

President James T. Mullin, District 1  
Vice-President Diana Broomell, District 4  
Commissioner Tari Moore, District 2  
Commissioner Michael W. Dunn, District 3  
Commissioner Robert J. Hodge, District 5

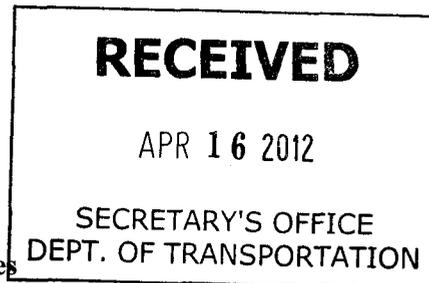


Alfred C. Wein, Jr.  
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**CECIL COUNTY GOVERNMENT**  
County Commissioners' Office  
200 Chesapeake Boulevard, Suite 2100, Elkton, MD 21921

1 April 2012

Beverley K. Swaim-Staley, Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P. O. Box 548  
Hanover, MD 21076



**RE: Cecil County's FY 2013 Transportation Priorities**

Dear Secretary Swaim-Staley:

The Board of County Commissioners of Cecil County is pleased to again have the opportunity to articulate its transportation priorities to your department. Again this year, the first since the implementation of PlanMaryland and MdTA toll increases, the Board recognizes the fiscal challenges that we jointly face, as well as significant opportunities. We also remain mindful of the potential ripple effects that BRAC-related employment and population growth could have on all modes in our transportation network.

Our continued recognition of the broader relationship between transportation and air quality, congestion mitigation, and providing more livable and sustainable communities with better linked land use and transportation leads us to the following top four priorities:

- 1) Redesign and construct a new Route 222/I-95 interchange, to include an upgraded bridge over I-95.
- 2) Extend the MARC Penn Line commuter rail service from Perryville to Elkton, Newark, and Wilmington.
- 3) Improve the MD 213/ US 40 intersection.
- 4) Implement an I-95 and US 40 toll discount for Cecil County residents and, especially, businesses.

Our complete list of transportation priorities has been aggregated by category, is as follows:

- Public Transportation Improvements
- US 40 Corridor and Intersection Improvements
- I-95 Corridor Access and Mobility Enhancement Improvements
- US 301 Toll Diversion Coordination Actions



### Public Transportation Improvements

Our top modal priority remains public transportation, which has the potential to mitigate congestion more quickly and at lower cost than highway capacity improvements. Our specific public transportation project requests are as follows:

1. The extension of MARC Penn Line commuter rail service from Perryville to Elkton, Newark, and Wilmington. This would be an extension of existing service on existing right of way.
2. The extension of SEPTA R2 regional rail service from Newark (current terminus) to Elkton. This, too, would be an extension of existing service on existing right of way.
3. Limited Amtrak service at the Elkton station.
4. Implementation of bus stops along MD 279 to support Route 65 DART transit service.
5. Implementation of fixed route transit service between Newark and Aberdeen until the commuter rail link is established.

### US 40 Corridor and Intersection Improvements

Our second highest categorical priority is intersection upgrades/geometric improvements along the US 40 corridor. US 40 helps provide access to the entire Eastern Shore (via MD 213) and critical system redundancy to I-95 through the County. US 40 and I-95 actually serve as the spine of our network, and they play a key role in the statewide congestion management system. Our specific US 40 corridor intersection improvement project requests are as follows:

1. Improve the MD 213/ US 40 intersection – which is second in importance to access to the Eastern Shore in Maryland only to the Bay Bridge. Were it not for public transportation and the extension of MARC service, this state- and regionally-significant intersection would be our highest priority.
2. Improve the MD 222/ US 40 intersection.
3. Improve the MD 272/ US 40 intersection.
4. In conjunction with the access management plan, improve all US 40 intersections to include acceleration and deceleration lanes. Safety concerns at those intersections continue, especially with increasing traffic volume.
5. Road improvements on MD 222 (US 40 – MD 275) in the interest of enhanced access and mobility and better congestion management.

### I-95 Corridor Access and Mobility Enhancement Improvements

Our third highest categorical priority this year is access and mobility enhancements along the I-95 corridor. As you are aware, Cecil County is the only Eastern Shore County<sup>1</sup> in the Northeast Corridor, and it is the only Maryland I-95 Northeast Corridor county whose accessibility and economic viability is impeded by a toll. Therefore, inasmuch as every dollar of I-95 toll revenue that goes elsewhere (e.g., the Intercounty Connector) represents an inordinate Cecil County contribution to State transportation priorities, it is eminently reasonable that some of the I-95 toll revenues ought to come back to Cecil County in support of mutual County and State I-95 priorities. Thus, our specific I-95 corridor access and mobility enhancement project requests are as follows:

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<sup>1</sup> As defined by the Maryland Department of Planning.

1. Redesign and construct a new Route 222/I-95 interchange, to include an upgraded bridge over I-95.
2. Implement an I-95 and US 40 toll discount for Cecil County residents and businesses. The EZ Pass toll collection system could serve as the technological platform from which this could be effectuated.
3. Implement a new I-95 interchange between Interchanges 93 (MD 222) and 100 (MD 272).
4. Examine potential improvements to MD 222 to between US 40 and MD 275 to enhance LOS.
5. Widen MD 272 to four lanes between US 40 and I-95.

US 301 Toll Diversion Coordination Actions

Our fourth highest categorical priority is the continuation of coordination with DeIDOT regarding its plans to convert US 301 into a limited access toll road in New Castle County. Possible toll and truck weight evasion could threaten the distinctive character and sense of place in Cecilton, Chesapeake City, Elkton, and Warwick, as well as the historic and rural character of the County along the MD 213, MD 285, MD 286, MD 282, and MD 310 corridors. Obviously, it could also shift an undue burden of traffic volume and associated maintenance costs from DeIDOT's to the SHA's and the County's roads. In conjunction with this priority, our project requests are as follows:

1. Continued coordination with DeIDOT in the planning of US 301 improvements in New Castle County, Delaware.
2. Stepped-up enforcement of truck weight limits.

In summation, as our economy eventually improves, we will again face development pressure and growing traffic volumes that will test our efforts to ameliorate air quality, mitigate traffic congestion, and provide more sustainable and viable communities. This will be especially true in the Amtrak/I-95 Northeast Corridor. In the context of that challenge, and the necessity of all of the cited priorities notwithstanding, we want to clearly emphasize that 1) the redesign and construction of a new Route 222/I-95 interchange (including an upgraded bridge over I-95, 2) the extension of the existing MARC Penn Line commuter rail service, 3) the improvement of the US 40 – MD 213 intersection, and 4) the implementation of business-sustaining I-95 and US 40 toll discounts are Cecil County's very top transportation priorities for FY 2013.

Thank you for your consideration of the items and your interest in Cecil County's transportation priorities.

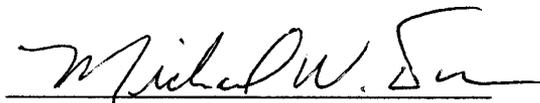
Sincerely,

The Board of County Commissioners of Cecil County

  
 President James T. Mullin, District 1

  
 Vice President Diana Broomell, District 4

  
 Commissioner Tari Moore, District 2

  
 Commissioner Michael W. Dunn, District 3



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Commissioner Robert J. Hodge, District 5

Cecil County State of Maryland Delegation

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Senator Nancy Jacobs, District 34

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Senator E. J. Pipkin, District 36

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Delegate Mary-Dulany James, District 34-A

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Delegate Glen Glass, District 34-A

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Delegate David D. Rudolph, District 34-B

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Delegate Michael D. Smigiel, Sr., District 36

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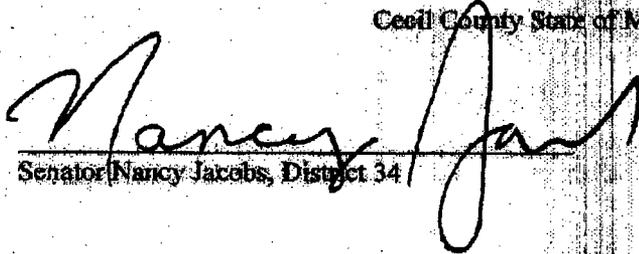
Delegate Jay A. Jacobs, District 36

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Delegate Stephen Hershey, District 36

  
Commissioner Robert J. Hodge, District 5

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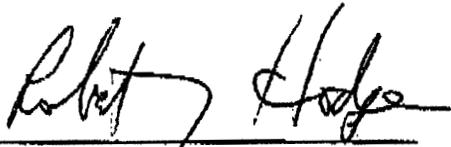
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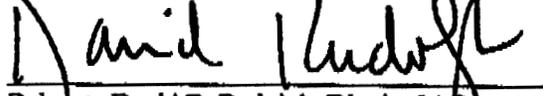
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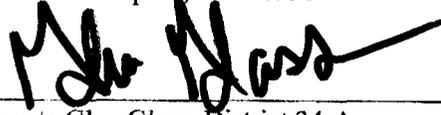
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Delegate Michael D. Smigiel, Sr., District 36

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Delegate Stephen Hershey, District 36

### **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: **Extend the MARC Penn Line commuter rail service from Perryville to Elkton, Newark, and Wilmington**
- 2) Submitting Jurisdiction: **Cecil County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **the project location is along Amtrak's Northeast Corridor**
- 4) Anticipated cost (approximate if available): **Not Available**
- 5) Description of project purpose and need (up to one paragraph):  
**Commuter rail service would provide Cecil County residents better access to the cultural, educational, and employment opportunities in the rest of the region. In turn, by making those opportunities in Elkton more accessible to rest of the region, this service would work as an economic development and tourism tool in the Elkton area. Seamless commuter rail service through Cecil County, eventually linking Elkton, North East and Perryville could also set the stage to rail access to Ocean City and the Eastern Shore – opening up access to Caroline, Dorchester, Kent, Queen Anne's, Somerset, Talbot, Wicomico, and Worcester Counties via the Delmarva Secondary rail line would be a significant economic development tool for Cecil County, Maryland's Eastern Shore, and for the entire State of Delaware, making the respective labor pools more accessible.**
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Yes**
- 7) Is the project consistent with the local land use plans? **Yes** Describe specifics on how the project supports the local land use plan goals, objectives and/or policies:  
**This project is consistent with Maryland Smart Growth policies, the Cecil County Comprehensive Plan, and the Delaware State Rail Plan. In addition, it could serve to help implement several actions of the Wilmington Area Planning Council's (WILMAPCO) Regional Transportation Plan (RTP), including actions under the strategies to link transportation and land use, as well as those to improve regional mobility.**
- 8) 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).

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

**X** Objective: Enhance customer service and experience.

**X** 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: **Commuter rail service would provide meaningful transportation choices from MDOT for Cecil County residents as they travel to work, to school, to shop, to recreate, etc. Inasmuch commuter/regional rail is not affected by roadway congestion, its transportation customers would enjoy a superior level of**

**reliable and predictable travel times – which could prove to be a powerful economic development tool.**

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

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

X 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 literature reveals that at least 60% of traffic congestion is attributable to traffic accidents and incidents, and the literature and supporting statistics also show that the injury and fatality rate per VMT/person is far less on commuter/regional rail than in private passenger cars. It stands to reason that not only would MDOT's transportation customers be safer in rail cars than in their own cars, but a shift to the rail mode would mean fewer cars on the road, and, thus, less congestion, and, therefore, fewer injury and fatal accidents.**

X **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.**

X Objective: Preserve and maintain the existing transportation network.

X Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: **The extension of the MARC Penn Line commuter rail service from Perryville to Elkton, Newark, and Wilmington would use existing infrastructure on existing right-of way. A shift in usage to the comfortable, convenient, and safe rail mode would mean fewer cars on the road, and a concomitant reduction in roadway life-cycle costs for MDOT. It would also shift the balance between our underutilized rail infrastructure and our over-utilized highway infrastructure.**

  **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.**

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

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

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

If checked, please describe how the project supports the goal and objectives: **The project location, the Amtrak Northeast Corridor, runs through 4 of the County's towns and is proximate to a 5<sup>th</sup>. It is also within the 2010 Cecil County Comprehensive Plan's Growth Area. The availability of the commuter/regional rail alternative would make these areas more livable communities, helping shift demand for residential housing away from our resource protection and rural conservation areas.**

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

**X Objective:** Provide balance, seamless, and accessible multimodal transportation options for people and goods.

**X Objective:** Facilitate linkages within and beyond Maryland to support a health economy.

**X Objective:** Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: **A fully functioning mix of mobility alternatives that included commuter rail would help bolster and diversify the local economy in at least three ways:**

**First**, access to jobs in Harford and Baltimore Counties for the transit-dependent Cecil Countians is, and will be, unworkable. Likewise, because access to jobs is a two-way street, a fully functional multimodal transportation corridor would better link employment opportunities here to prospective workers there. Moreover, a fully functioning multimodal transportation corridor would serve to efficiently connect and unify previously-disparate local labor markets.

