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MAR 23 2012

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Worcester County

GOVERNMENT CENTER
ONE WEST MARKET STREET • ROOM 1103

SNOW HILL, MARYLAND

21863-1195

March 20, 2012

Donald A. Halligan, Director
Office of Planning and Capital Programming
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: State Transportation Priorities in Worcester County

Dear Mr. Halligan:

This letter and its supporting documents are in response to your recent request regarding Worcester County's priorities for inclusion in the Construction program of the State's Consolidated Transportation Program (CTP).

Worcester County, like all of Maryland's local jurisdictions, remains troubled by the lack of funding for our significant transportation needs. As you are well aware, the white sandy beaches of Ocean City are a beacon to the many vacationers from Maryland and the entire East Coast seeking fun in the sun at Maryland's only ocean resort. These vacationers pump hundreds of millions of dollars into the State's economy. At the same time these travelers put significant strains on our road network.

Immediate improvements are necessary for Maryland Route 589, which handles large volumes of tourist traffic, is the location of the Ocean Downs Casino, and incidentally serves as the only link to the outside world for residents of the Ocean Pines community. Additionally, a long term fully funded plan for the eventual replacement of the Harry W. Kelly Memorial Bridge on US Route 50 is of no less importance. By providing one of the two principal access points into Ocean City, it can easily be characterized as a primary "fuel line" serving the economic engine of Ocean City. However, while these two projects are important they pale in comparison to the capital project determined by the County Commissioners to be of highest priority: the completion of the upgrading of US Route 113 to a four lane divided highway within Worcester County.

As you are well aware, portions of this very important US highway were dualized many years ago. In fact it has been almost sixty years since the first section was dualized by the bypass of the town of Berlin. The segment between Snow Hill and Pocomoke was also upgraded to four lanes many years ago. Unfortunately, the entire highway has yet to see a similar outcome. Worcester County citizens and

Donald A. Halligan

March 20, 2012

Page 2

travelers from all over the East Coast have navigated perilous stretches of this road for decades. Many have paid with their lives.

Worcester County certainly appreciates all of the State effort that has gone into upgrading the remaining portions of the highway in recent years. The completion of the latest section between Goody Hill Road and Massey Branch brings us ever closer to the ultimate goal. It is for all these reasons and in recognition of the financial challenges facing the Department that completion of the upgrade of US Route 113 from just north of MD 365, Public Landing Road, to Massey Branch is Worcester County's one and only priority project for inclusion in the Construction program of the CTP.

As you are aware, MDOT has encouraged the counties to coordinate with the local municipalities relative to shared needs and priorities. In that regard please find attached a letter from Kelly Brewington, Town Manager of Snow Hill, citing the Town's priority project and including supporting documentation.

Sincerely,



James C. Church
President

cc: Ed Tudor, Director of Development Review and Permitting
John Tustin, Public Works Director
Kelly Brewington, Town Manager, Snow Hill

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

- 1) Name of Project: US 113, WORCESTER HIGHWAY
- 2) Submitting Jurisdiction: WORCESTER COUNTY
- 3) Location of the project (describe project limits and location, attach map if available and applicable). SEE ATTACHED MAP
- 4) Anticipated cost (approximate if available) UNKNOWN
- 5) Description of project purpose and need (up to one paragraph):
SEE ATTACHED
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes ___ No Project located outside of MPO boundaries ___
- 7) Is the project consistent with the local land use plans? Yes No ___ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies _____
- 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 SEE ATTACHED

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 SEE ATTACHED

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 SEE ATTACHED

__ 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 SEE ATTACHED

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

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

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

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives SEE ATTACHED

9) Additional Comments/Explanation: SEE ATTACHED

10) Provide description of project location (also attach PDF or JPEG map of project location) _____

**Worcester County Priority Project for Inclusion in the
Construction Program of the Consolidated Transportation Program**

Project Name: US 113, Worcester Highway

Project Description: Upgrade last remaining portion of existing US 113 as a four lane divided highway from north of MD 365, Public Landing Road, to Massey Branch (8.9 miles). Project will include access control improvements. Shoulders will accommodate bicycles and pedestrians.

Project Location: Shown on the attached map.

