminating congestion on this highway segment will also improve emergency access and response as well as result in a reduction in collision experience, especially between heavy vehicles and passenger autos.

Goal: System Preservation and Performance: Protect Maryland’s investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: The State currently owns most of the property needed for improvements in this segment of the MD 175 Corridor. Improvements to the existing network is cost-effective and makes efficient use of existing State 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 property.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland’s natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: Improved capacity in the MD 175 corridor will enable transit operations and will facilitate re-development and growth in the PFA communities located in eastern Howard County and western Anne Arundel County. This project for mobility, safety and access improvements will result in reduced congestion and therefore improved air quality and energy efficiency.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: MD 175 is a direct connection to I-95, serves the Maryland Wholesale Food Center and the Howard Transit Hub at the Maryland Wholesale Food Center that transit hub provides transit service to BWI airport as well as a

number of other significant State institutions along MD 175. and is becoming a significant route for BRAC -related traffic. The MD 175 area, in both Howard County and Anne Arundel County, are candidates for the proposed CSX Intermodal Facility. MD 175 is a key link to all other major arterials in Central Maryland, as well as Ft Meade. Ultimately, MD 175 will serve thousands of new commuters destined to/from the Columbia Town Center, the Gateway area, Fort Meade and the US 1 Corridor as well as greatly expanded freight operations. MD 175 is a key link in both both Regional and Statewide economic development.

11) Additional Comments/Explanation: _____

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

- 1) Name of Project: MD 175 US 1 to Snowden River Parkway, MD 175/ MD 108 Columbia Gateway US 1
- 2) Submitting Jurisdiction: Howard County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD 175 from Howard/Anne Arundel Counties line to east of Snowden River Parkway including grade-separations at US 1/MD 175, I-95/MD 175, MD 175/Gateway Drive and MD 108/MD 175.
- 4) Anticipated cost and funding source (approximate if available): _____
- 5) Description of project purpose and need (up to one paragraph): MD 175 east of Snowden River Parkway is forecast to experience progressively increasing volumes of peak hour and non-peak hour traffic. Build out of Columbia Gateway and Gateway Commerce Park plus re-developing Town Center and the US 1 corridor will generate significant MD 175 traffic in the future. Level of service at the MD 175 interchanges with I-95 and Columbia Gateway as well as the intersections of MD 175 with US 1 and MD 108 , already unacceptable, will worsen as will collision experience, as land use intensifies. The importance of planning now to mitigate expected future traffic congestion cannot be overstated. MD 175 currently serves major freight operations and may experience considerably more freight traffic in the future. It is becoming a major BRAC-related traffic facility, as well as possibly, a key link to the State's freight rail operations.
- 6) 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: MD 175/I-95 is a regionally significant project in the Outlook 2035, the Baltimore Region's MPO's constrained long range plan.
- 7) 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 are major tenets of Howard County land use policies. Intensified land use results in intensified trip generation and access demand for those land uses . Planning now for future traffic MD 175 traffic with Howard County plans, and will access and mobility in this corridor and provide the foundation for meeting transit and freight expectations and goals are dependent on congestion-free roads as much as auto travel.
- 8) In county priority letter? Yes No

9) Smart Growth status and explanation: Consistent. This proposed improvement ensures the roadway capacity necessary to permit increasing land use densities in the Columbia Town Center, the Gateway area ,as well as the US 1 Corridor. Intensification of land use in these revitalization/redevelopment areas, where public infrastructure already exists, supports Smart Growth. All these re-development areas and the road network improvements being planned are in the Howard County PFA.

