

## LONG RANGE TRANSPORTATION PLANNING: HOW WE PLAN

- Coordinate and partner with the State of Maryland, regional planning agencies, bordering counties and the private sector
- Reach out to residents, businesses and community groups for feedback and guidance
- Pursue policies and goals in PlanHoward 2030, local area plans, and by County elected officials



### PLANHOWARD 2030

**POLICY 7.1** – Increase public awareness of the relationship between personal vehicle miles traveled and highway congestion, air quality, greenhouse gases, and energy independence, as well as how more compact growth patterns and alternate modes of travel can help achieve a sustainable and more environmentally and personally healthy balance.

**POLICY 7.2** – Coordinate State, regional, and local planning and implementation for critical improvements and new transportation facilities based on evaluation of options using a wide range of performance, health, environmental, and financial criteria.

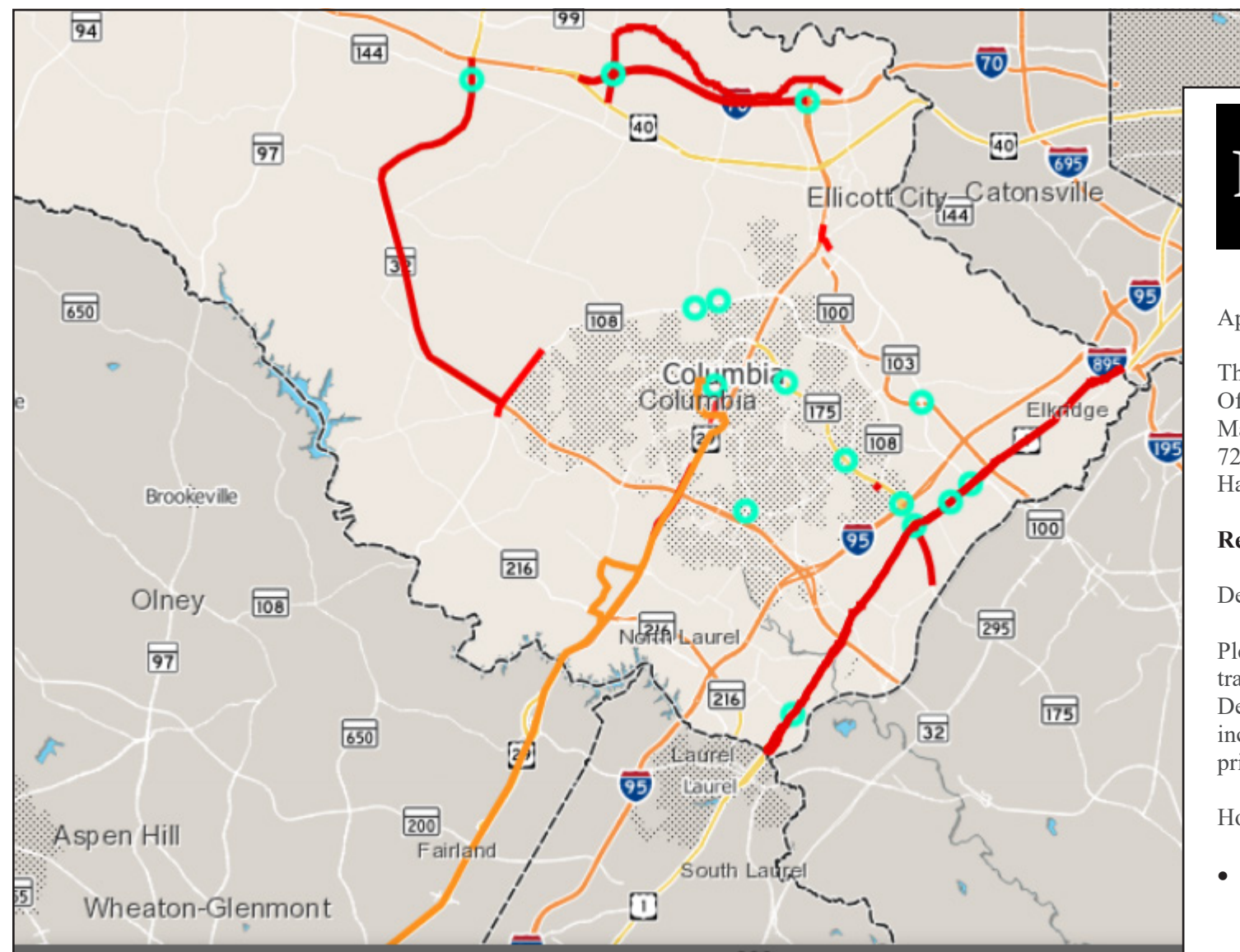
**POLICY 7.3** – Prioritize and pursue cost effective, long-term capacity improvements to the road and highway network to support future growth in accordance with place type designations.