Purpose and Need: US 113 is the principal north/south arterial road running the length of Worcester County. To the south it connects with US 13 in Pocomoke City, Maryland, thus providing access to the Eastern Shore of Virginia and points south by way of the Chesapeake Bay Bridge Tunnel located in Cape Charles, Virginia. To the north it continues through Sussex County, Delaware and eventually connects with both US 13 and US 1 in Dover, Delaware, thereby linking the roadway to the metropolitan areas to the northeast.

In addition to being a primary thoroughfare for local traffic, US 113 also serves as a relief valve for the more congested US 13 that extends along the spine of the entire Delmarva Peninsula, from Wilmington, Delaware to Cape Charles, Virginia. Consequently, throughout the year many travelers journeying to and from the more southern states of the Carolinas and Florida utilize US 113, hoping to avoid the congestion on US 13, as do those traveling to points north. Long haul through truck traffic also prefers the less urban route of US 113. The roadway truly serves as a primary corridor for interstate travel along the East Coast. It also functions as the principal north/south conduit for goods and services that support the multimillion dollar tourist industry in Ocean City. Additionally the highway serves as a prime mover of agricultural goods and services, especially for the poultry industry, the other key component of the County's economy.

The need for dualization of this roadway has been considered by the State Highway Administration and Worcester County for well over fifty years and the County has consistently promoted and supported such improvements. Both the 1989 and 2006 Comprehensive Plans reflect the County's desire to see the dualization of the entire length of US 113. The 1989 Plan designated US 113 as an Area of Critical State Concern and stated that the dualization of this route should be given the highest State priority. Numerous other references in that plan call for proper planning and construction of this project. These ideas were carried forward in the 2006 Comprehensive Plan which also designates complete dualization of US 113 as its highest priority. Again, numerous other references in the plan reflect the importance of this project. Further evidence of Worcester County's commitment is demonstrated by the adoption of a Transportation Corridor and Access Control Plan for all three segments of US 113, from north to south, in 1999. Accompanying these plans were changes to our local zoning code that mandated that building setbacks be measured from the proposed right-of-way line for the future dualized US 113 in order to promote an orderly and cost effective means of completing the project. The plans, developed in cooperation with the State Highway Administration, had a number of objectives. All of the objectives were reflective of a desire to protect the integrity of a dualized US 113 and to ensure a safe and efficient traffic flow well into the future.

Maryland Transportation Plan Goals: This long awaited and much needed project also fully complies with the five goals of the Maryland Transportation Plan. For each of the five goals listed below a brief explanation of how the proposed project complies is provided.

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

There is probably no action of greater importance to enhancing customer service to the citizens of and visitors to Worcester County, many of whom who have lost loved ones on this road while waiting decades for its upgrade to

four lanes, than to complete the dualization of US 113. This project will also substantially contribute to more reliable and predictable travel times along the road. Because the remaining section of two lane roadway lies in the center of significant lengths of four lane roadway one never knows what travel times to expect. It is not uncommon to exit the four lane section of roadway onto the two lane section and find oneself behind a long line of vehicles due to simple bottlenecks of vehicles or to the presence of slower moving vehicles such as a school bus, a large truck or farm equipment. Sadly, driver frustration in these circumstances oftentimes leads to risky passing maneuvers that contribute to accidents which then further increase travel times and reduce safety along the roadway.

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

The overarching theme for decades when it comes to US 113 improvements has been driver safety. The relentless string of fatal accidents on the two lane sections of roadway that claimed the lives of many travelers and especially Worcester County residents led to an ever rising chorus of voices demanding that something be done. The two lane segment is plagued with unsafe passing and conflicting turning movements. Completion of the dualization will reduce serious accidents along the remaining section just as it has done in the prior phases. Separation of the north and south bound travel lanes by both a median and guardrails will reduce if not eliminate the potential of head-on collisions. The additional travel lane in each direction will facilitate the safe passing of slow moving vehicles and farm equipment as well. As stated above, slow moving vehicles currently lead to driver frustration and poor passing choices along the two lane section. The additional travel lanes will also enhance the road's carrying capacity in times of emergency. US 113 serves as an important evacuation route for people traveling north or south during hurricane season. Additionally, the wider roadway will better accommodate bicyclists and pedestrians on the shoulders than the current section.

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.