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: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: MD 175 (Waterloo Rd) from Pocomoke 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 unacceptable collision experience. 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.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Planning for grade separation and widening improvements along this segment of MD 175 were initiated to improve safety as well as capacity . Eliminating congestion on this highway segment will improve emergency access and response as well as result in a reduction in collision experience, especially at merge/weave segments.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: SHA currently owns most of the right of way likely to be needed for improvements in the MD 175 Corridor. Improvements to the existing network is 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: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: Planning for improved capacity in this corridor will enable transit operations and will determine the optimum design to accommodate re-development and growth in PFA communities located in Howard County. This planning for mobility, safety and access improvements will enable reduced congestion resulting in improved air quality and energy efficiency as well as less development pressure in areas outside Howard County's PFA where impacts to natural and community resources are especially detrimental.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: MD 175 is a direct connection to I-95, serves the Maryland Wholesale Food Center as well as a number of other significant State institutions and is becoming a significant route for BRAC -related traffic going to and from Fort Meade. The US 1 Corridor near MD 175, in Howard County, is a candidate for the proposed CSX Intermodal Facility as is MD 175 in Anne Arundel County, just beyond the limits of this project. Currently, US 1 is already a significant freight facility and this usage could increase significantly. BWI Marshal Airport and large-scale commercial development in western Anne Arundel County are served by transit operations which originate in the MD 175 corridor. MD 175 is a key link for the MTA Commuter Bus network in Central Maryland. Ultimately, MD 175 will serve thousands of new commuters destined

to/from the Columbia Town Center, the Gateway area, Fort Meade and the US 1 Corridor as well as possibly greatly expanded freight operations. MD 175 is a key link in both both regional and State economic development.

11) Additional Comments/Explanation: _____

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

- 1) Name of Project: US 29 Interchange between Broken Land Parkway and MD 175
- 2) Submitting Jurisdiction: Howard County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Between Broken Land Parkway and MD 175 in the vicinity of South Entrance Rd/ and the eastward extension of Moor Circle Drive.
- 4) Anticipated cost and funding source (approximate if available): \$68 .5 million
SHA/County/Private Developer.
- 5) Description of project purpose and need (up to one paragraph): The Town Center area of Columbia , consistent with the Downtown Columbia Plan, will redevelop over the next 25 years. This redevelopment and revitalization, consistent with Maryland Smart Growth policies and objectives, will generate additional traffic within Town Center as well as on SHA facilities such as MD 175 and US 29. Traffic simulation analysis for 2035 indicates that the interchange is needed to relieve ingress and egress capacity deficiencies for the proposed Columbia Town Center and to maintain congested but acceptable levels of traffic in Town Center as well as traffic growth forecasted for US 29. It is important, for many reasons as MDOT is aware that US 29 traffic flow be maintained as unimpeded as possible. It is also important to note that this proposal is on the State's Highway Needs Inventory.
- 6) 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: Project is an illustrative project in the MPO's long range plan
- 7) 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: A major initiative in the Howard County General Plan is Revitalization of Communities. This process, reflected in the Town Center Columbia Plan initiative which has become an amendment to the 2000 General Plan. The proposed US 29 interchange will allow the plans for a revitalized Town Center Columbia to build out to full growth and still maintain acceptable levels of service on the internal road network, allowing continued mobility for the Town Center, including the potential for increased transit service.
- 8) In county priority letter? Yes No