**POLICY 7.4** – Enhance the accessibility and quality of existing and future transit services.

**POLICY 7.5** – Utilize regional studies to develop an effective plan for significantly expanded regional transit service.

**POLICY 7.6** – Reduce highway congestion, energy consumption, and greenhouse gases by increasing the number of residents using alternate modes of transportation.

**POLICY 7.7** – Reduce highway congestion, energy consumption, and greenhouse gases.



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April 1, 2019

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

**Re: FY 2020 Howard County Priority Letter**

Dear Secretary Rahn:

Please accept the following "Priority Letter" from Howard County. The letter includes a list of transportation projects Howard County is recommending be included and funded by the Maryland Department of Transportation's (MDOT) FY 2020-2025 Consolidated Transportation Program. It includes requests for technical and policy support. The projects requested for funding are in priority order.

Howard County also wants to highlight and support MDOT's efforts to:

- Develop a strong Regional Transit Plan through regional stakeholder input that aims to fill key corridor gaps in the existing regional transit system.
- Manage the transportation network using Transportation Systems Management & Operations strategies to deliver data driven innovative solutions to address safety, congestion and time reliability on state roads in Howard County, including the I-95 Active Traffic Management project.
- Improve capacity and service on the Camden Line via MTA's MDOT's MARC Growth Investment Plan, including track improvements, new rolling stock and additional service.

**Thank You and Acknowledgments**

Before listing our requests, please accept our thanks and appreciation for prior and ongoing funding for the following projects:

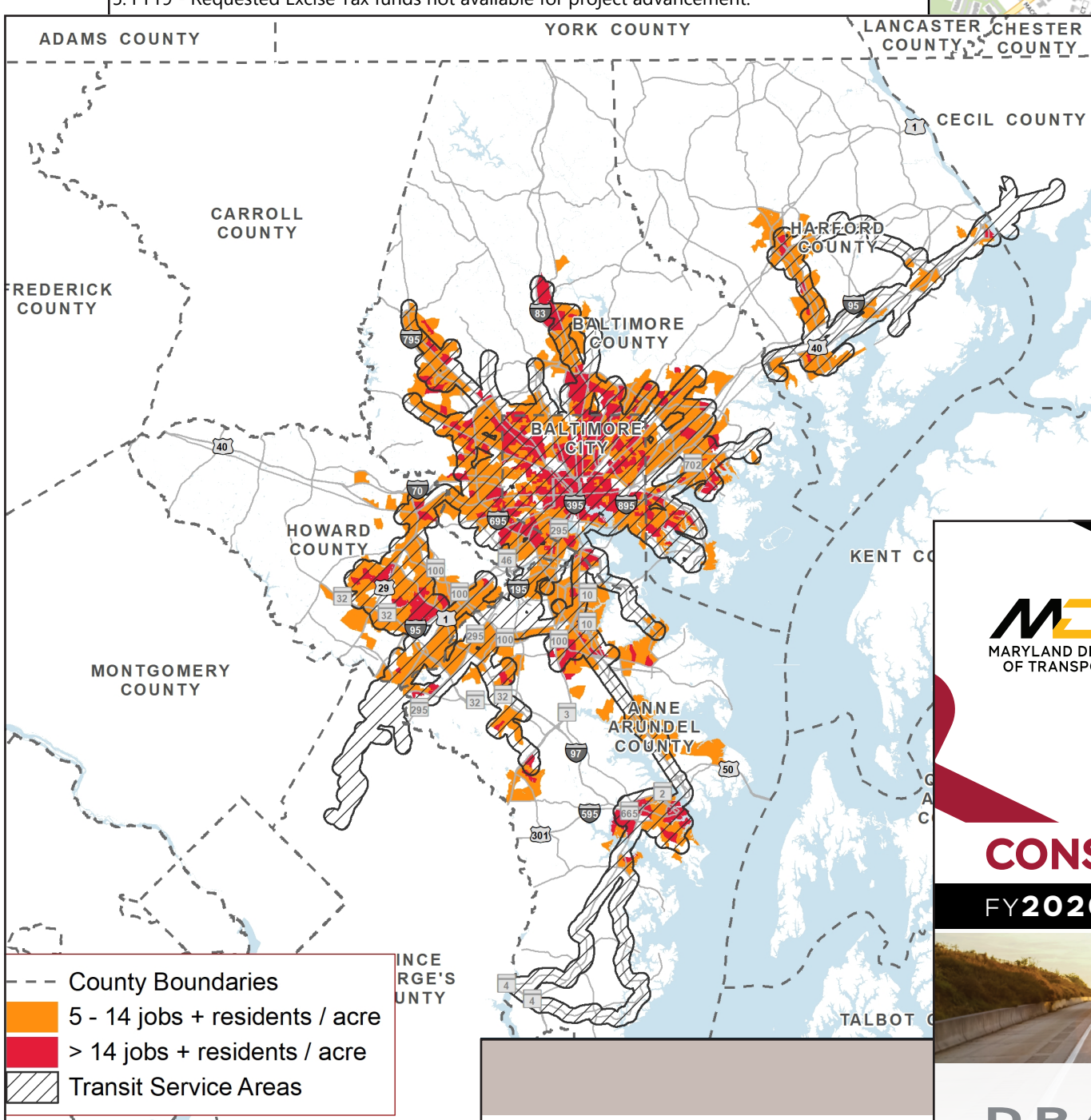
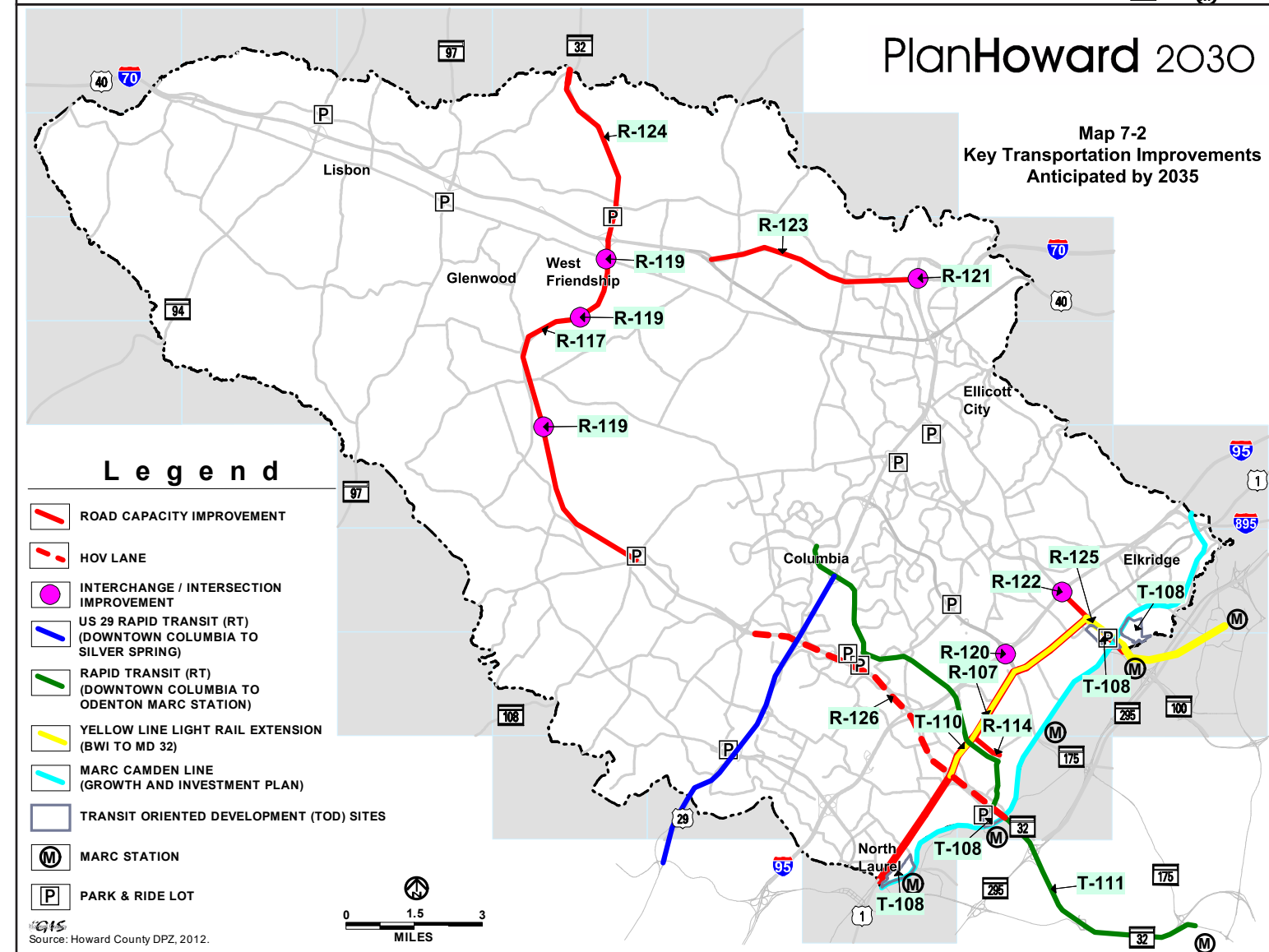