The project will most certainly maximize the efficiency of the entire roadway. Currently the operational efficiency of the entire US 113 corridor is negatively impacted due to having a two lane portion of roadway falling directly in the center of the improved segments. Any efficiencies in travel time gained by use of the roadway can be quickly lost when, after traveling for a time along the dualized portions of the roadway, one must return to a two lane section affected by slow moving vehicles and turning vehicles in the main travel way of the road. Drivers unfamiliar with the road are very frequently confused by and oftentimes completely oblivious to the fact they have entered a two lane portion of what they thought was a divided highway. This contributes significantly to unsafe movements and conditions. The segments of US 113 that have already been dualized, both in the past and more recently, are a tremendously important asset that merits protection. The enormous investment that has been made in improving all the other sections of US113 can only be preserved and its efficiency maximized when the entire roadway has been completed as a four lane divided highway. A failure to complete the entire project diminishes the value of all the other improvements that have been made to date and the state and federal governments' investments in them.

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.

One of the objectives of this goal is to coordinate land use and transportation planning. As stated earlier, this objective has clearly been met through an explicit and identifiable discussion of this project in the Worcester County Comprehensive Plan for well over twenty years. Worcester County and the State Highway Administration have a long history of cooperation with regard to land planning issues and their impacts on transportation planning for this roadway. As previously stated, Worcester County adopted access control plans for all segments of the US 113 highway and modified its zoning ordinance to insure the most cost efficient and well planned improvements to

the road by prohibiting new development from being constructed within the proposed right-of-way of the dualized US 113. Since the improvements all follow the existing road right-of-way and corridor any disturbance to the natural, community and historic resources in the area are eliminated. Great care was taken in the development of the access control plans and alignment choices to eliminate or minimize any deleterious effects on surrounding properties and the environment. The very best care has been taken to protect the environment in the previously dualized sections and there is no reason to believe that anything less will occur for the remainder of the roadway. Finally, US 113 links three of Worcester County's four incorporated towns, those being Berlin to the north, Snow Hill in the mid-section, and Pocomoke City to the south. Portions of US 113 between Berlin and Snow Hill remain undualized whereas the rest of the roadway, from the Delaware State Line to its junction with US 13 in Pocomoke City, are a four lane divided highway. It is important that all segments be constructed in that fashion to continue a safe link between these long established communities which serve as the population and economic centers for Worcester County and are the epitome of Smart Growth.

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

As stated earlier, US 113 serves as the principal north/south route for the delivery of goods and services to all of Worcester County and in particular for the farming and tourist industries which are the lifeblood of the County. The road also serves as a principal corridor for travelers and commerce along the entire East Coast. Perhaps more importantly this road and its connection to the principal east/west roadway, US 50, serves as the major travel way for a number of local people commuting to and from work and school on a daily basis. Whether it is travel to aerospace-based industries in Wallops Island, Virginia, the Government Center and Court House in the County Seat of Snow Hill, the hospitality industry in Ocean City, the health care industry in Berlin, or to the Worcester County Vocational/Technical School south of Newark, local people heavily rely on US 113 to carry them to and from their place of employment or schooling in a safe and efficient manner. Unfortunately, until the dualization of the remaining section of the highway is complete, they can count on neither safety nor efficiency. Another component of daily life that relies heavily on US 113 is the need for convenient and comprehensive health care. The County's only hospital, Atlantic General, is located at the intersection of US 113 and US 50 in Berlin. Additionally, a significant number of medical support facilities, including doctors' offices and laboratory services, are located in Berlin. Thus, County residents must rely on US 113 for safe and efficient travel to medical services. Having a safe and efficient roadway to travel for work and school also promotes people staying in the small towns that adjoin the road. These small towns represent the real character of Worcester County, more so than the tourist mecca of Ocean City that many people view as most representative of the County. The towns' continued vitality relies to a significant degree on a safe and well connected highway network.

Project Financing: Due in large part to its status as a US highway, it is anticipated that funding for the remaining portion of US 113 will come from a combination of Federal and State funds. Local government certainly has no capability to fund even the most trivial portion of this project. There has never been any discussion of any portion of funding coming either from some sort of third party or by way of user fees.

