

**Board of County Commissioners**

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**Carroll County Government**  
225 North Center Street  
Westminster, Maryland 21157  
410-386-2043; 1-888-302-8978  
fax 410-386-2485  
MD Relay ~ 7-1-1/800-735-2258

July 16, 2015

**RECEIVED**

AUG - 6 2015

SECRETARY'S OFFICE  
DEPT. OF TRANSPORTATION

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

**RE: FY 2016-2021 Consolidated Transportation Program - Carroll County, Maryland**

Dear Secretary Rahn:

As in last year's letter, we wish to express our gratitude for previous state funding for highway projects in Carroll County. In particular, we appreciate the state's funding for completion of the Urban Reconstruction (formerly known as Community Safety and Enhancement) project for Main Street in the Town of Hampstead and funding to advance the Urban Reconstruction projects in the Town of New Windsor and Town of Sykesville.

In this year's letter, in addition to improvements in traffic safety and congestion, we are targeting our focus, for roadway projects, on our highest priorities to those projects that we believe will provide the greatest enhancement to economic development and redevelopment opportunities for the County. We anticipate that these select few projects will leverage the monetary commitment in transportation infrastructure into the largest improvements in economic vitality and will translate most directly to expanding and retaining employment opportunities in the region and improving the fiscal health of the County and State.

Thank you for the opportunity to offer Carroll County's transportation project priorities for consideration and possible inclusion in the Maryland Department of Transportation (MDOT) FY 2016-2021 Consolidated Transportation Program (CTP). Project questionnaires for the major capital project priorities in Carroll County are attached.

The following represents Carroll County's top transportation project priorities:

**CARROLL COUNTY**

*a great place to live, a great place to work, a great place to play*

## **Highway Capacity Enhancement Projects**

### **1. MD 32 (MD 26 south to Carroll County line):**

This project is the County's top priority for new Project Planning. The project scope is to widen the roadway from 2 to 4 lanes, including pedestrian facilities and other amenities at appropriate locations within the corridor. MD 32 is a heavily traveled commuter route, linking Carroll County with I-70 and the Baltimore-Washington region, including job centers in Columbia and Fort Meade. It also provides access to current and future employment centers within Carroll County for commuters coming into the County from elsewhere. Improvements within this corridor are needed to ease commuter congestion, enhance access to employment areas, and address safety concerns throughout the corridor. Moreover, this project is essential for advancing economic development opportunities already being created in the southeastern portion of Carroll County. This includes the Warfield Complex, which has a signed agreement for purchase and sale. The Town of Sykesville recently updated its Town Master Plan with regards to the Warfield Complex. This is an important development for economic stimulus in this region. In its 2013 Priority Letter, Howard County identified improvements to the MD 32 corridor from Route 108 to the County line as its highest safety priority. Over \$14 million already has been spent towards localized improvements within this corridor, which includes contributions from the state, County, and Town of Sykesville. Additional improvements to this corridor were recently completed by the developer of the Raincliffe residential development. Improvements to the MD 32 at Raincliffe Road/Sandosky Road intersection included adding turn lanes on MD 32 and both cross roads and sidewalk on both Raincliffe and Sandosky Roads. These intersection improvements represent additional commitment and investment in this important highway corridor. The MD 32 priority project is listed in the Highway Needs Inventory, *Plan It 2035* Long-Range Transportation Plan, and the proposed *Maximize 2040* Long-Range Transportation Plan. It is also included in the *2001 Freedom Community Comprehensive Plan* and the *2011 Town of Sykesville Master Plan*.

**A. Phase 1 Breakout Project for Engineering Design: Piney Ridge Parkway/Macbeth Way to North of Springfield Avenue (MD 851).** The segment of MD 32 from MD 26 to the Piney Ridge Parkway/Macbeth Way intersection has been upgraded to 4 lanes. This breakout project would pick up at the Piney Ridge Parkway/Macbeth Way intersection (to the point of existing dualization) and extend the 4-lane highway cross section to tie into the dualized intersection at Springfield Avenue. When completed, the 4-lane highway cross section will extend continuously from MD 26 to Springfield Avenue, the main gateway into the Warfield Complex. This extension would take advantage of the fact that the segment of MD 32 north and south of Springfield Avenue was dualized to 4 lanes when Springfield Avenue was relocated. Another consideration in choosing this segment for a breakout project relates to a potentially major development project. The Maryland National Guard is proposing to locate a major facility on the southeast side of MD 32, in the general vicinity of Freedom Avenue (also classified as an urban minor collector road). This project will further intensify development along this highway corridor, generate additional highway traffic, and increase development pressure along this segment of MD 32.

