



September 10, 2009

The Honorable Ray LaHood  
Secretary  
United States Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

City of Annapolis  
Ellen O. Moyer  
Mayor

Anne Arundel County  
John R. Leopold  
County Executive

City of Baltimore  
Sheila Dixon  
Mayor

Baltimore County  
James T. Smith, Jr.  
County Executive

Carroll County  
Dean L. Minnich  
Member, Board of Commissioners

Harford County  
David R. Craig  
County Executive

Howard County  
Ken Ulman  
County Executive

Maryland Department of  
Transportation  
Beverley Swaim-Staley  
Acting Secretary

Maryland Department of the  
Environment  
Shari T. Wilson  
Secretary

Maryland Department of Planning  
Richard E. Hall  
Secretary

Dear Secretary LaHood:

Thank you for the opportunity to demonstrate our support of a unified approach for a grant proposal under the Transportation Investment Generating Economic Recovery (TIGER) program as part of the American Recovery and Reinvestment Act of 2009. The grant proposal includes transportation investments that build upon and compliment the transportation priorities of the Baltimore region's local jurisdictions and at the same time promote capital investments that facilitate an efficient multi-modal regional transportation network.

The Baltimore area projects included in Maryland's statewide application strengthen the region's ability to address system gaps with the intent of building a more comprehensive, interconnected multi-modal transportation system. The proposed Central Maryland Transit Operations and Maintenance Facility (CMTOF) in particular will expand transit opportunities between Baltimore and Washington, reduce transit operational costs, ensure access to regional job centers including Fort Meade and NSA, enhance transit service quality and improve air quality. The MARC Capacity and Service Reliability Improvements (Camden and Brunswick lines) will also improve air quality and service between Baltimore and Washington, DC, by adding new cars and locomotives and improving security at various stations. The BRAC Transportation Improvement will reduce congestion at several intersections at and around Aberdeen Proving Ground in Harford County and Ft. George G. Meade in Anne Arundel County. The Fairfield Auto Terminal Pier 3 will enhance the economic viability of the Port of Baltimore by providing a new automobile terminal and improving the local infrastructures around the pier to facilitate cars and trucks access in and out of the future facility.

The implementation of these investments will provide a wider range of transportation choices that will allow a portion of the region's traveling public to shift from their single occupant vehicle into an alternative mode of transportation. Moreover, these system enhancements recognize the emerging transportation challenges associated with the Base Realignment and Closure (BRAC) plans of the federal government, are compatible with environmental policies and goals, and facilitate the Port of Baltimore's competitive position in the global goods movement market.

In closing, I would like to say, on behalf of the Baltimore Regional Transportation Board, the designated Metropolitan Planning Organization for the Baltimore region, that we are pleased that Maryland has embraced the Baltimore area projects included in the submittal to US DOT for TIGER grant funds.

Sincerely,

Frank M. Johnson, Empowered Chair  
Baltimore Regional Transportation Board

cc: BRTB Members

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