Summary: The dualization of the remainder of US 113 is not a new project. It has been planned, discussed, hoped and prayed for for many decades. Worcester County fully realizes the transportation challenges faced across the entire State of Maryland and as such makes this project its one and only priority project until it is completed. The residents and tourists and through travelers deserve no less. To allow this roadway to continue having a two-lane undivided segment, posing serious safety threats, when the vast portion of the roadway is completely constructed as a four lane divided highway is ludicrous.



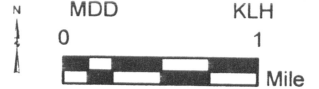
This map is intended for planning purposes only and not for regulatory application.
 Source: Aerials, Axis Geospatial, March 2010.



**Worcester County
 Maryland**
**Highway Priorities
 #1 - US 113 /
 Worcester Highway**

Department of Development
 Review and Permitting
 Technical Services Division

Drawn By: MDD Reviewed By: KLH



1 inch = 1 mile

Map prepared on March 12, 2012.



MAYOR AND COUNCIL OF SNOW HILL

February 9, 2012

Mr. Edward A. Tudor , Director
Worcester County Department of Planning
One West Market Street, room 1202
Snow Hill MD 21863

John H. Tustin, Director
Worcester County Department of Public Works
One West Market Street, room 1202
Snow Hill MD 21863

Re: FY 2012-2017 Consolidated Transportation Program (CTP)

Dear Mr. Tudor and Mr. Tustin:

The Town of Snow Hill received State Highway's request for jurisdictions to update information for the counties submittal of the 2012-2017 Consolidated Transportation Program. Please find enclosed a Project Questionnaire updated for Market Street Streetscape from Coulbourne Street to Morris Street, as well as, memo from Dennis German and SHA publication with map showing limit of work for the Market Street streetscape. Please update this information in your Consolidated Transportation Program for Worcester County. Thank you.

Sincerely,


Kelly Brewington
Town Manager

cc: Donald Halligan, Director

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: Market St. - Coulbourne Dr. to Morris St. (Streetscape-Cons Development)
- 2) Submitting Jurisdiction: Town of Snow Hill
- 3) Location of the project (describe project limits and location, attach map if available and applicable) See attached SHA mailer
- 4) Anticipated cost (approximate if available) ---
- 5) Description of project purpose and need (up to one paragraph):
safety enhancements - add sidewalk for pedestrian safety, intersection improvements, stormwater, etc
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes ___ No Project located outside of MPO boundaries ___ However it is mentioned in comp plan.
- 7) Is the project consistent with the local land use plans? Yes No ___ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies _____
- 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 no pedestrian travel area for students or other pedestrians.

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 child was hit by car, telephone poles and other inhibitors to safe travel.

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 _____

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 _____

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

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

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

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives Upgrade intersections and add sidewalk

9) Additional Comments/Explanation: Area should have been updated in 2006-2007

10) Provide description of project location (also attach PDF or JPEG map of project location) See attached SHA - Area Map w/limit of work defined.

* Staff was involved w/committee - ~~through~~
Planning area was expanded in 2006
new covers Morris to Bay St, not just Coulbourne
to Morris. (See SHA MEMO dated May 23, 2006)

Dennis German ph# 410-545-8900
dgerman@sha.state.md.us




Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

MEMORANDUM

TO: Dennis German,
Chief, Community Design Division

FROM: Alex Okeke 
Project Engineer

SUBJECT: FMIS No. WO434A21
F.A.P. No.
PDMS No. 234141
Description: US 113 Business Snow Hill – From MD 365 to Coulbourne Lane Drive