- 9) Smart Growth status and explanation: Enabling. One of the Smart Growth Initiative's primary goals is to support existing communities by encouraging development in areas where infrastructure already exists. These Priority Funding Areas (PFA) serve to reduce development pressure without the development sprawl into rural areas along with all its' negative aspects. One of the chief Howard County PFA re-development areas is the Columbia Town Center, including the transportation network which will encourage biking, walking and transit use as well as safer and more attractive streetscapes.
- 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: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Plans for redeveloping the Columbia Downtown and its travel network are the product of multi-year, community-based, private and public sector collaboration and coordination. US 29, a State road, as well as other State and County arterial and collector rights of way need to be improved as part of a multi-modal network that will meet trip makers expectations whether they are commuting into Town Center or commuting out of Columbia or other PFA communities. This new interchange will sustain reasonable mobility and travel time for people and goods while supporting focused PFA growth in Columbia Town Center. This segment of US 29 including " interchanges/access controls" is listed on the MD SHA Highway Needs Inventory (HNI) . SHA, in partnership with Howard County and major developers for Columbia Town Center, has been made aware of this need in order to meet users expectations and provide access and mobility with a minimum of impedance on US 29.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: "Safety doesn't happen by accident" so planning for safety across all travel modes is a priority in Howard County design and development to the same degree as mobility, access and capacity. This proposed interchange will reflect safety as a priority consistent with SHA's own commitment "to improve and promote the safety and functionality of Maryland's Highway system through innovative approaches in planning, design and engineering solutions..." Planning improvements to one of Maryland's chief grade-separated facilities between Baltimore and Washington DC will only have positive benefits for emergency access and the ability of this transportation asset to provide for secure movement of people and goods. Ensuring future mobility by providing and interchange for expected development and growth is proactive and makes sense; benefitting all stakeholders.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: SHA and MDOT currently own most of the right of way needed for the described improvements to US 29 as indicated in the MD SHA HNI. Development of a new grade-separation on the existing alignment of US 29 now will be more cost-effective than waiting until the problem has already cost agencies and users hundreds of millions of dollars in lost time and other congestion-related impacts. Building into the proposed facility the latest in travel innovation and technology assures that maximum operational parameters will be met without compromising safety or inhibiting land use and value.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: The Columbia Town Center Plan includes a fundamental tenet "Sustaining the Environment" with a Sustainability Program that recognizes transportation is one of the two leading causes of greenhouse gas emissions. Vehicles queued in traffic, as a result of congestion, are idling and waste gasoline as well as generate emissions and other air pollution. Vehicles in free-flow, with minimum impedance, result in shorter commuting or other trips and generate less air pollution, especially ozone. Access to and from Town Center, with minimal impedance, will result in less air pollution. Access to Town Center with reduced impedance and increased access through a new interchange promotes the attractiveness of this Smart Growth

enabling development and reduces Countywide pressure for new development outside of the County's PFA. Traffic generated by Town Center will utilize those road facilities with least impedance, and increased access through a new interchange will reduce traffic cutting through neighborhood to the west of Columbia Town Center and assist in maintaining and sustaining the livability and economic viability of those neighborhoodss.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: _____. A new US 29 interchange increasing the accessibility to the Columbia Town Center development will provide increased accessibility for commuter transit including the long term possibility of Bus Rapid Transit. The long term viability of US 29 through a new interchange will add mobility to and from the Washington region and better access to roads going north and west from the interchange and will support growing freight travel seeking an alternative to I-95. An improved US 29 Corridor will provide access to all classes of workers , residents and travelers and connect interstate and international destinations to the US 29 Corridor. Improving US 29 will also enable the attractiveness of Columbia Town Center as a Smart Growth center with its local economic "engines" like the the Mall in Columbia, Town Center office development and transit-oriented local sites like the Lakefront. Economic development implications are not only local but are Statewide, Regional (the Middle Atlantic), as well as National, when air travel and rail connections are considered.

11) Additional Comments/Explanation: _____

TOD Designation Priority Letter Status.txt
From: Mike Haley [mhaley@mdot.state.md.us]
Sent: Tuesday, March 06, 2012 5:06 PM
To: McLaughlin, Marsha; Pickar, Ben
Cc: Del Adams; Jane Delashmutt; Blaumanis, Dace
Subject: TOD Designation & Priority Letter Status

Marsha & Ben -

I've conferred internally, and wish to clarify the earlier guidance you received from Tyson Byrne regarding the County's draft priority letter w/ regard to TOD designation requests. It is indeed appropriate to include the TOD designation requests in the letter (just as you did in the October 2011 version), but it is not necessary to provide detailed, project-specific information, as is required for the major capital projects the County is requesting. I hope that clarifies the issue, but please contact me should you have any questions.

- Mike

From: Mike Haley
Sent: Monday, March 05, 2012 2:42 PM
To: 'McLaughlin, Marsha'
Cc: Del Adams; Jane Delashmutt; Boone, Laura; Pickar, Ben; Blaumanis, Dace; Lafferty, Steve
Subject: TOD Designation Meeting Agenda

Marsha -

I've attached an agenda in advance of our meeting tomorrow afternoon. Please advise should you have any questions. We look forward to talking w/ you all.