**Second**, Cecil County is located in an area on the Northeast Transportation Corridor in which there is increasing competition for the same existing, limited rail and road capacity, as documented in MAROPS and other studies. On the one hand, local trips are competing with through trips; on the other, trips that move people are competing with trips that move goods. Those competitions result in congestion that can deprive our existing businesses and new prospects the levels of access and mobility that they require to remain economically viable – a goal shared by the County and the State.

**Third**, Cecil County, because of its location, will continue to grow, no matter what. Will it take the form of sprawl or sustainable growth? We believe, and our Comprehensive Plan takes the position, that sustainable growth, utilizing the full potential of our Priority Funding Areas and transportation corridor infrastructure, will help produce a more beneficial and vibrant local and state economy. That economy will have a positive multiplier effect on a number of economic activities, including the building trades and transit-oriented development construction, retailing, and transportation services.

In addition, an economy based upon sustainable development patterns, including transit-oriented development, can increase local economic activity without destroying outlying farmlands that represent our agricultural industry. Moreover, it adds to the level of economic activity rather than substituting one activity for another. Such development patterns must be supported by transit and commuter rail.

- 9) Additional Comments/Explanation: **A fully functioning mix of mobility alternatives that included commuter rail would help make possible the expansion of the amount of extant mixed land uses in the respective Towns, as well as the County's Growth Area Boundary adjacent to the Amtrak/I-95 corridor. The resultant, enhanced levels of access and mobility, without total dependence on automobiles and the**

parking/storage areas they require, would encourage dynamic, transit-oriented infill development to serve a variety of needs, including civic, employment, housing, recreation, and shopping. Consistent with Smart Growth, these, then, could all be within walking and bicycling distance of one another, in an attractive, neo-traditional grid pattern, so far as possible.

A fully functioning mix of mobility alternatives that included commuter rail would help make possible more distinctive, diverse, and viable urban housing alternatives to the monotonous “McMansions” that have become increasingly typical in suburban and rural subdivisions. Rather, a diverse blend of homes on smaller lots that do not need extra acreage for the storage of extra automobiles<sup>1</sup> would conserve precious urban space, support the development of more affordable and compact energy-efficient homes in various price ranges, and result in the densities that will both support commuter rail/transit services and help preserve our precious farmland and open space elsewhere in the County.

Historically, Charlestown, Elkton, North East, Perryville, and Port Deposit all have developed and flourished along trade routes via water and land, including roads and railroads. They are already distinctive towns – each with a strong sense of place, heritage, and character all its own. Our common goal is to prevent a wave of unattractive, monotonous, and undifferentiated sprawl from engulfing and destroying their distinctive community characters. Through the updates of their comprehensive plans, zoning ordinances and subdivision regulations, as previously cited, they have taken steps to embrace transit- and mobility-friendly traditional neighborhood design. Through our Smart Codes Project, for example, the County has reinforced those efforts.

The quest to achieve extended MARC and SEPTA commuter rail service is seen as a logical extension of those collaborative efforts. A fully functioning mix of mobility alternatives that included commuter rail would help undergird other efforts to stimulate distinctive infill and mixed use development in and adjacent to these towns. In addition, it would help foster further transit-oriented development plans and projects that would strengthen the distinctive sense of a “geography of somewhere” in these historic towns along the corridor.

Elkton’s Elkton Station campus of the Cecil Community College and North East’s North East Station shopping center are examples of related amenities that have already been implemented. In addition, Elkton, North East, Perryville, and Port Deposit have implemented attractive streetscapes on or near the corridor. A new library is planned in Perryville that could be transit-accessible. Charlestown and its immediate environs continue to see infill development, including a proposed mixed-

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<sup>1</sup> If there is less dependence on the automobile in towns and neo-traditional neighborhoods, then it is reasonable to expect that there will be less demand for two- and three-car garages – allowing for smaller lots and the higher residential densities that support transit and commuter rail. We note that this pattern has been achieved at the Kentlands, even though that community is not connected by commuter rail and transit.

used Planned Unit Development (PUD) with almost 600 dwelling units planned, in addition to office and retail commercial uses.

A fully functioning mix of mobility alternatives that included commuter rail would help perpetuate those efforts, to possibly create additional civic amenities such as greenway linkages, information/news kiosks, libraries, parks, plazas, schools, and transportation hubs with adequate bicycle and pedestrian facilities – as transit-oriented development becomes more feasible.

Cecil County Government neither believes nor proposes that our transportation future will or should be one in which all dependence on the automobile is abandoned in favor of other, alternative modes. That would be as unrealistic as it would be unworkable. Rather, as our current virtual total dependence on the automobile appears increasingly unrealistic and unworkable in a planned future characterized by the vision of fiscally constrained and sustainable development patterns, we believe that there must be an increased reliance on alternative modes, or, put another way, a more balanced, equitable, and sustainable modal split.

That means, quite simply, that a fully functioning mix of mobility alternatives that included commuter rail would enhance accessibility and mobility between and among our towns and to surrounding urban areas (e.g., Baltimore, Aberdeen, Newark, Wilmington, and Philadelphia). In turn, the distinctive, mixed-use neo-traditional and transit-oriented development patterns would support better alternative mode connections within our increasingly urbanized communities. Just as we have studied the ways and means of connecting Perryville and Port Deposit to the Lower Susquehanna Heritage Greenway (LSHG), for example, we would have the same opportunity to better integrate the East Coast Greenway, the Mason-Dixon Trail, and the Elk Neck Trail into the fabric of our transportation network and our communities.

A fully functioning mix of mobility alternatives that included commuter rail would help create the need for passenger stations, stops, and, possibly, hubs. Each of these creates a unique opportunity to plan and implement civic amenities such as greenway linkages, information kiosks, libraries, parks, plazas, schools, and transportation hubs with adequate bicycle and pedestrian facilities – as transit-oriented development becomes more feasible.

A fully functioning mix of mobility alternatives that included commuter rail would mean commuter rail and transit services supporting neo-traditional and transit-oriented development, supplemented by a robust bicycle and pedestrian network. It would mean that it would be possible for a commuter from North East, for example, to go to work in Baltimore, return, pick up dry cleaning and go home – all without ever having used an automobile. For that scenario to become possible, we will need to better integrate such amenities as bike lanes, racks and trails, greenways, sidewalks, and the like into our commercial site plans, planned unit developments, and subdivision plans.

- 10) Provide description of project location (also attach PDF or JPEG map of project location): **The project location is the Amtrak Northeast Corridor between Perryville and Elkton and/or Newark and/or Wilmington.**

### **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: **Extend the SEPTA R2 regional rail service from Newark to Elkton**
- 2) Submitting Jurisdiction: **Cecil County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **the project location is along Amtrak's Northeast Corridor, between Newark and Elkton**
- 4) Anticipated cost (approximate if available): **Not Available**
- 5) Description of project purpose and need (up to one paragraph): **SEPTA commuter rail service would provide Cecil County residents better access to the cultural, educational, and employment opportunities in the rest of the Wilmington and Philadelphia region. In turn, by making those opportunities in Elkton more accessible to rest of the region, this service would work as an economic development and tourism tool in the Elkton area. Seamless commuter rail service through Cecil County, eventually linking Elkton and points west (e.g., North East, Perryville, Havre de Grace and Aberdeen) with Newark, Wilmington and Philadelphia, North East and Perryville could be a significant economic development tool for Cecil County, Maryland's Eastern Shore, and for the entire State of Maryland, making the respective employment and labor pools more accessible to one another.**
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Yes**
- 7) Is the project consistent with the local land use plans? **Yes** Describe specifics on how the project supports the local land use plan goals, objectives and/or policies:  
**This project is consistent with Maryland Smart Growth policies, the Cecil County Comprehensive Plan, and the Delaware State Rail Plan. In addition, it could serve to help implement several actions of the Wilmington Area Planning Council's (WILMAPCO) Regional Transportation Plan (RTP), including actions under the strategies to link transportation and land use, as well as those to improve regional access and mobility.**
- 8) 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: **SEPTA regional rail service would provide meaningful transportation choices for Cecil County residents as they travel to work, to school, to shop, to recreate, etc. Inasmuch commuter/regional rail is not affected by**

**roadway congestion, its transportation customers would enjoy a superior level of reliable and predictable travel times – which could prove to be a powerful economic development tool.**

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

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

X 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 literature reveals that at least 60% of traffic congestion is attributable to traffic accidents and incidents, and the literature and its supporting statistics also show that the injury and fatality rates per VMT/person is far less on commuter/regional rail than in private passenger cars. It stands to reason that not only would MDOT's transportation customers be safer in rail cars than in their own cars, but a shift to the rail mode would mean fewer cars on the road, and, thus, less congestion and, therefore, fewer injury and fatal accidents.**

**X 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.**

X Objective: Preserve and maintain the existing transportation network.

X Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: **The extension of the SEPTA R2 regional rail line service from Newark to Elkton would use existing infrastructure on existing right-of way. A shift in usage to the comfortable, convenient, and safe rail mode would mean fewer cars on the road, and a concomitant reduction of the life-cycle costs of roadways connecting to Delaware and Pennsylvania for MDOT. It would also shift the balance between our underutilized rail infrastructure and our over-utilized highway infrastructure.**

**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.**

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

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

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

If checked, please describe how the project supports the goal and objectives: **The project location, the Amtrak Northeast Corridor, runs through Newark and Elkton – the second and third largest cities in the WILMAPCO region – and it connects to 3 of the County's other towns and is proximate to a 4<sup>th</sup>. It is also within the 2010 Cecil County Comprehensive Plan's Growth Area. The availability of the SEPTA R2 regional rail alternative would make these areas more livable communities, helping shift demand for**

residential housing away from our resource protection and rural conservation areas. It also would help to ameliorate ambient air quality.

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

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

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

X Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: **A fully functioning mix of mobility alternatives that included commuter rail would help bolster and diversify the local economy in at least three ways:**

**First**, access to jobs in New Castle, Delaware, and Philadelphia Counties for the transit-dependent Cecil Countians is, and will be, unworkable. Likewise, because access to jobs is a two-way street, a fully functional multimodal transportation corridor would better link employment opportunities here to prospective workers there. Moreover, a fully functioning multimodal transportation corridor would serve to efficiently connect and unify previously-disparate local labor markets.

**Second**, Cecil County is located in an area on the Northeast Transportation Corridor in which there is increasing competition for the same existing, limited rail and road capacity, as documented in MAROPS and other studies. On the one hand, local trips are competing with through trips; on the other, trips that move people are competing with trips that move goods. Those competitions result in congestion that can deprive our existing businesses and new prospects the levels of access and mobility that they require to remain economically viable – a goal shared by the County and the State.

**Third**, Cecil County, because of its location, will continue to grow, no matter what. Will it take the form of sprawl or sustainable growth? We believe, and our Comprehensive Plan takes the position, that sustainable growth, utilizing the full potential of our Priority Funding Areas and transportation corridor infrastructure, will help produce a more beneficial and vibrant local and state economy. That economy will have a positive multiplier effect on a number of economic activities, including the building trades and transit-oriented development construction, retailing, and transportation services.

In addition, an economy based upon sustainable development patterns, including transit-oriented development, can increase local economic activity without destroying outlying farmlands that represent our agricultural industry. Moreover, it adds to the level of economic activity rather than substituting one activity for another. Such development patterns must be supported by transit and commuter rail.

- 9) Additional Comments/Explanation: **A fully functioning mix of mobility alternatives that included commuter rail would help make possible the expansion of the amount of extant mixed land uses in the respective Towns, as well as the County's Growth Area Boundary adjacent to the Amtrak/I-95 corridor. The resultant, enhanced levels of access and mobility, without total dependence on automobiles and the parking/storage areas they require, would encourage dynamic, transit-oriented infill development to serve a variety of needs, including civic, employment, housing, recreation, and shopping. Consistent with Smart Growth, these, then, could all be within walking and bicycling distance of one another, in an attractive, neo-traditional grid pattern, so far as possible.**

**A fully functioning mix of mobility alternatives that included commuter rail would help make possible more distinctive, diverse, and viable urban housing alternatives to the monotonous "McMansions" that have become increasingly typical in suburban and rural subdivisions. Rather, a diverse blend of homes on smaller lots that do not need extra acreage for the storage of extra automobiles<sup>1</sup> would conserve precious urban space, support the development of more affordable and compact energy-efficient homes in various price ranges, and result in the densities that will both support commuter rail/transit services and help preserve our precious farmland and open space elsewhere in the County.**

**Historically, Charlestown, North East, Perryville, and Port Deposit, as well as Elkton, all have developed and flourished along trade routes via water and land, including roads and railroads. They are already distinctive towns – each with a strong sense of place, heritage, and character all its own. Our common goal is to prevent a wave of unattractive, monotonous, and undifferentiated sprawl from engulfing and destroying their distinctive community characters. Through the updates of their comprehensive plans, zoning ordinances and subdivision regulations, as previously cited, they have taken steps to embrace transit- and mobility-friendly traditional neighborhood design. Through our Smart Codes Project, for example, the County has reinforced those efforts.**

**The quest to achieve extended SEPTA R2 regional rail service is seen as a logical extension of those collaborative efforts. A fully functioning mix of mobility alternatives that included commuter rail would help undergird other efforts to stimulate distinctive infill and mixed use development in and adjacent to these towns. In addition, it would help foster further transit-oriented development plans and projects that would strengthen the distinctive sense of a "geography of somewhere" in these historic towns along the corridor.**

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<sup>1</sup> If there is less dependence on the automobile in towns and neo-traditional neighborhoods, then it is reasonable to expect that there will be less demand for two- and three-car garages – allowing for smaller lots and the higher residential densities that support transit and commuter rail. We note that this pattern has been achieved at the Kentlands, even though that community is not connected by commuter rail and transit.