DATE: May 23, 2006

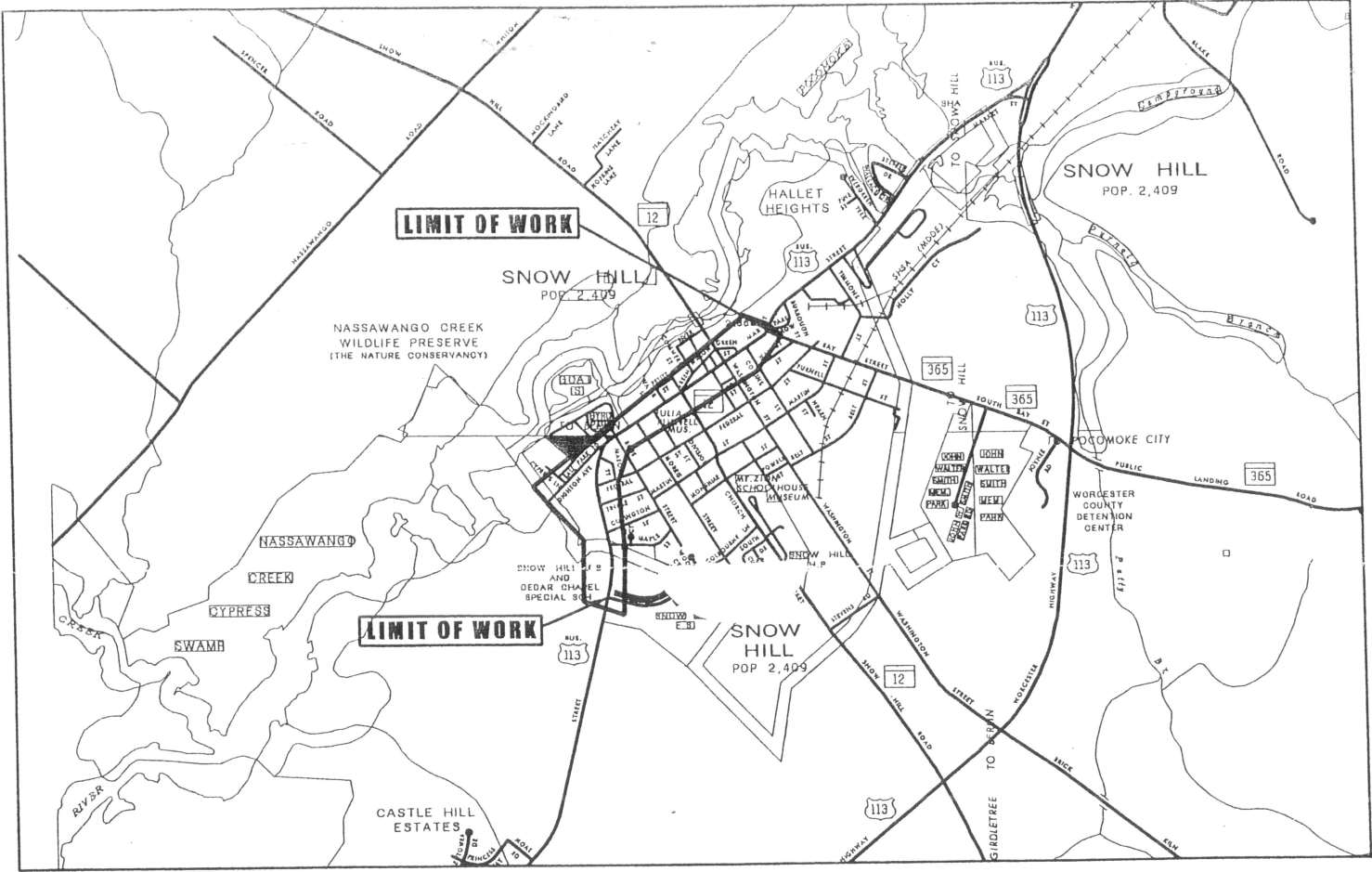
RE: Third Task Force Meeting

Introductions

A Task Force Meeting for the US 113 Business Snow Hill Streetscape Project was held at the Snow Hill Maintenance Shop on Wednesday, April 19, 2006. The purpose of the meeting was to update the Task Force on the progress of the study, particularly with the newly added extension of the project from Morris to Bay Street. The meeting was also designed to encourage and receive feedback from Task Force members.

The following people were in attendance representing the Town of Snow Hill and the State Highway Administration (SHA).

<u>Name</u>	<u>Representing</u>
Karen Houtman	Town of Snow Hill Planning and Zoning
Mike Pruitt	Town of Snow Hill
Charlie Dorman	Town of Snow Hill
Sylvester Dale	Town of Snow Hill – Mt. Zion Missionary Baptist Church
Joe Ingolia	Town of Snow Hill Planning and Zoning
Richard DeAngelis	Town of Snow Hill
Susanne Knudsen	Town of Snow Hill - Historic District and Board of Appeals
Jim Oddis	SHA – Office of Real Estate
Rochelle Outten	SHA – District 1 – Construction Field Office



Martin O'Malley, Governor
 Anthony G. Brown, Lieutenant Governor
 John D. Porcari, Secretary
 Neil J. Pedersen, Administrator