- Mike

Michael J. Haley | Transportation Planning Manager Office of Planning & Capital Programming | Maryland Department of Transportation
7201 Corporate Center Drive P.O. Box 548 | Hanover, Maryland 21076
Tel: 410.865.1011 | Fax: 410.865.1198
mhaley@mdot.state.md.us<dhalligan@mdot.state.md.us>

From: McLaughlin, Marsha [mailto:mmclaughlin@howardcountymd.gov]
Sent: Saturday, February 18, 2012 9:41 AM
To: Mike Haley
Cc: Don Halligan; Del Adams; Jane Delashmutt; Boone, Laura; Pickar, Ben; Blaumanis, Dace; Lafferty, Steve
Subject: Re: TOD Designation Meeting Request

Mike, we'd be happy to meet. Laura Boone will coordinate scheduling to include from our side: me, Ben Pickar, Dace Blaumanis, and if available Steve Lafferty.

Dace, please take the lead in pulling together the requested information.

From: Mike Haley [mailto:mhaley@mdot.state.md.us]
Sent: Friday, February 17, 2012 04:42 PM
To: McLaughlin, Marsha
Cc: Don Halligan
<dhalligan@mdot.state.md.us<mailto:dhalligan@mdot.state.md.us>>; Del Adams
<dadams2@mdot.state.md.us<mailto:dadams2@mdot.state.md.us>>; Jane Delashmutt
<jdelashmutt@mdot.state.md.us<mailto:jdelashmutt@mdot.state.md.us>>
Subject: TOD Designation Meeting Request

Dear Marsha -

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

- 1) Name of Project: MARC Growth and Investment Plan, Camden Line, Track Capacity
- 2) Submitting Jurisdiction: Howard County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MARC Camden Line, Laurel Race Track Marc station to Dorsey MARC station
- 4) Anticipated cost and funding source (approximate if available): _____
- 5) Description of project purpose and need (up to one paragraph): Purpose of the project is to increase the track capacity at the Dorsey, Savage, Jessup, Laurel Race Track MARC Stations and provide complete American with Disabilities (ADA) accommodations and improved aesthetics at Savage, Jessup and Laurel Race Track MARC stations.
- 6) 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: _____
- 7) 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 County's Draft General Plan 2030 targets the US 1 Corridor for growth and redevelopment. One integral part of the redevelopment will be at the MARC Camden Line Stations and focus Transit Oriented Development.
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: Enabling: One of the Smart Growth Initiative's primary goals is to support existing communities by encouraging development in areas where infrastructure already exists. These Priority Funding Areas (PFA) serve to reduce development pressure, minimizing development sprawl into rural areas and its' negative aspects. First, and chief among Howard County PFA re-development areas is the US 1 Corridor, including the transportation network which will encourage biking, walking and transit use as well as safer and more attractive roadways and streetscapes. In particular a primary goal and method of supporting and implementing Smart Growth in the US 1 Corridor is through Transit and Oriented Development and that depends upon frequent and on-time MARC transit service and the implementation of the Camden line portions of the MARC growth and investment plan.

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: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Delay on the MARC Camden line is related to lack of track capacity. Additional track capacity will enhance MARC customer service by providing sufficient capacity in the Camden line that trains will be able to meet consistent schedule and on-time performance standards. The upgrades to the MARC stations for American with Disabilities and other amenities will enhance customer experience. The added track capacity will remove a number of conflicts between CSX freight movements and MARC train schedules allowing for more reliable and predictable travel time for both freight movement on CSX and passenger travel on MARC. Lastly the project requires close coordination with the County subdivision processs and the local Howard County level and coordination with MDOT, MTA and SHA at the regional level for track capacity, highway capacity on US1. All of these interlocking governmental responsibilities and authority will foster coordination and collaboaration among the agency partners and stakeholders.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: The additional capacity that the project will supply for the MARC Camden line will allow for greater safety spacing between MARC passenger trains and MARC passenger trains and CSX trains when the new track capacity allows for bypass tracks. Addition of new or improved ADA facilities at the Laruel Race Track, Jessup and Savage MARC stations will help prevent fatalities and injuries for MARC riders. The process of adding new track capacity and ADA accomodations will encourage and require the update and upgrade of emergency response plans of Howard County Fire and Rescue, MARC and CSX.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: The addition of track capacity and ADA amenities at selected MARC stations will providing funding and initiative to upgrade key portions of the MARC Camden line and maintain key MARC stations and will thereby fix and maintain existing track and stations as part of the process of implementing provements.