Elkton's Elkton Station campus of the Cecil Community College (and North East's 'North East Station' shopping center) is an example of related amenities that have already been implemented. In addition, Elkton, North East, Perryville, and Port Deposit have implemented attractive streetscapes on or near the corridor.

A fully functioning mix of mobility alternatives that included commuter rail would help perpetuate those efforts, to possibly create additional civic amenities such as greenway linkages, information/news kiosks, libraries, parks, plazas, schools, and transportation hubs with adequate bicycle and pedestrian facilities – as transit-oriented development becomes more feasible.

Cecil County Government neither believes nor proposes that our transportation future will or should be one in which all dependence on the automobile is abandoned in favor of other, alternative modes. That would be as unrealistic as it would be unworkable. Rather, as our current virtual total dependence on the automobile appears increasingly unrealistic and unworkable in a planned future characterized by the vision of fiscally constrained and sustainable development patterns, we believe that there must be an increased reliance on alternative modes, or, put another way, a more balanced, equitable, and sustainable modal split.

That means, quite simply, that a fully functioning mix of mobility alternatives that included commuter rail would enhance accessibility and mobility between and among our towns and to surrounding urban areas (e.g., Baltimore, Aberdeen, Newark, Wilmington, and Philadelphia). In turn, the distinctive, mixed-use neo-traditional and transit-oriented development patterns would support better alternative mode connections within our increasingly urbanized communities.

A fully functioning mix of mobility alternatives that included commuter rail would help create the need for passenger stations, stops, and, possibly, hubs. Each of these creates a unique opportunity to plan and implement civic amenities such as greenway linkages, information kiosks, libraries, parks, plazas, schools, and transportation hubs with adequate bicycle and pedestrian facilities – as transit-oriented development becomes more feasible.

A fully functioning mix of mobility alternatives that included commuter rail would mean commuter rail and transit services supporting neo-traditional and transit-oriented development, supplemented by a robust bicycle and pedestrian network. It would mean that it would be possible for a commuter from Elkton or North East, for example, to go to work in Newark, Wilmington or Philadelphia, return, pick up dry cleaning and go home – all without ever having used an automobile. For that scenario to become possible, we will need to better integrate such amenities as bike lanes, racks and trails, greenways, sidewalks, and the like into our commercial site plans, planned unit developments, and subdivision plans.

- 10) Provide description of project location (also attach PDF or JPEG map of project location): **The specific project location is the Amtrak Northeast Corridor between Newark and Elkton.**

### **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: **Establish limited Amtrak service at Elkton**
- 2) Submitting Jurisdiction: **Cecil County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **the project location is along Amtrak's Northeast Corridor, at the Elkton Amtrak station**
- 4) Anticipated cost (approximate if available): **Not Available**
- 5) Description of project purpose and need (up to one paragraph):  
**Limited Amtrak passenger rail service would provide Elkton and Cecil County residents better access to the cultural, educational, and employment opportunities in the region and the entire Northeast Corridor. In turn, by making those opportunities in Elkton more accessible to rest of the region, this service would work as an economic development and tourism tool in the Elkton area.**
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Yes**
- 7) Is the project consistent with the local land use plans? **Yes** Describe specifics on how the project supports the local land use plan goals, objectives and/or policies:  
**This project is consistent with Maryland Smart Growth policies, the Cecil County Comprehensive Plan, and the Delaware State Rail Plan. In addition, it could serve to help implement several actions of the Wilmington Area Planning Council's (WILMAPCO) Regional Transportation Plan (RTP), including actions under the strategies to link transportation and land use, as well as those to improve regional mobility.**
- 8) 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).

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

**X** **Objective: Enhance customer service and experience.**

**X** **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: **Amtrak passenger rail service would provide meaningful transportation choices from MDOT for Cecil County residents as they travel to work, to school, to shop, to recreate, etc. Inasmuch as Amtrak passenger rail service is not affected by roadway congestion, its transportation customers would enjoy a superior level of reliable and predictable travel times – which could prove to be a powerful economic development tool.**

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

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

X 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 literature reveals that at least 60% of traffic congestion is attributable to traffic accidents and incidents, and the literature and supporting statistics also show that the injury and fatality rate per VMT/person is far less on Amtrak passenger rail service than in private passenger cars. It stands to reason that not only would MDOT's transportation customers be safer in rail cars than in their own cars, but a shift to the rail mode would mean fewer cars on the road, and, thus, less congestion, and, therefore, fewer injury and fatal accidents. What's more, automobile VMT could be reduced if Cecil County residents did not have to travel to Newark, Wilmington, Philadelphia, Aberdeen, or Baltimore to connect with Amtrak passenger service.**

**X 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.**

X Objective: Preserve and maintain the existing transportation network.

X Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: **The establishment of limited Amtrak passenger rail service in Elkton would use existing infrastructure on existing right-of way, including the existing Elkton Station. A shift in usage to the comfortable, convenient, and safe rail mode would mean fewer cars on the road, and a concomitant reduction in roadway life-cycle costs for MDOT. It would also shift the balance between our underutilized rail infrastructure and our over-utilized highway infrastructure.**

**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.**

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

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

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

If checked, please describe how the project supports the goal and objectives: **The project location, the Elkton Amtrak Station is on the Amtrak Northeast Corridor. Elkton, our County Seat and largest city,<sup>1</sup> is also surrounded by the 2010 Cecil County Comprehensive Plan's Growth Area. The availability of the**

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<sup>1</sup> If Wilmington did not exist, then the Elkton-Newark urbanized area would have a Metropolitan Planning Organization (MPO) of its own, rather than WILMAPCO.

**Amtrak passenger rail alternative would make Elkton and its environs a more livable community, helping shift demand for residential housing away from our resource protection and rural conservation areas.**

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

**X Objective:** Provide balance, seamless, and accessible multimodal transportation options for people and goods.

**X Objective:** Facilitate linkages within and beyond Maryland to support a health economy.

**X Objective:** Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: **A fully functioning mix of mobility alternatives that included Amtrak inter-city and commuter rail would help bolster and diversify the local economy in at least three ways:**

**First**, access to jobs in Baltimore, New Castle, and Philadelphia Counties for the transit-dependent Cecil Countians is, and will be, unworkable. Likewise, because access to jobs is a two-way street, a fully functional multimodal transportation corridor would better link employment opportunities here to prospective workers there. Moreover, a fully functioning multimodal transportation corridor would serve to efficiently connect and unify previously-disparate local labor markets.

**Second**, Cecil County is located in an area on the Northeast Transportation Corridor in which there is increasing competition for the same existing, limited rail and road capacity, as documented in MAROPS and other studies. On the one hand, local trips are competing with through trips; on the other, trips that move people are competing with trips that move goods. Those competitions result in congestion that can deprive our existing businesses and new prospects the levels of access and mobility that they require to remain economically viable – a goal shared by the County and the State.

**Third**, Cecil County, because of its location, will continue to grow, no matter what. Will it take the form of sprawl or sustainable growth? We believe, and our Comprehensive Plan takes the position, that sustainable growth, utilizing the full potential of our Priority Funding Areas and transportation corridor infrastructure, will help produce a more beneficial and vibrant local and state economy. That economy will have a positive multiplier effect on a number of economic activities, including the building trades and transit-oriented development construction, retailing, and transportation services.

In addition, an economy based upon sustainable development patterns, including transit-oriented development, can increase local economic activity without destroying outlying farmlands that represent our agricultural industry. Moreover, it adds to the level of economic activity rather than substituting one activity for another. Such development patterns must be supported by transit and commuter rail.

- 9) Additional Comments/Explanation: **A fully functioning mix of mobility alternatives that included Amtrak inter-city service and commuter/regional rail would help make possible the expansion of the amount of extant mixed land uses in the Elkton, as well as the County’s Growth Area Boundary adjacent to the Amtrak/I-95 corridor. The resultant, enhanced levels of access and mobility, without total dependence on automobiles and the parking/storage areas they require, would encourage dynamic, transit-oriented infill development to serve a variety of needs, including civic, employment, housing, recreation, and shopping. Consistent with Smart Growth, these, then, could all be within walking and bicycling distance of one another, in an attractive, neo-traditional grid pattern, so far as possible.**

**A fully functioning mix of mobility alternatives that included Amtrak passenger rail service would help make possible more distinctive, diverse, and viable urban housing alternatives to the monotonous “McMansions” that have become increasingly typical in suburban and rural subdivisions. Rather, a diverse blend of homes on smaller lots that do not need extra acreage for the storage of extra automobiles<sup>2</sup> would conserve precious urban space, support the development of more affordable and compact energy-efficient homes in various price ranges, and result in the densities that will both support commuter rail/transit services and help preserve our precious farmland and open space elsewhere in the County.**

**Historically, Elkton, along with Charlestown, North East, Perryville, and Port Deposit, have developed and flourished along trade routes via water and land, including roads and railroads. All are already distinctive towns – each with a strong sense of place, heritage, and character all its own. Our common goal is to prevent a wave of unattractive, monotonous, and undifferentiated sprawl from engulfing and destroying their distinctive community characters. Through the updates of their comprehensive plans, zoning ordinances and subdivision regulations, as previously cited, they have taken steps to embrace transit- and mobility-friendly traditional neighborhood design. Through our Smart Codes Project, for example, the County has reinforced those efforts.**

**The quest to achieve limited Amtrak passenger rail service in conjunction with extended MARC and SEPTA commuter/regional rail service is seen as a logical extension of those collaborative efforts. A fully functioning, full mix of mobility alternatives that included commuter rail would help undergird other efforts to stimulate distinctive infill and mixed use development in and adjacent to these towns. In addition, it would help foster further transit-oriented development plans and projects that would strengthen the distinctive sense of a “geography of somewhere” in Elkton and our other historic towns along the corridor.**

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<sup>2</sup> If there is less dependence on the automobile in towns and neo-traditional neighborhoods, then it is reasonable to expect that there will be less demand for two- and three-car garages – allowing for smaller lots and the higher residential densities that support transit and commuter rail. We note that this pattern has been achieved at the Kentlands, even though that community is not connected by commuter rail and transit.

Elkton’s Elkton Station campus of the Cecil Community College is a conspicuous and laudable example of related amenities that have already been implemented. In addition, Elkton, North East, Perryville, and Port Deposit have implemented attractive streetscapes on or near the corridor.

A fully functioning mix of mobility alternatives that included Amtrak passenger and commuter rail services would help perpetuate those efforts, to possibly create additional civic amenities such as greenway linkages, information/news kiosks, libraries, parks, plazas, schools, and transportation hubs with adequate bicycle and pedestrian facilities – as transit-oriented development becomes more feasible.

Cecil County Government neither believes nor proposes that our transportation future will or should be one in which all dependence on the automobile is abandoned in favor of other, alternative modes. That would be as unrealistic as it would be unworkable. Rather, as our current virtual total dependence on the automobile appears increasingly unrealistic and unworkable in a planned future characterized by the vision of fiscally constrained and sustainable development patterns, we believe that there must be an increased reliance on alternative modes, or, put another way, a more balanced, equitable, and sustainable modal split.

That means, quite simply, that a fully functioning mix of mobility alternatives that included commuter rail would enhance accessibility and mobility between and among our towns and to surrounding urban areas (e.g., Baltimore, Aberdeen, Newark, Wilmington, and Philadelphia). In turn, the distinctive, mixed-use neo-traditional and transit-oriented development patterns would support better alternative mode connections within our increasingly urbanized communities.

A fully functioning mix of mobility alternatives that included Amtrak passenger rail service in Elkton would mean commuter rail and transit services supporting neo-traditional and transit-oriented development, supplemented by a robust bicycle and pedestrian network. It would mean that it would be possible for a commuter from Elkton, for example, to go to work in Baltimore, Wilmington, or Philadelphia, and return, pick up dry cleaning and go home – all without ever having used an automobile.

- 10) Provide description of project location (also attach PDF or JPEG map of project location): The specific project location is the existing but unused Elkton Amtrak Station.