### **2. MD 97 (south of Pleasant Valley Road to MD 140 in Westminster):**

A high priority for Project Planning, the project scope is to widen the roadway from 3 to 5 lanes, with a full interchange at Meadow Branch Road and pedestrian facilities and other amenities throughout the corridor. This portion of MD 97 is strained by a significant amount of commuter traffic from the northern part of the County and Pennsylvania. It also provides direct access to the Carroll County Regional Airport, and numerous industrial parks (including the Westminster Air Business Center, Meadow Branch Industrial Park, and West Branch Trade Center), linking them to the MD 140 corridor and the Baltimore Region. One million dollars already have been dedicated by the Carroll County Industrial Development Authority toward improvements to this segment of roadway. This project is listed in the Highway Needs Inventory, *Plan It 2035* Long-Range Transportation Plan, and the proposed *Maximize 2040* Long-Range Transportation Plan. It is also prioritized in the *2007 Westminster Environs Community Comprehensive Plan* and the *2009 City of Westminster Comprehensive Plan*.

**3. MD 26 (MD 32 east to Liberty Reservoir):**

This project is the County's top priority for Final Engineering and Land Acquisition. The project scope is to widen the roadway from 4 to 6 lanes, including pedestrian facilities and other amenities at appropriate locations within the corridor. This segment of MD 26 is a heavily traveled commuter route, linking Carroll County with the Baltimore region, including job centers in and around Baltimore City. It also provides access to current and future employment centers along the corridor and elsewhere within Carroll County for out-of-county commuters. A major project located within the corridor is currently under construction. The new Eldersburg Commons project, which is a redevelopment of the 30-acre property that was the location of the former Carrolltowne Mall, will bring 280,000 square feet of new retail space. Major tenants will include a Super Walmart, Petco, and T.J. Maxx. Construction of the Super Walmart is expected to be completed in the fall of this year, with the remainder of the development completed sometime in 2016. Transportation improvements within this corridor are needed to ease commuter congestion, enhance access to employment areas, improve function and aesthetics, and enhance safety throughout the corridor. The state has spent \$290,000 for completion of Project Planning. The County contributed \$1 million for Engineering Design; 30-percent design completion was achieved before the project was put on hold. The MD 26 priority project is listed in the Highway Needs Inventory, *Plan It 2035* Long-Range Transportation Plan, and the proposed *Maximize 2040* Long-Range Transportation Plan. It is also included in the *2001 Freedom Community Comprehensive Plan*.

**A. Phase 1 Breakout Project for Final Engineering Design and Land Acquisition: To be determined.** The Baltimore Metropolitan Council (BMC) is performing a corridor study for the County that includes this MD 26 project area. A component of the study is to determine feasible breakout projects for the MD 26 corridor. We anticipate that next year's Priority Letter will include the first breakout project for this overall MD 26 project.

**Urban Reconstruction ("Streetscape") Projects**

**1. MD 30 – Hampstead Main Street (North Woods Trail to CSX Railroad Crossing):**

This project is a top priority for the County for Urban Reconstruction (formerly Community Safety and Enhancement). The completion of the Hampstead Bypass removed a significant amount of through traffic from the downtown area. This project would begin to restore the Town's historic Main Street to an attractive and pedestrian-friendly urban local roadway. The

project would entail improvements to sidewalks, crosswalks, signal timing, travel lanes, and turning movements along the corridor, with a purpose of minimizing pedestrian and vehicular conflict. This project would be coordinated with the replacement of water lines along Main Street. In 2013, the state allocated \$19.5 million to fully fund Construction and completion of the state's portion of this project. The project is scheduled to be advertised March 15, 2016. The Hampstead Main Street project is listed in the Highway Needs Inventory, the FY 2014-2017 Transportation Improvement Program (TIP), and the Draft FY 2016-2019 TIP. It is also included in the *2010 Hampstead Community Comprehensive Plan*.