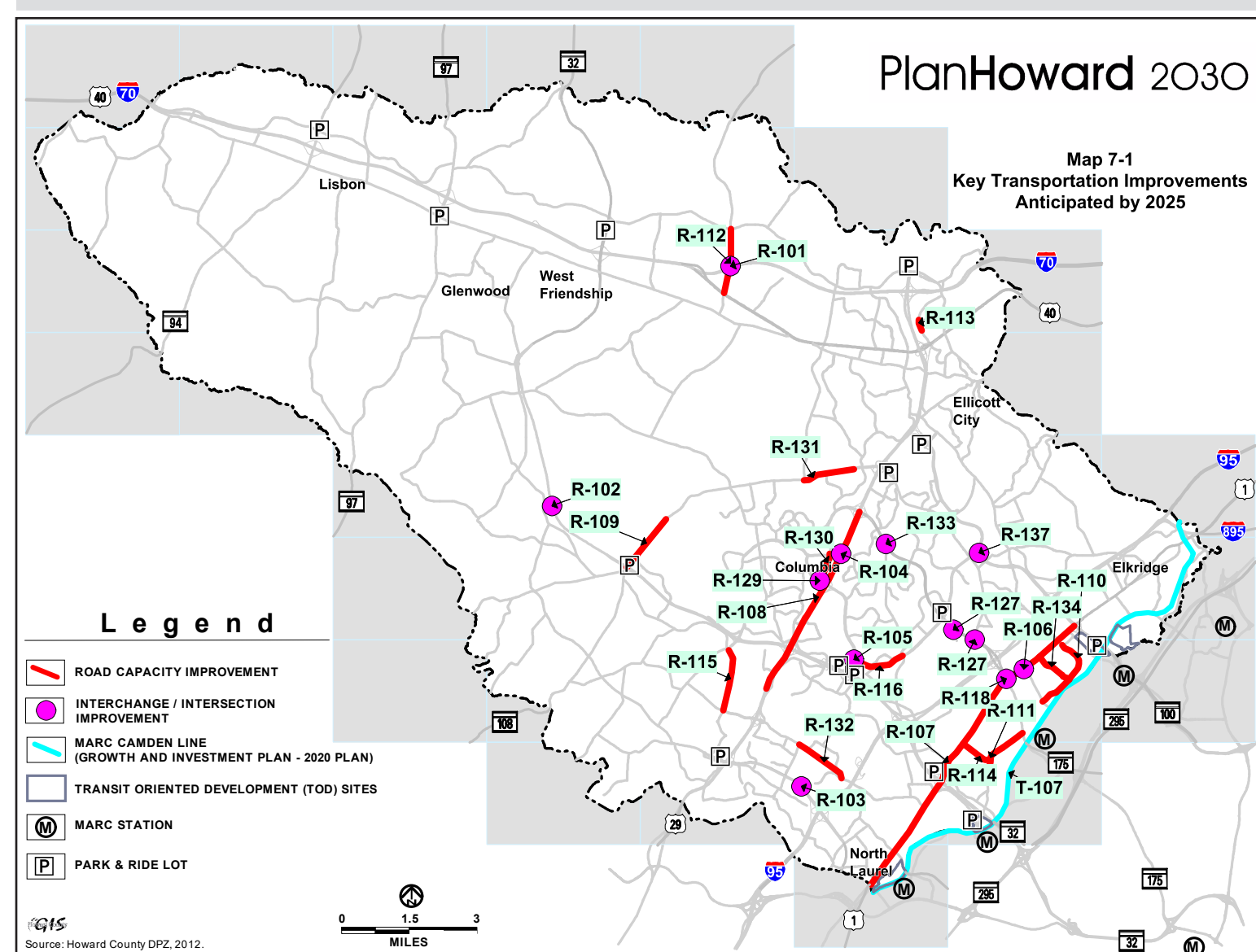
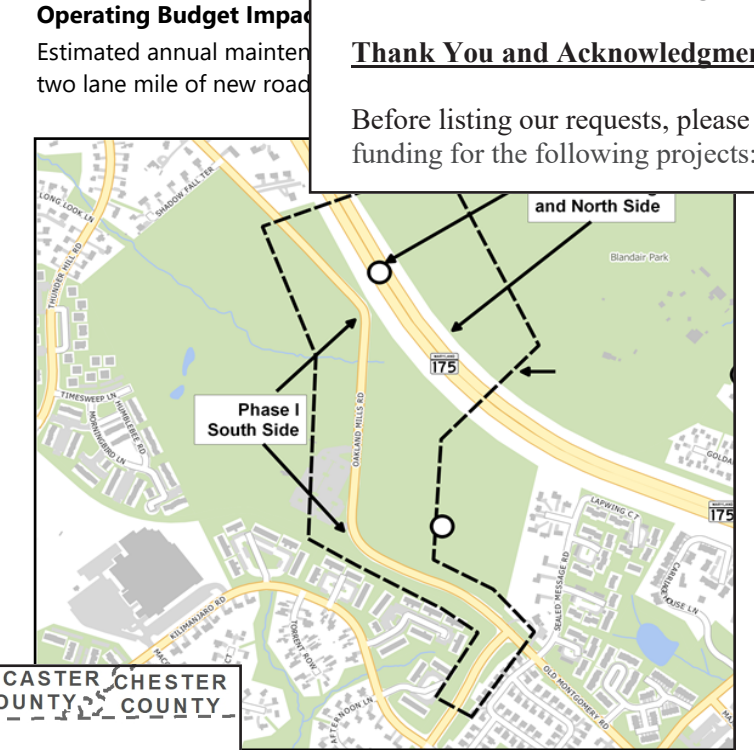
**Fiscal 2020 Capital Budget**