### **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: **Implement bus stops along MD 279 to support Route 65 DART transit service**
- 2) Submitting Jurisdiction: **Cecil County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **The project location is along MD 279 (Newark-Elkton Road) between the Delaware state line and MD 268 (North Street in Elkton).**
- 4) Anticipated cost (approximate if available): **Not Available**
- 5) Description of project purpose and need (up to one paragraph):  
**Implement DART Route 65 bus stops along MD 279 (Newark-Elkton Road) to make the Maryland portion of the route consistent with the level of passenger amenities that already exist on the Delaware side.**
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Yes**
- 7) Is the project consistent with the local land use plans? **Yes** Describe specifics on how the project supports the local land use plan goals, objectives and/or policies:  
**For its part in providing the Route 65 bus service between Newark and Elkton,<sup>1</sup> DART, a subsidiary of DelDOT, was awarded a Smart Growth Award by Governor Parris Glendening – the only out-of-state transit agency ever to receive a Maryland Smart Growth Award. That distinction attests to this transit route's importance to the respective states' transportation plans, to the Wilmington Area Planning Council (WILMAPCO)'s Regional Transportation Plan (RTP), and to the visions of the 2010 Cecil County Comprehensive Plan.**
- 8) 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: **This interim service until SEPTA regional rail service can be implemented would provide meaningful transportation**

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<sup>1</sup> This service was first proposed by Mayors Gardner of Newark and Crouse of Elkton, Chairman and Vice-Chairman, respectively, of WILMAPCO, in 1997 as an interim bus service until SEPTA R2 Regional Rail Service could be extended from its terminus at Newark, Delaware to Elkton, Maryland. For that reason, Route 65's exact route has always included pick-up / drop-off stops at the Newark station (which was, and remains, used by SEPTA and Amtrak) and the Elkton Amtrak station (which still is not used). 15 years on, bus stops are still needed on the Maryland side of the route.

**choices for Cecil County residents as they travel to work, to school, to shop, to recreate, etc. In order to make this service, running between the Elkton and Newark train stations, needs better accessibility at key employment and residential trip origins and destinations along MD 279 (Newark-Elkton Road).**

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

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

X 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 literature reveals that at least 60% of traffic congestion is attributable to traffic accidents and incidents, and the literature and its supporting statistics also show that the injury and fatality rates per VMT/person is far less on transit, and on commuter/ regional rail meant to eventually replace DART Route 65 service, than in private passenger cars. It stands to reason that not only would MDOT's transportation customers be safer in buses (eventually rail cars) than in their own cars, but any modal shift would mean fewer cars on the road, and, thus, less congestion and, therefore, fewer injury and fatal accidents.**

**X 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.**

X Objective: Preserve and maintain the existing transportation network.

X Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: **The ultimate extension of the SEPTA R2 regional rail line service from Newark to Elkton would use existing infrastructure on existing right-of way. A shift in usage to the comfortable, convenient, and safe rail mode would mean fewer cars on the road, and a concomitant reduction of the life-cycle costs of roadways connecting to Delaware and Pennsylvania for MDOT. It would also shift the balance between our underutilized rail infrastructure and our over-utilized highway infrastructure, and now is the time to build a customer base with DART Route 65 – which must be made more accessible with bus stops at important tip origin and destination points along MD 279 (Newark-Elkton Road).**

**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.**

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

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

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

If checked, please describe how the project supports the goal and objectives: **The project location, MD 279 (Newark-Elkton Road), runs parallel to the Amtrak Northeast Corridor and connects Newark and Elkton – the second and third largest cities in the WILMAPCO region. It is also within the 2010 Cecil County Comprehensive Plan’s Growth Area. The availability of the DART Route 65 transit service, until the SEPTA R2 regional rail alternative can be implemented, would make this area, in the very heart of the Elkton-Newark urbanized area, a more livable community, helping shift demand for residential housing away from our resource protection and rural conservation areas. It also helps ameliorate ambient air quality.**

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

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

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

X Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: **A fully functioning mix of mobility alternatives that included accessible bus transit as a precursor to SEPTA regional rail would help bolster and diversify the local economy in at least three ways:**

**First, access to jobs in Newark, New Castle County, and Wilmington for the transit-dependent Cecil Countians will be unworkable without this service. Likewise, because access to jobs is a two-way street, a fully functional multimodal transportation corridor would better link employment opportunities here to prospective workers there. Moreover, a fully functioning multimodal transportation corridor would serve to efficiently connect and unify previously-disparate local labor markets.**

**Second, Cecil County is located in an area on the Northeast Transportation Corridor in which there is increasing competition for the same existing, limited rail and road capacity, as documented in MAROPS and other studies. On the one hand, local trips are competing with through trips; on the other, trips that move people are competing with trips that move goods. Those competitions result in congestion that can deprive our existing businesses and new prospects the levels of access and mobility that they require to remain economically viable – a goal shared by the County and the State. This interim service needs to be fully accessible – especially by the transit-dependent.**

**Third, Cecil County, because of its location, will continue to grow, no matter what. Will it take the form of sprawl or sustainable growth? We believe, and our Comprehensive Plan takes the position, that sustainable growth, utilizing the full potential of our Priority Funding Areas and transportation corridor infrastructure, will help produce a more beneficial and vibrant local and state economy. That economy will have a positive multiplier effect on a number of economic**

activities, including the building trades and transit-oriented development construction, retailing, and transportation services.

In addition, an economy based upon sustainable development patterns, including transit-oriented development, can increase local economic activity without destroying outlying farmlands that represent our agricultural industry. Moreover, it adds to the level of economic activity rather than substituting one activity for another. Such development patterns must be supported by transit and commuter rail.

- 9) Additional Comments/Explanation: **A fully functioning mix of mobility alternatives that included fully accessible bus transit commuter rail would help make possible the expansion of the amount of extant mixed land uses in the respective Towns, as well as the County’s Growth Area Boundary adjacent to the Amtrak/I-95 corridor. The resultant, enhanced levels of access and mobility, without total dependence on automobiles and the parking/storage areas they require, would encourage dynamic, transit-oriented infill development to serve a variety of needs, including civic, employment, housing, recreation, and shopping. Consistent with Smart Growth, these, then, could all be within walking and bicycling distance of one another, in an attractive, neo-traditional grid pattern, so far as possible.**

**A functioning mix of fully accessible mobility alternatives that included accessibility to interim bus transit would help make possible more distinctive, diverse, and viable urban housing alternatives to the monotonous “McMansions” that have become increasingly typical in suburban and rural subdivisions. Rather, a diverse blend of homes on smaller lots that do not need extra acreage for the storage of extra automobiles<sup>2</sup> would conserve precious urban space, support the development of more affordable and compact energy-efficient homes in various price ranges, and result in the densities that will both support commuter rail/transit services and help preserve our precious farmland and open space elsewhere in the County.**

**The quest to ultimately achieve extended SEPTA R2 regional rail service is seen as a logical extension of those collaborative efforts. A fully functioning mix of mobility alternatives that included commuter rail would help undergird other efforts to stimulate distinctive infill and mixed use development in and adjacent to these towns. In addition, it would help foster further transit-oriented development plans and projects that would strengthen the distinctive sense of a “geography of somewhere” in these historic towns along the corridor.**

**Cecil County Government neither believes nor proposes that our transportation future will or should be one in which all dependence on the automobile is**

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<sup>2</sup> If there is less dependence on the automobile in towns and neo-traditional neighborhoods, then it is reasonable to expect that there will be less demand for two- and three-car garages – allowing for smaller lots and the higher residential densities that support transit and commuter rail. We note that this pattern has been achieved at the Kentlands, even though that community is not connected by commuter rail and transit.

**abandoned in favor of other, alternative modes. That would be as unrealistic as it would be unworkable. Rather, as our current virtual total dependence on the automobile appears increasingly unrealistic and unworkable in a planned future characterized by the vision of fiscally constrained and sustainable development patterns, we believe that there must be an increased reliance on alternative modes, or, put another way, a more balanced, equitable, and sustainable modal split.**

- 10) Provide description of project location (also attach PDF or JPEG map of project location): **The project location is along MD 279 (Newark-Elkton Road) between the Delaware state line and MD 268 (North Street in Elkton).**

### **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: **Implement interim transit service between Newark and Aberdeen until the commuter rail link is established**
- 2) Submitting Jurisdiction: **Cecil County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **The project location is along I-95, parallel to Amtrak's Northeast Corridor, between Newark, Delaware and Aberdeen, Maryland.**
- 4) Anticipated cost (approximate if available): **Not Available**
- 5) Description of project purpose and need (up to one paragraph):  
**Until MARC and SEPTA commuter rail service can be extended, interim transit service between Newark and Aberdeen would provide Cecil County residents better access to the cultural, educational, and employment opportunities in the rest of the Baltimore and Harford County region. In turn, by making those opportunities in Elkton more accessible to rest of the region, this service would work as an economic development and tourism tool in the Elkton area, and could be a significant economic development tool for Cecil County, Maryland's Eastern Shore, and for the entire State of Maryland, making the respective employment and labor pools more accessible to one another.**
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Yes**
- 7) Is the project consistent with the local land use plans? **Yes** Describe specifics on how the project supports the local land use plan goals, objectives and/or policies:  
**This project is consistent with Maryland Smart Growth policies, the Cecil County Comprehensive Plan, and the states' transportation plans. In addition, it could serve to help implement several actions of the Wilmington Area Planning Council's (WILMAPCO) Regional Transportation Plan (RTP), including actions under the strategies to link transportation and land use, as well as those to improve regional access and mobility.**
- 8) 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: **This interim service until MARC and SEPTA regional rail service can be implemented would provide meaningful transportation choices for Cecil County residents as they travel to work, to school, to shop, to**

recreate, etc. This service, running between the Newark and Aberdeen train stations would better meet the needs of the transportation customers of the region.

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

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

X 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 literature reveals that at least 60% of traffic congestion is attributable to traffic accidents and incidents, and the literature and its supporting statistics also show that the injury and fatality rates per VMT/person is far less on transit, and on commuter/ regional rail meant to eventually replace the proposed Newark-Aberdeen bus service, than in private passenger cars. It stands to reason that not only would MDOT's transportation customers be safer in buses (eventually rail cars) than in their own cars, but any modal shift would mean fewer cars on the road, and, thus, less congestion and, therefore, fewer injury and fatal accidents. It would also take parking pressure off the Perryville train station.**

X 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.

X Objective: Preserve and maintain the existing transportation network.

X Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: **The ultimate extensions of the MARC and SEPTA regional rail line services from Newark and Perryville would use existing infrastructure on existing right-of way. A shift in usage to the comfortable, convenient, and safe rail mode would mean fewer cars on the road, and a concomitant reduction of the life-cycle costs of roadways connecting to Delaware and Pennsylvania for MDOT. It would also shift the balance between our underutilized rail infrastructure and our over-utilized highway infrastructure, and now is the time to build a customer base with an interim Newark-Aberdeen bus service.**

  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.

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

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

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

If checked, please describe how the project supports the goal and objectives: **The project location, I-95 between the Newark and Aberdeen train stations 279, runs parallel to the Amtrak Northeast Corridor and connects the Baltimore (BMC) and Wilmington (WILMAPCO) regions. It is also parallel to and partly within the 2010 Cecil County Comprehensive Plan's Growth Area. The availability of transit service, until the MARC and SEPTA regional rail alternative can be implemented, would make this area, in the very heart of the Northeast Corridor's urbanized area, a more livable area, helping shift demand for residential housing away from our resource protection and rural conservation areas. It also would help to ameliorate ambient air quality.**

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

  X   **Objective: Provide balance, seamless, and accessible multimodal transportation options for people and goods.**

  X   **Objective: Facilitate linkages within and beyond Maryland to support a health economy.**

  X   **Objective: Strategically expand network capacity to manage growth.**

If checked, please describe how the project supports the goal and objectives: **A fully functioning mix of mobility alternatives that included bus transit service as a precursor to expanded MARC and SEPTA regional rail would help bolster and diversify the local economy in at least three ways:**

**First, access to jobs in Cecil, Harford, and New Castle Counties, for the transit-dependent will continue to be unworkable without this service. Likewise, because access to jobs is a two-way street, a fully functional multimodal transportation corridor would better link employment opportunities here to prospective workers there. Moreover, a fully functioning multimodal transportation corridor would serve to efficiently connect and unify previously-disparate local labor markets.**

**Second, Cecil County is located in an area on the Northeast Transportation Corridor in which there is increasing competition for the same existing, limited rail and road capacity, as documented in MAROPS and other studies. On the one hand, local trips are competing with through trips; on the other, trips that move people are competing with trips that move goods. Those competitions result in congestion that can deprive our existing businesses and new prospects the levels of access and mobility that they require to remain economically viable – a goal shared by the County and the State. This interim service needs to be fully accessible – especially by the transit-dependent.**

**Third, Cecil County, because of its location, will continue to grow, no matter what. Will it take the form of sprawl or sustainable growth? We believe, and our Comprehensive Plan takes the position, that sustainable growth, utilizing the full potential of our Priority Funding Areas and transportation corridor infrastructure, will help produce a more beneficial and vibrant local and state economy. That economy will have a positive multiplier effect on a number of economic activities, including the building trades and transit-oriented development construction, retailing, and transportation services.**

In addition, an economy based upon sustainable development patterns, including transit-oriented development, can increase local economic activity without destroying outlying farmlands that represent our agricultural industry. Moreover, it adds to the level of economic activity rather than substituting one activity for another. Such development patterns must be supported by transit and commuter rail.