**2. MD 31 – New Windsor Main Street/High Street (High Street to Church Street/Coe Drive to Main Street):**

This Urban Reconstruction project is a high priority for Construction. Over a decade ago, the Town of New Windsor worked with the State Highway Administration to develop a streetscape plan for MD 31, which includes Main Street and High Street. This effort was meant to coordinate with the relocation of High Street, which would redirect heavy truck traffic away from the intersection of MD 31 and MD 75. The streetscape project was halted in 2002 as a result of a reduction in program funding, but the relocation of High Street was completed. In 2013, the state allocated \$1.5 million to fully fund Preliminary Engineering for this Urban Reconstruction project. Preliminary Engineering is underway and is expected to be completed in the summer of 2016. The project will include improvements to sidewalks, enhancements to bicycle and pedestrian accessibility, as well as roadway improvements. This project would be coordinated with the replacement of water (and possibly sewer) lines, and would have a positive economic impact on businesses in the Town. The MD 31 streetscape project is listed in the Highway Needs Inventory and the proposed *Maximize 2040 Long-Range Transportation Plan*. It is also included in the *2007 New Windsor Community Comprehensive Plan*.

**3. MD 851 – Sykesville Main Street/Springfield Avenue (Cooper Drive to South Branch of the Patapsco River):**

This Urban Reconstruction project is a high priority for Construction. MD 32 handles most of the through traffic in the vicinity of Sykesville, bypassing the downtown area. This project will help to restore the Town's historic Main Street to an attractive and pedestrian-friendly urban local roadway. In 2008, the state completed the project to relocate Springfield Avenue at its intersection with MD 32, which involved major investment by the state, County, and Town of Sykesville. This improvement project included the extension of Springfield Avenue east of MD 32, which greatly improved access to the Warfield Complex and provided an important connection between this major employment center and downtown Sykesville. The Urban Reconstruction project along Springfield Avenue and Main Street would involve roadway reconstruction and improvements to pedestrian and bicycle facilities, as well as inclusion of streetscape amenities. Timing will be critical so that streetscape and roadway improvements are coordinated with the replacement of water and sewer lines in the project area. Reconstruction will also address inadequate stormwater management, which is compromising the structural integrity of the roadway. In 2013, the state allocated \$0.5 million to fully fund Concepts for this Urban Reconstruction project. Development of Concepts is underway and is anticipated to be completed by the end of 2015. The County has programmed resources in the FY 2016 CIP (work beginning in FY 2017) that could significantly advance aspects of this project, as well. This priority project is listed in the Highway Needs Inventory and the

proposed *Maximize 2040 Long-Range Transportation Plan*. It is also included in the *2011 Town of Sykesville Master Plan*.

### **Transit Projects**

#### **1. TrailBlazer System Expansion - Westminster Transit Hub:**

This project is the County's top priority project for Transit Service in the County. The transit hub will help facilitate the expansion of the TrailBlazer service. The improved TrailBlazer routes will improve connectivity, reduce demand-response requests, and provide better access to lower-cost travel options. The project involves construction of a facility that will enable TrailBlazer bus riders access to a secure location to make their transfers or to wait for the next bus. Other amenities include an office for the County's Mobility Manager, travel-training classroom and office, restrooms, and areas for vending and ticketing. The project site will be centrally located within the County, in the general Westminster area. This transit hub will facilitate the expansion of transportation choices (i.e., alternatives to single-occupant vehicle travel) and services in the County. Through this location, the Mobility Manager can facilitate a better coordination of services through educating our residents on our cost-effective transit options and improving access to services. Accessibility to transportation services will be improved by facilitating walking, bicycling (i.e., buses will have bike racks), and ridesharing. Improved accessibility will also expand transportation availability to people who do not drive – children, older Americans, and lower-income residents. Diverting more pedestrians, bicyclists, and carpoolers from the roadway network will reduce traffic congestion, energy consumption, and air pollution. The hub will provide a safe and comfortable setting for riders to wait for their bus connection. It will also support the expansion of the TrailBlazer bus routes, expanded hours of service, and expanded coverage for connecting the County's municipalities with cost-effective fixed bus routes. Connecting to the last bus out of town in a secure location will provide a sense of security to our riders. The Transit Hub project is listed in the proposed *Maximize 2040 Long-Range Transportation Plan*.