MARC on time performance and frequency is often insufficient because of the dominance of CSX freight scheduling on the existing trackage. The addition of new trackage for MARC will remove a number of these conflicts and allow MARC to operate with more frequency and on-time performance. The addition of ADA facilities and other amenities at the Laurel Race Track, Jessup and Savage MARC stations will improve access and usage of these stations and thereby begin to maximize their operational performance and efficiency.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: The project will allow for improved MARC service on the MARC Camden line , and frequent and on-time MARC service supports and is essential to supporting the County's land use planning initiatives of Tranist Oriented Development (TOD) in the US 1Corridor. By supporting the TOD process the project will strengthen and support community resources in redeveloping communities along Howard and Anne Arundel Counties.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The project increases ease of access at MARC stations along the Camden MARC line and the provides the potentiial for more frequent and on time freight and passenger train performance. The project thereby increases the potential for providing balanced, seamlees and accessible mutlimodal transportations options for people and goods. Improvement to the MARC Camden line will improve linkages within Maryland to

Baltimore and Prince Georges County, outside Maryland to Washington DC and Virginia . To the extent that the project increases MARC passenger capacity it supports the new growth of MARC TODs along the MARC Camden line.

11) Additional Comments/Explanation: _____

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

- 1) Name of Project: MD 32 - Cedar Lane to the Howard/Anne Arundel Counties border-Capacity Improvements and Transit Improvements (HOV/BRT) --Project Planning and Development
- 2) Submitting Jurisdiction: Howard County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD 32- Cedar Lane to Howard/AA County line.
- 4) Anticipated cost and funding source (approximate if available): \$877,140,000
- 5) Description of project purpose and need (up to one paragraph): MD 32 between the Anne Arundel/Howard County line often operates at failing level of service (LOS) during peak hour in the peak direction. It is expected, as the impact of BRAC on traffic is progressively manifested system-wide, as well as with continued growth in traffic volumes throughout Central Maryland, that failing LOS locations on this segment of MD 32 will increase. It is pointed out that part of this segment required a retrofit widening less than a decade after it opened. Mid-term, these increasing through volumes and intensification of land use in the Howard and Anne Arundel Counties' PFAs will start to affect the merge-weave areas, especially at the I-95, US 29, Broken Land Parkway and the BW Parkway interchanges. Planning for these future conditions is prudent and proactive and critical transportation link to a major BRAC area.
- 6) 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: _____
- 7) 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: Capacity improvements to MD 32 , as indicated above, are critical to the revitalization and re-development of major Smart Growth and Growth Print areas in Howard County, especially the Columbia Town Center, the Gateway area and the US 1 Corridor, as indicated in Howard County's long-term land use planning. Improvements to MD 32 will reduce diversion demand for the local collector and arterial network which exists primarily in stable, residential areas.
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: Consistent. A significant percentage of the existing traffic volumes and forecasted future volumes on this segment of MD 32 has neither an origin or destination in Howard County. Improving capacity and reducing impedance on this segment of

MD 32 will not affect the rate of development approval in Howard County non-PFA areas. Improvements to this segment of MD 32 should, however, address the increases expected in commuter volumes by including high occupancy vehicle (HOV) lanes. Long-term, HOV improvements will reduce the need for additional widening, the prevalence of motor vehicle emissions and the inefficient use of energy resources, all characteristics of SOV travel.