- 9) Additional Comments/Explanation: A fully functioning mix of mobility alternatives that included bus transit and (eventually) seamless commuter rail would help make possible the expansion of the amount of extant mixed land uses in the respective Towns, as well as the County's Growth Area Boundary adjacent to the Amtrak/I-95 corridor. The resultant, enhanced levels of access and mobility, without total dependence on automobiles and the parking/storage areas they require, would encourage dynamic, transit-oriented infill development to serve a variety of needs, including civic, employment, housing, recreation, and shopping. Consistent with Smart Growth, these, then, could all be within walking and bicycling distance of one another, in an attractive, neo-traditional grid pattern, so far as possible.

A functioning mix of fully accessible mobility alternatives that included accessibility to interim bus transit would help make possible more distinctive, diverse, and viable urban housing alternatives to the monotonous "McMansions" that have become increasingly typical in suburban and rural subdivisions. Rather, a diverse blend of homes on smaller lots that do not need extra acreage for the storage of extra automobiles<sup>1</sup> would conserve precious urban space, support the development of more affordable and compact energy-efficient homes in various price ranges, and result in the densities that will both support commuter rail/transit services and help preserve our precious farmland and open space elsewhere in the County.

A fully functioning mix of mobility alternatives that included transit and commuter rail would help undergird other efforts to stimulate distinctive infill and mixed use development in and adjacent to these towns. In addition, it would help foster further transit-oriented development plans and projects that would strengthen the distinctive sense of a "geography of somewhere" in these historic towns along the corridor.

Cecil County Government neither believes nor proposes that our transportation future will or should be one in which all dependence on the automobile is abandoned in favor of other, alternative modes. That would be as unrealistic as it would be unworkable. Rather, as our current virtual total dependence on the automobile appears increasingly unrealistic and unworkable in a planned future

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<sup>1</sup> If there is less dependence on the automobile in towns and neo-traditional neighborhoods, then it is reasonable to expect that there will be less demand for two- and three-car garages – allowing for smaller lots and the higher residential densities that support transit and commuter rail. We note that this pattern has been achieved at the Kentlands, even though that community is not connected by commuter rail and transit.

**characterized by the vision of fiscally constrained and sustainable development patterns, we believe that there must be an increased reliance on alternative modes, or, put another way, a more balanced, equitable, and sustainable modal split.**

- 10) Provide description of project location (also attach PDF or JPEG map of project location): **The project location is along I-95, parallel to Amtrak’s Northeast Corridor, between Newark, Delaware and Aberdeen, Maryland, from the Newark train station to the Aberdeen train station.**

### 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: **Improve the US 40/ MD 213 intersection in Elkton**
- 2) Submitting Jurisdiction: **Cecil County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **the project location is at the US 40/ MD 213 intersection in Elkton**
- 4) Anticipated cost (approximate if available): **Not Available**
- 5) Description of project purpose and need (up to one paragraph):  
**US 40 helps provide access to the entire Eastern Shore via the US 40/ MD 213 intersection, which is second in importance to access to the Eastern Shore in Maryland only to the Bay Bridge. US 40 and I-95 actually serve as the spine of our network, and together they play a key role in the statewide congestion management system. In fact, US 40 provides critical system redundancy to I-95 through Cecil County. Thus, the traffic congestion currently experienced in Elkton on US 40 at the US 40/ MD 213 intersection is a state and regional mobility issue, in addition to its being an Eastern Shore accessibility issue.**
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Yes**
- 7) Is the project consistent with the local land use plans? **Yes** Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: **The improvement of the US 40/ MD 213 intersection would mitigate and reduce congestion in Elkton. Not only would that eliminate environmental justice issues in the Town, but it would enhance Elkton's livability by ameliorating some of its accessibility and mobility impediments.**
- 8) 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: **Our second highest categorical priority is intersection upgrades/geometric improvements along the US 40 corridor, and the improvement of the US 40/ MD 213 intersection is the top individual priority within that category. US 40 and I-95 actually serve as the spine of our network, they play a key role in the statewide and regional congestion management systems, and US 40 provides critical system redundancy to I-95 through the County. What's more, US 40 helps provide access to the entire Eastern Shore (via MD 213), and, therefore, US 40/ MD 213 intersection is second in importance to access to the Eastern Shore in Maryland only to the Bay Bridge. Current travel delays raise**

**environmental justice issues in the Town of Elkton and economic sustainability issues on the Shore.**

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

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

X **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: **More than half of traffic accidents are attributable to congestion. Congestion-mitigating and –reducing improvements at the US 40/ MD 213 intersection would enhance customer mobility, safety and security by contributing to a reduction in the potential for traffic accidents.**

X **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.**

X **Objective: Preserve and maintain the existing transportation network.**

X **Objective: Maximize operational performance and efficiency of existing systems.**

If checked, please describe how the project supports the goal and objectives: **Congestion-mitigating and –reducing improvements to the US 40/ MD 213 intersection would enhance customer mobility, safety and security on this key system friction point between US 40 and I-95, US 40 and the Bay Bridge, as well as between Delaware, to the east, and Perryville, Port Deposit, Havre de Grace and Aberdeen to the west. In addition, these improvements will enhance mobility and the flow of goods, by making the operation of the existing US corridor more efficient, obviating the need to add additional roadway capacity (and more impervious surface) elsewhere in the County.**

   **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.**

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

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

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

If checked, please describe how the project supports the goal and objectives: **These US 40/ MD 213 intersection improvements will enhance mobility and the flow of goods, by making the operation of the existing US 40 and MD 213 corridors more efficient, especially through the Town of Elkton, obviating the need to add additional roadway capacity (and more impervious**

surface) elsewhere in the County, especially in environmental protection areas. In addition, the better our arterial roads function, especially at key intersections, the greater will be their contributions to congestion mitigation and the enhancement of accessibility and mobility in the County's Growth Area, keeping possible spillover traffic (and the development pressure that it could bring) off minor roads in our agricultural and rural residential areas.

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

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

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

X Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: **Continued economic growth in the County and the State is a function of adequate accessibility and mobility. Enhancing the vital MD 213 linkage between US 40 and I-95 (via MD 279) by improving the US 40/ MD 213 intersection will improve mobility and accessibility – including accessibility to the potential future Elkton Amtrak/ MARC/ SEPTA passenger rail station. Maintaining mobility on the US 40 corridor, through the US 40/ MD 213 intersection is crucial to the maintaining of acceptable levels of service (LOS) on US 40, MD 213, and other nearby streets and highways in the network.**

- 9) Additional Comments/Explanation: **Access to I-95 (via MD 279) from US 40, to the south, is critical to efficient highway system operations, not just in support of other public policy priorities, such as investing in targeted Smart Growth areas in the 2010 Cecil County Comprehensive Plan. Likewise, the US 40/ MD 213 intersection is the primary access link to the Towns of Chesapeake City, Cecilton, Galena, and Chestertown, as well as the Bay Bridge, Annapolis, and associated economic development and tourism venues.**
- 10) Provide description of project location (also attach PDF or JPEG map of project location): **The project location is the US 40/ MD 213 intersection, in the Town of Elkton, our County Seat and largest town.**

## 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: **Improve MD 222/ US 40 intersection**
- 2) Submitting Jurisdiction: **Cecil County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **The project location is at the US 40/ MD 222 intersection in Perryville.**
- 4) Anticipated cost (approximate if available): **Not Available**  
Description of project purpose and need (up to one paragraph): **US 40 helps provide access to the entire Eastern Shore via the US 40/ MD 213 intersection, which is second in importance to access to the Eastern Shore in Maryland only to the Bay Bridge. US 40 and I-95 actually serve as the spine of our network, and together they play a key role in the statewide congestion management system. In fact, US 40 provides critical system redundancy to I-95 through Cecil County. Thus, the traffic congestion currently experienced in Elkton on US 40 at the US 40/ MD 222 intersection is a state and regional mobility issue, in addition to its being an Eastern Shore accessibility issue.**
- 5) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Not on a project-specific basis.**
- 6) Is the project consistent with the local land use plans? **Yes** Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: **Improvements to the US 40/ MD 272 intersection would enhance safety, mitigate congestion, and improve accessibility and mobility in Perryville. They could also contribute to the improvement of the vital roadway linkage between US 40 and I-95.**
- 7) 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: **Our second highest categorical priority is intersection upgrades/geometric improvements along the US 40 corridor, and improvements to US 40/ MD 222 intersection is an integral component of that set of priorities. US 40 and I-95 serve as the spine of our road network, they play a key role in the statewide and regional congestion management systems, and US 40 provides critical system redundancy to I-95 through the County. Not only does US 40 provide access to the entire Eastern Shore (via the US 40/ MD 213 intersection), but it also serves as a gateway to Maryland from the east. Therefore, US 40/ MD 222 intersection is critically important relating to access to the Eastern and Western Shores of Maryland. Current travel delays at the critically-located US**

**40/ MD 222 intersection raise environmental justice issues in the Town of Perryville, specifically, and economic sustainability issues in all of Cecil County, in general.**

**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: **More than half of traffic accidents are attributable to congestion. Congestion-mitigating and –reducing improvements to MD 222 (US 40 – MD 275) would enhance customer mobility, safety and security.**

**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: **Congestion-mitigating and –reducing improvements to the US 40/ MD 222 intersection would enhance customer mobility, safety and security on this key system friction point between US 40, I-95, and the Town of North East, as well as between Elkton, to the east, and Havre de Grace and Aberdeen, to the west. In addition, these improvements will enhance mobility and the flow of goods, by making the operation of the existing US corridor more efficient, obviating the need to add additional roadway capacity (and more impervious surface) elsewhere in the County.**

**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: **These US 40/ MD 222 intersection improvements will enhance mobility and the flow of goods, by making the operation of the existing US 40 and MD 222 corridors more efficient, obviating the need to add additional roadway capacity (and more impervious surface) elsewhere in the County, especially in environmental protection areas. In addition, the better arterial roads function, especially at key intersections, the greater will be their contributions to congestion mitigation and the enhancement of accessibility and mobility in the County’s Growth Area, keeping spillover traffic**

**(and the development pressure that it could bring) to minor roads in our agricultural and rural residential areas.**

**X Goal: Connectivity for Daily life: Support continued economic growth in the State through strategic investments in a balance, multimodal transportation system.**

**X Objective: Provide balance, seamless, and accessible multimodal transportation options for people and goods.**

**X Objective: Facilitate linkages within and beyond Maryland to support a health economy.**

**X Objective: Strategically expand network capacity to manage growth.**

If checked, please describe how the project supports the goal and objectives: **Continued economic growth in the County and the State is a function of adequate accessibility and mobility. Enhancing the vital MD 222 linkage between US 40 and I-95 will improve mobility and accessibility – including accessibility to the Perryville Amtrak/MARC rail station.**

- 8) Additional Comments/Explanation: **Access to I-95 from US 40, to the south, is critical to efficient highway system operations, not just in support of other public policy priorities, such as investing in targeted Smart Growth areas in the 2010 Cecil County Comprehensive Plan. Likewise, the US 40/ MD 222 intersection is the gateway access link to the Town of Perryville, and associated economic development and tourism venues in Cecil County.**
- 9) Provide description of project location (also attach PDF or JPEG map of project location): **The project location is the US 40/ MD 222 intersection, in the Town of Perryville, just to the east of the Hatem Bridge over the Susquehanna River.**

**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: **Improve MD 272/ US 40 intersection**
- 2) Submitting Jurisdiction: **Cecil County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **The project location at the MD 272/ US 40 intersection in North East.**
- 4) Anticipated cost (approximate if available): **Not Available**  
Description of project purpose and need (up to one paragraph): **US 40 helps provide access to the entire Eastern Shore via the US 40/ MD 213 intersection, which is second in importance to access to the Eastern Shore in Maryland only to the Bay Bridge. US 40 and I-95 actually serve as the spine of our network, and together they play a key role in the statewide congestion management system. In fact, US 40 provides critical system redundancy to I-95 through Cecil County. Thus, the traffic congestion currently experienced in Elkton on US 40 at the US 40/ MD 272 intersection is a state and regional mobility issue, in addition to its being an Eastern Shore accessibility issue.**
- 5) Is the project contained within the local Metropolitan Planning Organization’s fiscally constrained long-range transportation plan? **Not on a project-specific basis.**
- 6) Is the project consistent with the local land use plans? **Yes** Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: **Improvements to the US 40/ MD 272 intersection would enhance safety, mitigate congestion, and improve accessibility and mobility in North East and on the US 40 corridor, upon which the 2010 Cecil County Comprehensive Plan’s Growth Area is largely focused. Congestion-mitigating improvements to this intersection would render North East and the Growth Area more livable communities, which is a basic tenet of Smart Growth and the Cecil County Comprehensive Plan’s strategy of directing growth to our Growth Area by making it a more attractive place to live, work, shop, engage in recreation, etc.**
- 7) 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: **Our second highest categorical priority is intersection upgrades/geometric improvements along the US 40 corridor, and congestion-mitigating improvements to the US 40 – MD 272 intersection is an integral component of that set of priorities. US 40 and I-95 serve as the spine of our road network, they play a key role in the statewide and regional congestion management systems, and US 40**