### **Bicycle/Pedestrian/Trail Projects**

Carroll County continues to support state funding of two bikeways projects that will create local and, in the future, regional connections to area destinations and recreational resources. Both projects are the County's top priority for Construction of non-motorized transportation alternatives that will contribute to larger multi-modal transportation networks. These projects will provide an alternative mode of travel by accommodating bicyclists, as well as pedestrians, skaters, and other non-motorists. These projects are:

**1. Governor Frank Brown Trail (formerly known as the Freedom Area Trail Network):** This project will link parks, residential developments, commercial areas, and communities, including Eldersburg and the Town of Sykesville. The Feasibility Study and Preliminary Design have been completed. The first phase of trail construction has been funded through the Maryland Bikeways Program, with construction anticipated to begin this year.

**2. Bennett Cerf Park Trail Extension/Westminster Community Trail:** This project will link parks, residential development, local employers, and downtown Westminster. Two phases

of construction have been completed. Engineering/Design, funded by SHA's Bicycle Retrofit Program, is nearly complete for the third phase and construction is anticipated to follow. A fourth phase of the trail, which will be a joint effort with the City of Westminster, is planned to connect to the Westminster Community Pond and adjacent business park.

We want to emphasize the fact that there are several additional priority highway projects that are very important to the County, to which we are committed in the long term. These projects are critical to maintaining traffic safety and flow, and will contribute to a high quality of life and economic development opportunities in the designated growth areas of Carroll County. These projects are:

- MD 140 (Sullivan Road to Market Street): widen the roadway from 6 to 8 lanes, with a full interchange at MD 97 and Continuous Flow Intersections (CFI) at Center Street and Englar Road; includes pedestrian facilities and other amenities.
- MD 30 (Ebbvale Road to Cape Horn Road): initiate a study of the specific causes of congestion and the critical choke points; identify a set of congestion management solutions and safety enhancements that can be pursued incrementally or collectively as funding and timing allows.
- MD 140 (at MD 91): widen the roadway from 2 to 4 lanes, with a full interchange at MD 91 and an additional auxiliary lane east of MD 91; includes pedestrian facilities and other amenities.

As always, thank you for your positive consideration of Carroll's state transportation projects and priorities.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

CARROLL COUNTY DELEGATION

  
Doug Howard, President

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Stephen A. Wantz, Vice President

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Delegate Barrie S. Ciliberti

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Delegate Trent Kittleman

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Delegate Susan W. Krebs

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Delegate Warren E. Miller

*April Rose*  

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*Haven Shoemaker, Jr.*  

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Delegate David E. Vogt, III

cc: Town of Hampstead Mayor and Council  
Town of Manchester Mayor and Council  
Town of Mount Airy Mayor and Council  
Town of New Windsor Mayor and Council  
Town of Sykesville Mayor and Council  
City of Taneytown Mayor and Council  
Town of Union Bridge Mayor and Council  
City of Westminster Mayor and Council  
Don Halligan, Director, OPCP, MDOT  
Heather Murphy, Deputy Director, OPCP, MDOT  
Doug Simmons, Deputy Administrator, SHA  
Greg Slater, Director, OPPE, SHA  
Dave Coyne, Deputy Administrator, SHA  
Felicia Alexander, Deputy Director, Office of Planning & Preliminary Engineering, SHA  
D'Andrea L. Walker, Chief Administrator, MTA  
Suhair Al Khatib, Deputy Administrator, Planning and Engineering, MTA  
Kevin Quinn, Director, Planning and Programming, MTA  
Beth Kreider, Director, Local Transit Support, MTA  
Todd Lang, Director of Transportation, BMC  
Cabinet, Carroll County