**Project: J4237 - FY2010 MD175/OAKLAND MILLS ROAD INTERCHANGE**

**Description**  
A project to design and construct a new MD175 & Oakland Mills Road interchange and the re-alignment of Oakland Mills Road through the proposed Blandair Park.

**Justification**  
This project will provide for all costs incurred, including land acquisition to provide access to the proposed Blandair Park as shown on the approved master plan for the park. The improvements will also provide vicinity roadway network connectivity and capacity for the area bordering the south side of the park.

- Remarks**
- This project will be coordinated with Capital Project N3102.
  - Design will be consistent with the Blandair Park Master Plan.
  - This project will require approval by the State Highway Administration to establish a break in the MD175 right-of-way.
  - The improvements will be in two phases. Phase I will be the southern roadway improvements. Phase II will be the northern roadway and bridge construction.
  - FY19 - Requested Excise Tax funds not available for project advancement.



**CONSOLIDATED TRANSPORTATION PROGRAM**  
FY2020 - FY2025

**DRAFT**  
2020 STATE REPORT ON TRANSPORTATION  
/ Larry Hogan Governor  
/ Boyd K. Rutherford LT Governor  
/ Pete K. Rahn Secretary

**MAXIMIZE 2045**  
A PERFORMANCE-BASED TRANSPORTATION PLAN  
Rethinking Legacy Finding Opportunity

Final July 23, 2019

**BRTB** Baltimore Regional Transportation Board

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Howard County Office of Transportation  
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