**provides critical system redundancy to I-95 through the County. Not only does US 40 provide access to the entire Eastern Shore (via the US 40/ MD 213 intersection), but it also serves as a gateway to Maryland from the east. Therefore, US 40/ MD 272 intersection is critically important relating to access to the Eastern and Western Shores of Maryland. Current travel delays at the centrally-located US 40/ MD 272 intersection raise environmental justice issues in the Town of North East, specifically, and economic sustainability issues in all of Cecil County, in general.**

**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: **More than half of traffic accidents are attributable to congestion. Congestion-mitigating and –reducing improvements to the US 40/ MD 272 intersection would enhance accessibility and mobility in the movement of good and people, as well as raise the levels of transportation system customer safety and security.**

**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: **Congestion-mitigating and –reducing improvements to the US 40/ MD 275 intersection would enhance customer mobility, safety and security on this key system friction point between US 40, I-95, and the Town of North East, as well as between Elkton, to the east, and Perryville and Port Deposit, to the west. In addition, these improvements will enhance mobility and the flow of goods, by making the operation of the existing US corridor more efficient, obviating the need to add additional roadway capacity (and more impervious surface) elsewhere in the County.**

**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: **These US 40/ MD 272 intersection improvements will enhance mobility and the flow of goods, by making the operation of the existing US 40 and MD 272 corridors more efficient, obviating the need to add additional roadway capacity (and more impervious surface) elsewhere in the County, especially in environmental protection areas. In addition, the better arterial roads function, especially at key intersections, the greater will be their contributions to congestion mitigation and the enhancement of accessibility and mobility in the County’s Growth Area, keeping spillover traffic (and the development pressure that it could bring) to minor roads in our agricultural and rural residential areas.**

X Goal: **Connectivity for Daily life: Support continued economic growth in the State through strategic investments in a balance, multimodal transportation system.**

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

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

X Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: **Continued economic growth in the County and the State is a function of adequate accessibility and mobility. Enhancing the vital MD 272 linkage between US 40 and I-95 by improving the US 40/ MD 272 intersection will improve mobility and accessibility – including accessibility to the potential future North East MARC commuter rail station. Maintaining mobility on the US 40 corridor, through the US 40/ MD 272 intersection is crucial to the maintaining of acceptable levels of service (LOS) on US 40, MD 272, and other nearby streets and highways in the network.**

- 8) Additional Comments/Explanation: **Access to I-95 from US 40, to the south, is critical to efficient highway system operations, not just in support of other public policy priorities, such as investing in targeted Smart Growth areas in the 2010 Cecil County Comprehensive Plan. Likewise, the US 40/ MD 272 intersection is the primary access link to the Town of North East, the Chesapeake Club golf course, the Elk Neck State Park and associated economic development venues.**
- 9) Provide description of project location (also attach PDF or JPEG map of project location): **The project location is the US 40/ MD 272 intersection, near to the Maryland State Police Barrack (just to the west of the intersection), in the Town of North East.**

### **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: **Improve US 40 intersections, acceleration/deceleration lanes**
- 2) Submitting Jurisdiction: **Cecil County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **The project location is US 40, to include selective intersections, consistent with access management plan, specifically excluding the US 40/ MD 222, US 40/ MD 272, and US 40/ MD 213 intersections.**
- 4) Anticipated cost (approximate if available): **Not Available**
- 5) Description of project purpose and need (up to one paragraph): **Safety concerns at a number of US 40 intersections (e.g., US 40/ Marley Road, US 40/ Red Toad Road, and US 40/ Jackson Station Road/ Mountain Road/ Winch Road) continue, especially with increasing traffic volumes.**
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Not on a site-specific basis.**
- 7) Is the project consistent with the local land use plans? **Yes** Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: **Intersection improvements along US 40 would enhance safety, mitigate congestion, and improve accessibility and mobility throughout Cecil County, including Perryville, Charlestown, North East, and Elkton.**
- 8) 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: **Our second highest categorical priority is intersection upgrades/geometric improvements along the US 40 corridor, and this project would include all intersections save those with MD 222, MD 272, and MD 213. US 40, together with I-95, serves as the spine of our road network, and together, they play a key role in the statewide and regional congestion management systems. In addition, US 40 provides critical system redundancy to I-95 through the County. Not only does US 40 provide access to the entire Eastern Shore (via MD 213), but it also serves as a gateway to Maryland from the east. Therefore, US 40 intersection improvements are important relating to access to the Western Shore of Maryland only to the Bay Bridge (US 50) and I-95, and current travel delays raise environmental justice issues in the Towns of Perryville, North East, and Elkton specifically, and economic sustainability issues in all of Cecil County north of the Chesapeake and Delaware Canal, in general.**

**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: **More than half of traffic accidents are attributable to congestion. Congestion-mitigating and –reducing improvements to the intersections along US 40 would enhance customer mobility, safety and security.**

**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: **Congestion-mitigating and –reducing improvements to the US 40 intersections would enhance customer mobility, safety. In addition, these improvements will enhance mobility and the flow of goods, by making the operation of the existing US corridor more efficient, obviating the need to add additional roadway capacity (and more impervious surface) elsewhere in the County.**

**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: **These US 40 intersection improvements, including acceleration and deceleration lanes, will enhance mobility and the flow of goods, by making the operation of the existing US 40 and intersecting corridors more efficient, obviating the need to add additional roadway capacity (and more impervious surface) elsewhere in the County, especially in environmental protection areas. In addition, the better arterial roads function, especially at key intersections, the greater will be their contributions to congestion mitigation and the enhancement of accessibility and mobility in the County’s Growth Area, keeping spillover traffic (and the development pressure that it could bring) to minor roads in our agricultural and rural residential areas.**

**X Goal: Connectivity for Daily life: Support continued economic growth in the State through strategic investments in a balance, multimodal transportation system.**

**X Objective: Provide balance, seamless, and accessible multimodal transportation options for people and goods.**

**X Objective: Facilitate linkages within and beyond Maryland to support a health economy.**

**X Objective: Strategically expand network capacity to manage growth.**

If checked, please describe how the project supports the goal and objectives: **Continued economic growth in the County and the State is a function of adequate accessibility and mobility. Enhancing the vital linkages between US 40 and intersecting roads by improving the US 40 intersections will improve mobility and accessibility – including accessibility to the current Perryville station and the potential, future Elkton and North East MARC commuter rail stations. Maintaining mobility on the US 40 corridor is crucial to the maintaining of acceptable levels of service (LOS) on US 40 and other nearby streets and highways in the network.**

- 9) Additional Comments/Explanation: **US 40, in essence, serves as Cecil County's 'Main Street.' These intersection improvements are critical to efficient highway system operations, not only in support of other public policy priorities, such as investing in targeted Smart Growth areas in the 2010 Cecil County Comprehensive Plan.**
- 10) Provide description of project location (also attach PDF or JPEG map of project location): **The project location is US 40, to include selective intersections, consistent with access management plan, specifically excluding the US 40/ MD 222, US 40/ MD 272, and US 40/ MD 213 intersections.**

### **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: **Road Improvements on MD 222 (US 40 – MD 275)**
- 2) Submitting Jurisdiction: **Cecil County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **The project location is MD 222 from its intersection with US 40 in Perryville to its intersection with MD 275 in Perryville.**
- 4) Anticipated cost (approximate if available): **Not Available**
- 5) Description of project purpose and need (up to one paragraph): **From US 40, to the south, MD 222 is the primary access link to Bainbridge, the Town of Port Deposit, and the Hollywood Casino and associated economic development projects and venues. Congestion-mitigating improvements to this link will bolster highway system redundancy between I-95 and US 40 and undergird the economic viability of the Town of Perryville.**
- 6) Is the project contained within the local Metropolitan Planning Organization’s fiscally constrained long-range transportation plan? **Not on a project/site-specific basis.**
- 7) Is the project consistent with the local land use plans? **Yes** Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: **Improvements to MD 222 (US 40 – MD 275) would enhance safety, mitigate congestion, and improve accessibility and mobility in Perryville. They could also improve the vital roadway linkage between US 40 and I-95.**
- 8) 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: **Our second highest categorical priority is intersection upgrades/geometric improvements along the US 40 corridor, and road improvements to MD 222 (US 40 – MD 275) is an integral component of the set of priorities. US 40 and I-95 serve as the spine of our road network, they play a key role in the statewide and regional congestion management systems, and US 40 provides critical system redundancy to I-95 through the County. Not only does US 40 provide access to the entire Eastern Shore (via its intersection with MD 213), but it also serves as a gateway to Maryland from the east. Therefore, MD 222 intersection and roadway improvements are critically important as they relate to access to the Western Shore of Maryland only to the Bay Bridge, and current travel delays raise environmental justice issues in the Town of Perryville, specifically, and economic sustainability issues in western Cecil County, in general.**

**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: **More than half of traffic accidents are attributable to congestion. Congestion-mitigating and –reducing improvements to MD 222 (US 40 – MD 275) would enhance customer mobility, safety and security on this key link between US 40 and I-95, mostly in the Town of Perryville. In addition, these improvements will enhance mobility and the flow of goods, by making the operation of MD 222 more efficient, obviating the need to add additional roadway capacity (and more impervious surface) elsewhere.**

**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: **Congestion-mitigating and –reducing improvements to MD 222 (US 40 – MD 275) would enhance customer mobility, safety and security on this key link between US 40 and I-95, mostly in the Town of Perryville. In addition, these improvements will enhance mobility and the flow of goods, by making the operation of the existing MD 222 corridor more efficient, obviating the need to add additional roadway capacity (and more impervious surface) elsewhere in the County.**

**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: **These improvements will enhance mobility and the flow of goods, by making the operation of the existing MD 222 corridor more efficient, obviating the need to add additional roadway capacity (and more impervious surface) elsewhere in the County, especially in environmental protection areas. In addition, the better arterial roads function, the greater will be their contributions to congestion mitigation and the enhancement of accessibility and mobility in the County’s Growth Area,**

**keeping spillover traffic (and the development pressure that it could bring) to minor roads in our agricultural and rural residential areas.**

**X Goal: Connectivity for Daily life: Support continued economic growth in the State through strategic investments in a balance, multimodal transportation system.**

**X Objective: Provide balance, seamless, and accessible multimodal transportation options for people and goods.**

**X Objective: Facilitate linkages within and beyond Maryland to support a health economy.**

**X Objective: Strategically expand network capacity to manage growth.**

If checked, please describe how the project supports the goal and objectives: **Continued economic growth in the County and the State is a function of adequate accessibility and mobility. Enhancing the vital MD 222 linkage between US 40 and I-95 (up to the MD 222 intersection with MD 275) will improve mobility and accessibility – including accessibility to the Perryville Amtrak/MARC rail station.**

- 9) Additional Comments/Explanation: **From US 40, to the south, MD 222 is the primary access link to Bainbridge, the Town of Port Deposit, and the Hollywood Casino and associated economic development projects and venues.**
- 10) Provide description of project location (also attach PDF or JPEG map of project location): **The project location is MD 222 from its intersection with US 40 in Perryville to its intersection with MD 275 in Perryville.**

### **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: **Redesign and construct new MD 222/ I-95 interchange**
- 2) Submitting Jurisdiction: **Cecil County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **I-95, at MD 222 intersection**
- 4) Anticipated cost (approximate if available): **Not Available**
- 5) Description of project purpose and need (up to one paragraph): **I-95 is the backbone of the northeast transportation corridor, it is has the most capacity of any roadway in Cecil County, and it handles the highest traffic volumes on the entire 'Eastern Shore'. As such it is vital to providing the levels of accessibility and mobility necessary for the economic prosperity of the County and the State. Therefore, it is important that any antiquated interchange geometrics, that impair levels of safety and service, be remedied as soon as possible.**
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Yes**
- 7) Is the project consistent with the local land use plans? **Yes** Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: **Improvements to the I-95/ MD 222 interchange would enhance safety, mitigate congestion, and improve accessibility and mobility in Perryville and to nearby Port Deposit and Bainbridge, including the Hollywood Casino and associated economic development and tourism projects and venues. These interchange improvements could also facilitate the improvement the vital (from the perspective of system redundancy) roadway linkage between US 40 and I-95, as well as facilitate the MdTA-planned widening of I-95 from MD 24 to the Delaware state line.**
- 8) 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).

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

X **Objective: Enhance customer service and experience.**

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

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

If checked, please describe how the project supports the goal and Objectives: **Our highest overall transportation priority is interchange upgrades/geometric improvements to the I-95/ MD 222 interchange. Current and projected congestion at this interchange adversely affects not only accessibility and mobility in Perryville and to nearby Port Deposit and Bainbridge, including the Hollywood Casino and associated economic development and tourism projects and venues; it adversely impacts travel times on I-95 for through traffic and traffic with local origins or destinations, as well. The reduction of travel times (and concomitant increases in personal**

productivity) so close to the point of toll collection, can only help to enhance the travel experience of the transportation system customer.