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Delegate David E. Vogt, III



## **Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

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

- 1) Name of Project: MD 32
- 2) Submitting Jurisdiction: Carroll County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD 26 south to the Carroll County line; Phase 1 Breakout Project will pick up at the Piney Ridge Parkway/Macbeth Way intersection (to the point of existing dualization) and extend the 4-lane highway cross section to tie into the dualized intersection at Springfield Avenue.
- 4) Anticipated cost and funding source (approximate if available): \$189,000,000 state funding with a County match. \$6.4 million in state funding and \$3.3 million in Town funding was spent to dualize a portion of MD 32 and improve the entrance to the Warfield Complex. \$2.5 million in state funds with a \$2.5 million County match also were used for design, right-of-way acquisition, and construction of improvements to the MD 32 corridor between MD 26 and Macbeth Way. The Phase 1 Breakout Project is estimated to cost \$25 to \$30 million.
- 5) Description of project purpose and need (up to one paragraph): This project is the County's top priority for new Project Planning. The project scope is to widen the roadway from 2 to 4 lanes, including pedestrian facilities and other amenities within the Priority Funding Area. MD 32 is a heavily traveled commuter route, linking Carroll County with I-70 and the Baltimore-Washington region, including job centers in Columbia and Fort Meade. Improvements within this corridor are needed to ease commuter congestion and enhance access to employment areas. Moreover, this project is essential for advancing economic development opportunities already being created in the southeastern portion of Carroll County. In its 2013 Priority Letter, Howard County identified improvements to the MD 32 corridor from Route 108 to the County line as its highest safety priority. Over \$14 million already has been spent towards localized improvements within this corridor.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: \_\_\_\_\_  
Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The 2001 Freedom Community Comprehensive plan has a goal to "Provide a Safe and Functional Transportation System." This plan identified the MD 32 corridor as operating at poor levels of service and projected to continue to do so without dualization of the roadway. Improvements to MD 32, and dualization to four lanes, were identified in this plan as a top priority.

The 2014 Carroll County Master Plan seeks to "Provide a safe and functional intra-County transportation system that promotes access and mobility for people and goods through a variety of transportation modes". This plan contains a recommendation to work with SHA to upgrade MD 32 and MD 27 to a divided highway status from the southern County line to

Westminster. The 2011 Town of Sykesville Master Plan does not have goals that explicitly deal with improvements to MD 32, but one of its goals is to enhance the vitality of the Warfield Complex. The plan includes a recommendation to continue to lobby the State, in concert with Carroll and Howard Counties, for a 4-lane, dualized MD 32 between MD 26 and I-70. In addition, it states that the Town will continue to lobby for limiting access to MD 32 and to provide critical safety improvements to the highway between MD 26 and I-70.

7) In County priority letter? Yes  No

8) Smart Growth status and explanation: Inside a Priority Funding Area

9) 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: Improvement to this corridor will enhance roadway operations and capacity and increase travel time reliability both within the area and to outside destinations. With Federal employment south of the County expected to increase in the future, commuter traffic is also expected to increase.

**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: With the added capacity, the roadway will provide a safer environment for both commuter traffic and local traffic between Sykesville and Eldersburg. Overall safety will be enhanced by improvements to sidewalks in appropriate areas, crosswalks, signal timing, travel lanes, and turning movements along the corridor, minimizing pedestrian and vehicular conflict.

**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: Improvement to this urban section of roadway will improve existing network efficiency, making the Warfield Complex a more attractive place to conduct business. Improvements to the roadway could spur long desired reinvestment and redevelopment of this underutilized 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.**

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: This project is located within both the Freedom Designated Growth Area and state Priority Funding Area. This portion of MD 32 connects Eldersburg, Sykesville, and the Warfield Complex with the I-70 corridor, Columbia, and Fort Meade areas. Reducing travel times and idle times along this corridor will also improve air quality.

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

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

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

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The roadway improvements will provide significant upgrades to existing bicycle and pedestrian amenities, which in some areas are currently either substandard or nonexistent. The project will also better accommodate future growth and provide greater incentive for redevelopment by allowing for increased capacity and better linkages between major activity centers and the surrounding community.