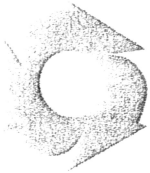
printed on recycled paper

TOWN PLANNER, TOWN OF SNOW HILL
 WORCESTER COUNTY
 P. O. BOX 348, 103 BANK ST
 SNOW HILL MD 21863

US 113 Snow Hill GE

MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 OFFICE OF HIGHWAY DESIGN
 MAIL STOP C-102
 707 NORTH CALVERT STREET
 BALTIMORE, MD 21202

02 JUN 00 00:42
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 MAILED FROM ZIP CODE 21202



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Beverley K. Swaim-Staley
Secretary

Darrell B. Mobley
Deputy Secretary

December 28, 2011

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1/4/2012
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Mr. Edward A. Tudor, Director
Worcester County Department of Planning
Worcester County Government Center
One West Market Street, Room 1202
Snow Hill, MD 21863

John H. Tustin, Director
Worcester County Department of Public Works
6113 Timmons Road
Snow Hill, MD 21863

Dear Directors Tudor and Tustin:

Recently, we concluded the annual tour of the Draft FY 2012-2017 Consolidated Transportation Program (CTP). Thank you and your staff for your time and assistance with these Tour meetings, which were very well attended this year. We will soon be preparing the Final CTP, and then before you know it, we will begin thinking about the next Draft CTP.

As you heard during the CTP annual tour this Fall, Chapter 725 of the 2010 Laws of Maryland requires additional clarity and standards to define how the Department evaluates and selects proposed major capital projects for inclusion in the Construction Program of the CTP. It requires MDOT and local jurisdictions seeking project funding to demonstrate the relationship between prioritized projects and the long-term goals of the Maryland Transportation Plan and local land use plans.

The purpose of this letter is to provide written guidance to local jurisdictions to supplement the Chapter 725 guidelines available in the Draft CTP and on MDOT's website, as well as to offer assistance by MDOT staff. Our intention is to make this as much of a cooperative process between the counties and MDOT as possible.

As the Secretary emphasized at the CTP Tour meetings, future priority letters should be limited in the number of priority projects included because we continue to face great challenges in funding our State's significant transportation needs. To that end, MDOT encourages coordination between the counties and local municipalities concerning mutual needs and priorities. Also, the Department encourages multi-modal submissions, including transit, pedestrian, and bicycle needs, to enable local governments to have a greater impact on all State transportation investment decisions.

MDOT is requesting that counties submit their priority letters on or around the first of April each year. Priority letters should be endorsed by the Commissioners/Council, as well as a majority of the local legislative delegation.

My telephone number is _____
Toll Free Number 1-888-713-1414, TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

Priority letters should detail how each priority project supports the goals of the Maryland Transportation Plan (MTP) and are consistent with the County's land use plan goals. The five goals of the MTP are:

1. Quality of Service - enhance users' access to, and positive experience with, all MDOT transportation services.
2. Safety and Security - provide transportation assets that maximize personal safety and security in all situations.
3. 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.
4. 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.
5. Connectivity to Daily Life - support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

Additional details on these goals can be found within the MTP, which is available on MDOT's website, located at: www.mdot.maryland.gov/Planning/Plans_Programs_Reports/Reports/MTP/2009MTP.pdf.

For each project listed in a priority letter, the following information must be provided:

1. Brief project purpose and need (a paragraph or two) with a map of the project location.
2. Brief description as to how the project meets the goals of the Maryland Transportation Plan (referenced above).
3. Brief description of how the project supports the goals and objectives of the local government's land use plan.

The Department seeks to minimize the burden of these requirements. Therefore, we are providing the attached Project Questionnaire, along with sample questions for addressing the MTP's goals, in order to facilitate your submission. Further, MDOT staff will be happy to help you with this questionnaire should you wish to coordinate with the Department in advance of your submission.

If you have any questions or require any assistance, please feel free to call Mr. Ian Beam at 410-865-1280, toll-free at 888.713.1414, or via email at ibeam@mdot.state.md.us. Of course, please feel free to contact me directly at any time.

Sincerely,



Donald A. Halligan, Director
Office of Planning and Capital Programming

Attachments:

1. Project Questionnaire
2. Sample Questions