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

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

X 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: **More than half of traffic accidents are attributable to congestion. Congestion-mitigating and –reducing geometric improvements to I-95/ MD 222 interchange would contribute to a decrease in the propensity for traffic accidents, and thus enhance customer mobility, safety and security.**

X 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.

X Objective: Preserve and maintain the existing transportation network.

X Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: **Congestion-mitigating and –reducing geometric improvements to I-95/ MD 222 interchange would reduce delay and travel times for those accessing western Cecil County and its businesses. Thus business accessibility would be enhanced, with trips best suited to I-95 remaining on I-95, rather than a circuitous path to destination on local streets and roads. In addition, these interchange improvements would enhance accessibility to future business and workplace destinations as they are developed at Bainbridge. Attracting more trips via this interchange also obviates the need for capacity expansion on local roads.**

X 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.

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

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

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

If checked, please describe how the project supports the goal and objectives: **Congestion-mitigating and –reducing geometric improvements to I-95/ MD 222 interchange would reduce delay and travel times for those accessing western Cecil County. Thus, trips best suited to I-95 would be kept on I-95, rather than on local streets and roads, especially in Perryville. In that way, Perryville’s**

**livability would not be degraded by cut-through traffic, and the Smart Growth-supporting result would be Perryville’s becoming relatively more attractive as a place to live and work. The more residents and workers attracted to Perryville (in this case), the better we are able to preserve our farms and open space.**

**X Goal: Connectivity for Daily life: Support continued economic growth in the State through strategic investments in a balance, multimodal transportation system.**

**X Objective: Provide balance, seamless, and accessible multimodal transportation options for people and goods.**

**X Objective: Facilitate linkages within and beyond Maryland to support a health economy.**

**X Objective: Strategically expand network capacity to manage growth.**

If checked, please describe how the project supports the goal and objectives: **Continued economic growth in the County and the State is a function of adequate accessibility and mobility. Enhancing the vital I-95/ MD 222 interchange will improve mobility and accessibility – including accessibility to the Perryville Amtrak/MARC rail station.**

9) Additional Comments/Explanation: \_\_\_\_\_

**10) Provide description of project location (also attach PDF or JPEG map of project location): The location of this project is the MD 222 interchange on I-95.**

### **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: **Implement an I-95 & US 40 toll discount for Cecil County residents and businesses.**
- 2) Submitting Jurisdiction: **Cecil County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **The project locations are the MdTA toll collection sites: on US 40 in Perryville, east of the Hatem Bridge and on I-95 in Perryville, east of the Tydings Bridge.**
- 4) Anticipated cost (approximate if available): **Not Available**
- 5) Description of project purpose and need (up to one paragraph): **The EZ Pass toll collection system could serve as the technological platform from which this could effectuated. Cecil County businesses operate at a significant competitive disadvantage, compared to their peers in other counties, as well as to those in the two adjoining states, because of the I-95 & US 40 tolls.**
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Not on a project- or site specific basis.**
- 7) Is the project consistent with the local land use plans? **Yes** Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: **MdTA tolls on I-95 and US 40 currently have an adverse effect on businesses' economic viability in the Perryville – Port Deposit area, which includes part of the 2010 Cecil County Comprehensive Plan's Growth Area, Priority Funding Areas (PFAs), and Enterprise Zones, such as Bainbridge, the Perryville Industrial Park, and the Principio Business Park. The per-mile toll rates for Cecil County businesses has been demonstrated to be inordinately higher than those for businesses affected by MdTA tolls in other parts of the state.**
- 8) 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).

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

X **Objective: Enhance customer service and experience.**

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

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

If checked, please describe how the project supports the goal and objectives: **Toll reductions for local businesses, using the EZ Pass toll collection system as the technological platform from which they are effectuated, would more traffic volume from cash to automated collection, thus reducing congestion at the toll sites and thereby enhancing the travel experience of the transportation system's customers. In addition, the implementation of this action would demonstrate a level of coordination and collaboration by the state with the Cecil County business community stakeholders never experienced heretofore.**

**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: **More than half of traffic accidents are attributable to congestion. By building upon EZ Pass technology for the implementation of toll reductions, more drivers would use the EZ Pass toll collection lanes, thus reducing congestion.**

**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: **By building upon EZ Pass technology for the implementation of toll reductions, more drivers would use the EZ Pass toll collection lanes, thus reducing congestion and increasing efficiency as relates to air quality and travel times.**

**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: **Congestion-mitigating and –reducing toll reductions for Cecil County residents and businesses, implemented via EZ Pass technology and EZ Pass toll collection lanes, would reduce delay and travel times for those accessing western Cecil County. Thus, trips best suited to US 40 and I-95 would be kept on US 40 and I-95, rather than on US 1 and local streets and roads, in our Comprehensive Plan-designated Rural Conservation District. Keeping toll-evading traffic out of this environmentally sensitive area would enable us to better preserve our precious farms and open space.**

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

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

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

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: **Continued economic growth in the County and the State is a function not only of adequate accessibility and mobility, but also of a level transportation system ‘playing field.’ Cecil County businesses operate at a significant competitive disadvantage, compared to their peers in other counties, as well as to those in the two adjoining states, because of the I-95 & US 40 tolls. The proposed toll reductions would be an investment in the economic viability of the Perryville—Port Deposit area, in particular, and that of the County, as a whole.**

9) Additional Comments/Explanation: \_\_\_\_\_

**10) Provide description of project location (also attach PDF or JPEG map of project location): The project locations are the MdTA toll collection sites: on US 40 in Perryville, east of the Hatem Bridge and on I-95 in Perryville, east of the Tydings Bridge.**

**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: **Implement a new I-95 interchange between MD 222 and MD 272**
- 2) Submitting Jurisdiction: **Cecil County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **I-95, between the MD 222 interchange and the MD 272 interchange**
- 4) Anticipated cost (approximate if available): **Not Available**
- 5) Description of project purpose and need (up to one paragraph): **A new interchange is needed on I-95 between MD 222 and MD 272 (e.g., Belvidere Road) because of chokepoints and congestion on MD 222 and MD 272 between I-95 and business origins and destinations (e.g., Champion Partners and the Principio Business Park). Lack of adequate access and mobility is a serious impediment to prosperous economic development and sustainability.**
- 6) Is the project contained within the local Metropolitan Planning Organization’s fiscally constrained long-range transportation plan? **No**
- 7) Is the project consistent with the local land use plans? **Yes** Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: **An additional I-95 interchange between MD 222 and MD 272 would improve access to a significant segment of the Comprehensive Plan’s designated Growth Area. Because of chokepoints and congestion on MD 222 and MD 272 between their respective I-95 interchanges and business origins and destinations, access is impeded. The new interchange would not result in additional Vehicle Miles of Travel (VMT). Rather, more direct connectivity would improve traffic flow and ameliorate ambient air quality because of the reduction in pollutants associated with the idling and queuing. In addition, the environmental justice issues in the Towns of North East and Perryville associated with congestion on MD 222 between US 40 and I-95, at the US 40/ MD 222 intersection, at the US 40/ MD 272 intersection, and on MD 272 between US 40 and I-95 could be largely eliminated. In addition, from the highway operations perspective, it would create an additional link between I-95 and US 40 in the interest of facilitating system redundancy.**
- 8) 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: **Freight customers and stakeholders would particularly benefit from the enhanced and more time-sensitive access. All modal customers and stakeholders would benefit from the improved levels of mobility,**

**especially those users of MD 222 between US 40 and I-95, at the US 40/ MD 222 intersection, at the US 40/ MD 272 intersection, and on MD 272 between US 40 and I-95.**

**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: **More than half of traffic accidents are attributable to congestion. The reduction in the levels of congestion, and improvements to Level of Service (LOS) on MD 222 between US 40 and I-95, at the US 40/ MD 222 intersection, at the US 40/ MD 272 intersection, and on MD 272 between US 40 and I-95, would result from the additional I-95 interchange between MD 222 and MD 272 and, thereby, maximize transportation system customer safety and security.**

**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 reduction in the levels of congestion, and improvements to Level of Service (LOS) on MD 222 between US 40 and I-95, at the US 40/ MD 222 intersection, at the US 40/ MD 272 intersection, and on MD 272 between US 40 and I-95, would result from the additional I-95 interchange between MD 222 and MD 272 would increase the operational performance and efficiency of the existing transportation system. Resulting reductions in congestion and increased efficiency as relates to air quality and travel times from the new I-95 interchange, along with no increase in VMT would also help to maximize our highway system's operational 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: **An additional I-95 interchange between MD 222 and MD 272 would improve access to a significant segment of the**

**Comprehensive Plan’s designated Growth Area, and help segregate commercial vehicle and private automobiles, keeping both on roads appropriate to their functional classification, consistent with the goals and objectives of the Comprehensive Plan. The new interchange would not result in additional Vehicle Miles of Travel (VMT). Rather, more direct connectivity would improve traffic flow and ameliorate ambient air quality because of the reduction in pollutants associated with the idling and queuing. In addition, the environmental justice issues in the Towns of North East and Perryville associated with congestion on MD 222 between US 40 and I-95, at the US 40/ MD 222 intersection, at the US 40/ MD 272 intersection, and on MD 272 between US 40 and I-95 could be largely eliminated.**

X **Goal: Connectivity for Daily life: Support continued economic growth in the State through strategic investments in a balance, multimodal transportation system.**

X **Objective: Provide balance, seamless, and accessible multimodal transportation options for people and goods.**

X **Objective: Facilitate linkages within and beyond Maryland to support a health economy.**

X **Objective: Strategically expand network capacity to manage growth.**

If checked, please describe how the project supports the goal and objectives: **Continued economic growth in the County and the State is a function of adequate accessibility and mobility, especially as relates to our Comprehensive Plan’s designated Growth Area and our Enterprise Zones and business origins and destinations (e.g., Champion Partners and the Principio Business Park).**

9) Additional Comments/Explanation: \_\_\_\_\_

10) Provide description of project location (also attach PDF or JPEG map of project location): **The project location is on I-95 between the MD 222 interchange (93) and MD 272 interchange (100), (e.g., Belvidere Road).**

## 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: **Examine Potential Road Improvements on MD 222 (US 40 – MD 275)**
- 2) Submitting Jurisdiction: **Cecil County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **The project location is MD 222 from its intersection with US 40 in Perryville to its intersection with MD 275 in Perryville.**
- 4) Anticipated cost (approximate if available): **Not Available**
- 5) Description of project purpose and need (up to one paragraph): **From US 40, to the south, MD 222 is the primary access link to Bainbridge, the Town of Port Deposit, and the Hollywood Casino and associated economic development projects and venues. Congestion-mitigating improvements to this link will bolster highway system redundancy between I-95 and US 40 and undergird the economic viability of the Town of Perryville.**
- 6) Is the project contained within the local Metropolitan Planning Organization’s fiscally constrained long-range transportation plan? **Not on a project/site-specific basis.**
- 7) Is the project consistent with the local land use plans? **Yes** Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: **Improvements to MD 222 (US 40 – MD 275) would enhance safety, mitigate congestion, and improve accessibility and mobility in Perryville. They could also improve the vital roadway linkage between US 40 and I-95.**
- 8) 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).

X **Goal: Quality of Service. Enhance users’ access to, and positive experience with, all MDOT transportation services.**

X **Objective: Enhance customer service and experience.**

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

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

If checked, please describe how the project supports the goal and objectives: **Cecil County’s second highest categorical priority is intersection upgrades/geometric improvements along the US 40 corridor, and the examination of potential road improvements to MD 222 (US 40 – MD 275) is an integral complement to that set of priorities. US 40 and I-95 serve as the spine of our road network, they play a key role in the statewide and regional congestion management systems, and US 40 provides critical system redundancy to I-95 through the County. Not only does US 40 provide access to the entire Eastern Shore (via its intersection with MD 213), but it also serves as a gateway to Maryland from the east. Therefore, MD 222 intersection and roadway improvements are critically important as they relate to access to the Western Shore of Maryland only to the Bay Bridge, and current travel delays raise environmental justice issues in**

**the Town of Perryville, specifically, and economic sustainability issues in western Cecil County, in general.**

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

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

X 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: **More than half of traffic accidents are attributable to congestion. Congestion-mitigating and –reducing improvements to MD 222 (US 40 – MD 275) would enhance customer mobility, safety and security on this key link between US 40 and I-95, mostly in the Town of Perryville. In addition, these improvements will enhance mobility and the flow of goods, by making the operation of MD 222 more efficient, obviating the need to add additional roadway capacity (and more impervious surface) elsewhere.**

X **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.**

X Objective: Preserve and maintain the existing transportation network.

X Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: **Congestion-mitigating and –reducing improvements to MD 222 (US 40 – MD 275) would enhance customer mobility, safety and security on this key link between US 40 and I-95, mostly in the Town of Perryville. In addition, these improvements will enhance mobility and the flow of goods, by making the operation of the existing MD 222 corridor more efficient, obviating the need to add additional roadway capacity (and more impervious surface) elsewhere in the County.**

   **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.**

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

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

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

If checked, please describe how the project supports the goal and objectives: **The improvements identified will enhance mobility and the flow of goods, by making the operation of the existing MD 222 corridor more efficient, obviating the need to add additional roadway capacity (and**

more impervious surface) elsewhere in the County, especially in environmental protection areas. In addition, the better arterial roads function, the greater will be their contributions to congestion mitigation and the enhancement of accessibility and mobility in the County's Growth Area, keeping spillover traffic (and the development pressure that it could bring) to minor roads in our agricultural and rural residential areas.

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

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

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

X Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: **Continued economic growth in the County and the State is a function of adequate accessibility and mobility. Enhancing the vital MD 222 linkage between US 40 and I-95 (up to the MD 222 intersection with MD 275) will improve mobility and accessibility – including accessibility to the Perryville Amtrak/MARC rail station.**

- 9) Additional Comments/Explanation: **From US 40, to the south, MD 222 is the primary access link to Bainbridge, the Town of Port Deposit, and the Hollywood Casino and associated economic development projects and venues.**
- 10) Provide description of project location (also attach PDF or JPEG map of project location): **The project study location is MD 222 from its intersection with US 40 in Perryville to its intersection with MD 275 in Perryville.**

## 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: **Widen MD 272 to four lanes between US 40 and I-95**
- 2) Submitting Jurisdiction: **Cecil County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable):  
**The project location is MD 272 from its intersection with US 40 in North East to its intersection with I-95 in North East.**
- 4) Anticipated cost (approximate if available): **Not Available**
- 5) Description of project purpose and need (up to one paragraph): **From US 40, to the south, MD 272 is the primary access link to the Cecil College Bay View Campus and the Town of Rising Sun. From I-95, to the north, MD 272 is the primary access link to the Town of North East, the Town of Charlestown, the Chesapeake Club golf course, the Elk Neck State Park, and several marinas and associated economic development projects and venues. Congestion-mitigating improvements to this link will bolster highway system redundancy between I-95 and US 40 and undergird the economic viability of the Towns of Charlestown, North East, and Rising Sun.**
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Yes**
- 7) Is the project consistent with the local land use plans? **Yes** Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: **Improvements to MD 272 (US 40 – I-95) would enhance safety, mitigate congestion, and improve accessibility and mobility in the Town of North east. They could also improve the vital roadway linkage between US 40 and I-95, as well as facilitate planned development in the Town of North East and the County's Comprehensive Plan-defined Growth Area.**
- 8) 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).

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

X Objective: Enhance customer service and experience.

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

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

If checked, please describe how the project supports the goal and objectives: **Cecil County's second highest categorical priority is intersection upgrades/geometric improvements along the US 40 corridor, and the widening of MD 272 (US 40 – I-95) is an integral complement to that set of priorities. US 40 and I-95 serve as the spine of our road network, they play a key role in the statewide and regional congestion management systems, and US 40 provides critical system redundancy to I-95 through the County. From that perspective, alone, the current 2-lane MD 272 between the planned-8 lane I-95 and the 4 lane US 40 is deficient. Not only does US 40 provide access to the entire Eastern Shore (via its intersection with MD 213), but it also serves as a gateway to Maryland from the east. Therefore, back-ups at the US 40/ MD 272 intersection that are attributable to inadequate roadway capacity on north-bound MD 272 have a highway operations ripple effect that has a far wider impact than just on**

**the Town of North East, alone. Current travel delays raise environmental justice issues in the Town of North East, specifically, but also economic sustainability issues in the very center Cecil County's Growth Area, more generally.**

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

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

X **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: **More than half of traffic accidents are attributable to congestion. Congestion-mitigating and –reducing improvements to MD 272 (US 40 – I-95), including its widening to 4 lanes, would enhance customer mobility, safety and security on this key link between US 40 and I-95, mostly in the Town of North East. In addition, these improvements will enhance mobility and the flow of goods, by making the operation of MD 222 more efficient, obviating the need to add additional roadway capacity (and more impervious surface) elsewhere. What's more, because MD 272 between US 40 and I-95 is located in the Town of North East and the Cecil County Comprehensive Plan's designated Growth Area, without the additional capacity, today's congestion and associate air quality and access and mobility problems can only be exacerbated by future, planned growth. Moreover, the lack of adequate roadway capacity on MD 272 between US 40 and I-95 has been a persistent transportation problem, remains a problem, and will continue to progressively get worse the longer it remains neglected.**

X **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.**

X **Objective: Preserve and maintain the existing transportation network.**

X **Objective: Maximize operational performance and efficiency of existing systems.**

If checked, please describe how the project supports the goal and objectives: **Congestion-mitigating and –reducing improvements to MD 272 (US 40 – I-95) would enhance customer mobility, safety and security on this key link between US 40 and I-95, mostly in the Town of North East. In addition, this widening to 4 lanes will enhance mobility and the flow of goods, by making the operation of the existing MD 272 corridor more efficient, obviating the need to add additional roadway capacity (and more impervious surface) elsewhere in the County. From a Smart Growth policy standpoint, while low Levels of Service (LOS), which serve as a disincentive to development, may be acceptable in our rural areas, they are not acceptable in the County's Growth Area.**

   **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.**

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

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

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

If checked, please describe how the project supports the goal and objectives: **The widening of MD 272 between US 40 and I-95 will enhance mobility and the flow of goods, by making the operation of the existing MD 272 corridor more efficient, obviating the need to add additional roadway capacity (and more impervious surface) elsewhere in the County, especially in environmental protection areas. In addition, the better arterial roads function, the greater will be their contributions to congestion mitigation and the enhancement of accessibility and mobility in the County's Growth Area, keeping spillover traffic (and the development pressure that it could bring) to minor roads in our agricultural and rural residential areas.**

X Goal: **Connectivity for Daily life: Support continued economic growth in the State through strategic investments in a balance, multimodal transportation system.**

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

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

X Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: **Continued economic growth in the County and the State is a function of adequate accessibility and mobility. Enhancing the vital MD 272 linkage between US 40 and I-95 will improve mobility and accessibility – including accessibility to the possible future North East Amtrak/MARC rail station, restaurants and retail shops in Charlestown and Northeast, a number of marinas, and the Elk Neck State Park and associated economic development and tourism venues.**

- 9) Additional Comments/Explanation: **From US 40, to the south, MD 272 is the primary access link to the Cecil College Bay View Campus , the Town of Rising Sun, and associated economic development projects and venues. In turn, from I-95 in the north, MD 272 is the primary access link to the Towns of Charlestown and North East, a number of marinas, the Chesapeake Club Golf Course, and the Elk Neck State Park.**
- 10) Provide description of project location (also attach PDF or JPEG map of project location): **The project study location is MD 272 from its intersection with US 40 in North East to its intersection with I-95 in North East.**

**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: **Continue coordination with DeIDOT in the planning of US 301 improvements, including the introduction of tolls, in New Castle County, Delaware**
- 2) Submitting Jurisdiction: **Cecil County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **N/A**
- 4) Anticipated cost (approximate if available): **N/A**
- 5) Description of project purpose and need (up to one paragraph): **Continue coordination activities with DeIDOT in the planning of US 301 improvements in New Castle County, Delaware. Toll-evading, cut-through traffic in Cecil County would put inappropriate volumes, and possibly in appropriate classifications of vehicles, on County and SHA roads, thereby undermining not only the quality of life in Cecil County, but also the goals and objectives of the 2010 Cecil County Comprehensive Plan. Such toll-evading traffic would also undermine the quality of life in the Towns of Cecilton, Chesapeake City, and Elkton.**
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Yes**
- 7) Is the project consistent with the local land use plans? **N/A**
- 8) Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: **N/A** 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). **N/A**

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

N/A Objective: Enhance customer service and experience.

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

N/A Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: **N/A**

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

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

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

N/A Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: **N/A**

N/A 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.

N/A Objective: Preserve and maintain the existing transportation network.

N/A Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: **N/A**

X 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.

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

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

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

If checked, please describe how the project supports the goal and objectives: **Toll-evading, cut-through traffic in Cecil County would put inappropriate volumes, and possibly in appropriate classifications of vehicles, on County and SHA roads, thereby undermining not only the quality of life in Cecil County, but also the goals and objectives of the 2010 Cecil County Comprehensive Plan. This would be especially true in our environmentally sensitive rural, agricultural areas south of the Chesapeake and Delaware Canal. Such toll-evading traffic would also undermine the quality of life in the Towns of Cecilton, Chesapeake City, and Elkton.**

N/A Goal: Connectivity for Daily life: Support continued economic growth in the State through strategic investments in a balance, multimodal transportation system.

N/A Objective: Provide balance, seamless, and accessible multimodal transportation options for people and goods.

N/A Objective: Facilitate linkages within and beyond Maryland to support a health economy.

N/A Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: **N/A**

- 9) Additional Comments/Explanation: **Continued coordination activities with DeIDOT in the planning of US 301 improvements in New Castle County, Delaware will help ensure that toll-evading, cut-through traffic in Cecil County would put inappropriate volumes, and possibly in appropriate classifications of vehicles, on County and SHA roads, thereby undermining not only the quality of life in Cecil County, but also the goals and objectives of the 2010 Cecil County Comprehensive Plan. Such toll-**

**evading traffic would also undermine the quality of life in the Towns of Cecilton, Chesapeake City, and Elkton.**

10) Provide description of project location (also attach PDF or JPEG map of project location): **N/A**

**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: **In conjunction with the continued coordination with DelDOT in the planning of US 301 improvements, including the new Delaware tolls, step-up enforcement of truck weight limits.**
- 2) Submitting Jurisdiction: **Cecil County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **N/A**
- 4) Anticipated cost (approximate if available): **N/A**
- 5) Description of project purpose and need (up to one paragraph): **In conjunction with the continued coordination with DelDOT in the planning of US 301 improvements, including the new Delaware tolls, step-up enforcement of truck weight limits.**  
**At least some toll-evading, cut-through traffic in Cecil County will put inappropriate volumes, and possibly in appropriate classifications of vehicles, on County and SHA roads, thereby undermining not only the quality of life in Cecil County, as well as the goals and objectives of the 2010 Cecil County Comprehensive Plan. Such toll-evading traffic, especially heavy tuck traffic, would also undermine the quality of life in the Towns of Cecilton, Chesapeake City, and Elkton. Inasmuch as we cannot prevent all toll evasion, there must be an assurance that all trucks, toll evaders and otherwise, do not exceed safety weight limits. If MdTA and SHA also allow for a new 96,000-100,000 truck weight limit in conjunction with an additional axle, then the need to step up truck weight monitoring will be all the greater.**
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Yes**
- 7) Is the project consistent with the local land use plans? **N/A**
- 8) Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: **N/A** 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). **N/A**

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

N/A Objective: Enhance customer service and experience.

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

N/A Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: **N/A**

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

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

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

N/A Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: **N/A**

N/A 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.**

N/A Objective: Preserve and maintain the existing transportation network.

N/A Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: **N/A**

X 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.**

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

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

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

If checked, please describe how the project supports the goal and objectives: **In conjunction with the continued coordination with DeDOT in the planning of US 301 improvements, including the new Delaware tolls, step-up enforcement of truck weight limits. At least some toll-evading, cut-through traffic in Cecil County will be unpreventable and will put inappropriate volumes, and possibly in appropriate classifications of vehicles, on County and SHA roads, thereby undermining not only the quality of life in Cecil County, as well as the goals and objectives of the 2010 Cecil County Comprehensive Plan. Such toll-evading traffic, especially heavy truck traffic, would also undermine the quality of life in the Towns of Cecilton, Chesapeake City, and Elkton. Inasmuch as we cannot prevent all toll evasion, there must be an assurance that all trucks, toll evaders and otherwise, do not exceed safety weight limits. If MdTA and SHA also allow for a new 96,000-100,000 truck weight limit in conjunction with an additional axle, then the need to step up truck weight monitoring will be all the greater.**

N/A Goal: **Connectivity for Daily life: Support continued economic growth in the State through strategic investments in a balance, multimodal transportation system.**

N/A Objective: Provide balance, seamless, and accessible multimodal transportation options for people and goods.

N/A Objective: Facilitate linkages within and beyond Maryland to support a health economy.

N/A Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: **N/A**

- 9) Additional Comments/Explanation: **At least some Delaware US 301 toll-evading, cut-through traffic in Cecil County will be inevitable and will put inappropriate volumes, and possibly in appropriate classifications of vehicles, on County and SHA roads, thereby undermining not only the quality of life in Cecil County, as well as the goals and objectives of the 2010 Cecil County Comprehensive Plan. Such toll-evading traffic, especially heavy truck traffic, would also undermine the quality of life in the Towns of Cecilton, Chesapeake City, and Elkton. Inasmuch as we cannot prevent all toll evasion, there must be an assurance that all trucks, toll evaders and otherwise, do not exceed safety weight limits. If MdTA and SHA also allow for a new 96,000-100,000 truck weight limit in conjunction with an additional axle, then the need to step up truck weight monitoring will be all the greater.**

- 10) Provide description of project location (also attach PDF or JPEG map of project location): **N/A**