- 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: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Project planning for long-term improvement of MD 32, as indicated, will involve Howard County and Anne Arundel County with SHA. Currently there is ongoing peak hour congestion in the peak direction on this segment of MD 32. The project will focus on reducing congestion, creating HOV lanes, reducing single occupancy vehicles and improving safety, and these goals will ultimately result in improving drivers' experience and providing for more reliable and predictable trip-making, whether in an HOV lane or in general purpose traffic.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: The capacity widening and HOV improvements along this segment of MD 32, while primarily initiated for capacity reasons, also should consider safety as a primary objective. Eliminating congestion on this highway segment will reduce collision experience (rear end, sideswipe, etc.) and improve emergency access and response.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: SHA currently owns most of the right of way likely needed for improvements to this segment of MD 32. Improving the existing alignment will be more cost-effective than considering any new alignments and makes more efficient use of resources by focusing on an already established facility. These proposed improvements will result in greater capacity and safety and more efficient and effective use of SHA-owned right of way.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: Planning for increased capacity and more efficient use of right of way (HOV) on MD 32 is a first step to enable intensification of landuses in Howard County's PFA, especially in those revitalization areas so important to Smart Growth in Howard County. Provision of HOV lanes will serve transit and other alternatives to SOV travel. This benefits are improvements in air quality, available energy resources and natural resources both within and outside the PFA.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: MD 32 in Howard County is a direct connection to I-95 , serves trip-making throughout Central Maryland as well as provides an important connection to Fort Meade, BWI Marshal Airport and Annapolis for residents of Washington D.C.'s suburban MD counties. MD 32, because of its straighter alignment is preferred by freight operations traveling between US 29, US 1, I-95 and I-97. The location of this proposed improvement, entirely within Howard County's PFA, will not adversely impact the County's non-PFA area but will facilitate connections important to employment and economic development such as Fort Meade, NSA, and BWI Marshal Airport. Inclusion of HOV lanes in this proposal will also ensure trip makers can more

effectively transit and car-pool options for commuting. A study to assess this project, its cost and benefits is a critical first step in addressing the long-term forecasted increases in demand.

11) Additional Comments/Explanation: _____

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

- 1) Name of Project: US 29 Bus Rapid Transit (BRT)
- 2) Submitting Jurisdiction: Howard County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): The project limits are US 29 south from Broken Land Parkway to MD 108 (Montgomery County)
- 4) Anticipated cost and funding source (approximate if available): Anticipated cost is \$253,710,000 and funding sources are Federal and State Funds
- 5) Description of project purpose and need (up to one paragraph): Howard County is home to a labor force predominantly employed outside the County. Increasing demand in Howard County and Montgomery County for commuter routes to and from the Washinton DC and the surrounding suburban Metro area cannot be met with just expanded road capacity for SOV travel along US 29. Bus rapid transit (BRT) is proposed along the US 29 corridor because of the it can meet the futureUS 29 corridor travel demand,reduce vehicle miles traveled (VMT), congestion, and because BRT equals or exceeds fixed rail transit alternates in passenger capacity and travel speed.
- 6) 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: _____
- 7) 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 future transportation network that includes BRT as indicated above and that will support growth in Columbia Town Center and sustain assessibility to future land uses along the US 29 corridor. Fundamental to these land use plans and policies is sustainable travel options. BRTis a sustainable mode of transport; it is more cost effective than fixed rail or continued expansion of road capacity for SOV travel.
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: Consistent/supports. The proposed US 29 BRT coridor is part of Howard County's proposed Draft General Plan 2030 would function within Howard County's PFA and would be complementary to Montgomery and Anne Arundel Counties' PFAs. Studying the feasibility of BRT in Howard County may be the first stage of providing a

sustainable transit option which would not only serve commuters, but would integrate developed communities in multiple jurisdictions, thereby improving the quality of life for all jurisdictions involved.

- 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: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: BRT provides priority travel over the single occupancy vehicle operating in a congested US 29 corridor. The essence of BRT performance is reliable, and predictable travel times and on time performance in a comfortable and stressed reduced travel environment as compared to single occupancy vehicle travel in a congested corridor. The US 29 BRT will require interjurisdictional coordination between Montgomery County, WashCog, the BRTB, and MDOT modal agencies for successful implementation and will precipitate collaboration and coordination among these agency partners and stakeholders.

Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: BRT, by ensuring more reliable and effective service will facilitate growth in transit patronage. Transit travel, by almost all measures has a far lower accident rate and is far less likely to result in fatality or serious injury when a collision occurs. BRT offers a much safer travel mode than SOV travel. Effective and efficient BRT will be likely be supported by public decision makers more so than more costly alternatives. Additionally, secure, reliable BRT operations and infrastructure are an option public officials may have to turn to during public emergency situations and response.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: BRT travel carries far more trips, per lane or linear mile of facility, than most other travel modes. The operational performance of existing highway infrastructure is maximized with this cost-efficient means of travel. Future trip demand can be accommodated and future highway infrastructure, air pollution, energy use and land use impacts can be reduced. Howard County's future with BRT and its potential benefits needs to be examined.

Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: One of the major tenets of Howard County Land Use Policy is the protection and stewardship of natural and other resources. The BRT corridors requested for study are all within Howard County's PFA, and are considered important to the redevelopment and revitalization initiatives for Town Center. These initiatives locate proposed development and re-development within the County Priority Funding Area (PFA). This helps to reduce economic pressure to develop areas currently undeveloped thereby reducing impacts to environmental resources.

Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: US 29-BRT will link to the local transit hub for Howard Transit and Connect-a-Ride and MTA commuter bus service at Columbia Town Center. It will link with the MD 32/Brokenland Parkway Park 'n Ride and MTA Commuter Bus Service and it thereby provide for more multimodal transportation options and facilitate stronger linkages among the Maryland suburbs and between these suburbs and Washington DC. The increase in mobility and accessibility among these city and suburban origins and destinations will be produced.

increased travel linkages and result in sustained economic vitality along the US 29 corridor and provide for growth in the SMART growth "Growth Print" areas.

11) Additional Comments/Explanation: _____

SENATOR JAMES N. ROBEY
SENATE CHAIR

James Senate Office Building
11 Bladen Street, Room 120
Annapolis, Maryland 21401

SENATOR EDWARD J. KASEMEYER
SENATOR ALLAN H. KITTLEMAN



DELEGATE GUY GUZZONE
HOUSE CHAIR

The Maryland House of Delegates
6 Bladen Street, Room 206
Annapolis, Maryland 21401

DELEGATE GAIL H. BATES
DELEGATE ELIZABETH BOBO
DELEGATE STEVEN J. DEBOY, SR.
DELEGATE JAMES E. MALONE, JR.
DELEGATE WARREN E. MILLER
DELEGATE SHANE PENDERGRASS
DELEGATE FRANK S. TURNER

THE MARYLAND GENERAL ASSEMBLY
ANNAPOLIS, MARYLAND 21401
HOWARD COUNTY DELEGATION

RECEIVED

May 15, 2012

MAY 18 2012

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

DIRECTOR'S OFFICE
DEPT. OF PLANNING & ZONING

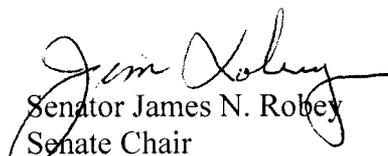
Dear Secretary Swaim-Staley:

Howard County Executive Ken Ulman has provided to us a list of priority projects for inclusion in the FY 2013-2018 Consolidated Transportation Program. As Senate and House of Delegates chairmen of the Howard County State Legislative Delegation, we support those projects.

The projects would add much-needed roadway capacity in Howard County, and would also improve our transit network and boost road safety. Additionally, several of the projects, particularly those for Transit Oriented Development efforts, would help improve the economy of our county and the region.

Thank you for the opportunity to review the priorities, and for all you do to improve transportation systems in Howard County, the region, and the state.

Sincerely,


Senator James N. Robey
Senate Chair
Howard County Delegation


Delegate Guy J. Guzzone
House Chair
Howard County Delegation

/dn



Howard County Council

George Howard Building
3430 Court House Drive
Ellicott City, MD 21043-4392

COUNCILMEMBERS

Mary Kay Sigaty, Chairperson
District 4
Courtney Watson, Vice Chairperson
District 1
Calvin Ball
District 2
Greg Fox
District 5
Jennifer Terrasa
District 3

May 18, 2012

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

Dear Secretary Swaim-Staley:

I have reviewed the list of Howard County's priorities prepared by County Executive Ken Ulman for inclusion in the FY 2013-2018 Consolidated Transportation Program. I have found the proposed projects to be consistent with the goals and vision for an improved transportation network for Howard County and the region. That vision includes a mix of transit, safety and roadway capacity projects to improve mobility and boost economic development in Howard. The initiatives on the priority list would help achieve these objectives.

Thank you for the opportunity to review the priorities, and for working with us to improve Howard County's transportation systems.

Sincerely,

Mary Kay Sigaty
Chairperson