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

## **Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

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

- 1) Name of Project: MD 97
- 2) Submitting Jurisdiction: Carroll County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD 140 to Pleasant Valley Road
- 4) Anticipated cost and funding source (approximate if available): \$181,000,000 state funding with a County match
- 5) Description of project purpose and need (up to one paragraph): The project scope is to widen the roadway from 3 to 5 lanes, with a full interchange at Meadow Branch Road. It also includes pedestrian facilities and other amenities. This portion of MD 97 handles a significant amount of commuter traffic from the northern part of the County and Pennsylvania. It also provides direct access to the Carroll County Regional Airport, and numerous industrial parks (including the Westminster Air Business Center, Meadow Branch Industrial Park, and West Branch Trade Center), linking them to the MD 140 corridor and the Baltimore region. \$1.0 million already has been dedicated by the Carroll County Industrial Development Authority toward improvements to this segment of roadway.
- 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: \_\_\_\_\_  
Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The 2007 Westminster Environs Community Comprehensive Plan mentions the MD 97 project and scope under Specific Transportation Project Recommendations in the plan. It also includes a goal to "Provide a variety of transportation options for travel within the County and outside the County for business, employment, shopping, medical, and other purposes," and another goal to "Reduce traffic congestion by improving the safety and efficiency of the community's existing and future transportation network." The 2009 City of Westminster Comprehensive Plan includes a goal to "Develop a transportation system that recognizes regional traffic needs, while allowing the Westminster area to meet economic development goals". The plan also includes a goal to "Maintain the availability of safe air travel services in Westminster", and another goal to "Support a diversified and stable economic environment that will enhance the standard of living of all citizens, and be compatible with the Municipal Growth Element."
- 7) In County priority letter? Yes  No
- 8) Smart Growth status and explanation: Inside Priority Funding Area

- 9) 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: Improvement to this corridor will enhance roadway operations and capacity and increase travel time reliability to outside destinations for both commuter traffic and businesses and industry located within the area.

**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: Overall safety will be enhanced by improvements to intersection traffic flow patterns, signal timing, travel lane capacity and turning movements along the corridor. The creation of pedestrian facilities and other amenities will minimize pedestrian and vehicular conflict and link downtown Westminster and surrounding communities to this major commerce center.

**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: Improvement to this urban section of roadway will improve existing network efficiency, making this airport and surrounding industrial parks more attractive places to conduct business, which could spur investment and development of vacant, underdeveloped, or underutilized sites or areas. These improvements will also help move commuter traffic through the area making access to local business easier.

**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: This project is located within both the Westminster Designated Growth Area and state Priority Funding Area. The airport, acquired by the County in 1977, is a major center of commerce and has experienced steady growth since that time through both public and private investment. This area is one of Westminster's largest concentrations of industrially zoned land. Reducing travel times and idle times along this corridor will contribute to improved air quality.

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

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

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

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The roadway improvements will provide significant upgrades to existing bicycle and pedestrian amenities, which are currently either substandard or nonexistent. The project will also better accommodate future growth and provide greater access to the airport.

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

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

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

- 1) Name of Project: MD 26
- 2) Submitting Jurisdiction: Carroll County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD 32 east to Liberty Reservoir; a Phase 1 Breakout Project will be determined with completion of a corridor study conducted by BMC for the County.
- 4) Anticipated cost and funding source (approximate if available): \$91,000,000 state funding with a County match. The state has spent \$290,000 for completion of Project Planning. The County contributed \$1,000,000 for Engineering Design. The Phase 1 Breakout Project is anticipated to cost in the range of \$20 million.
- 5) Description of project purpose and need (up to one paragraph): This project is the County's top priority for Final Engineering and Land Acquisition. The project scope is to widen the roadway from 4 to 6 lanes, including pedestrian facilities and other amenities at appropriate locations within the corridor. This segment of MD 26 is a heavily traveled commuter route, linking Carroll County with the Baltimore region, including job centers in and around Baltimore City. It also provides access to current and future employment centers along the corridor and elsewhere within Carroll County for out-of-county commuters. A major project, Eldersburg Commons, will redevelop a 30-acre site and bring 280,000 square feet of new retail space. Completion of the project is anticipated sometime in 2016. Transportation improvements within this corridor are needed to ease commuter congestion, enhance access to employment areas, improve function and aesthetics, and enhance safety throughout the corridor.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: \_\_\_\_\_  
Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The goal of the 2001 Freedom Community Comprehensive Plan is "To provide a safe and functional transportation system." The plan recognizes the high traffic volume along this segment of MD 26 and contains a recommendation to construct state roadway improvements in a timely manner, including implementation of access consolidation in the MD 26 commercial corridor. The 2014 Carroll County Master Plan identifies this segment of MD 26 as a major commuter route and includes this project as a needed state highway improvement project for the County. The plan contains a recommendation to "Work with the State Highway Administration to address needed high priority state highway upgrades, as deemed by the County that are unfunded".
- 7) In County priority letter? Yes  No
- 8) Smart Growth status and explanation: Inside Priority Funding Area

- 9) 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: Improvement to this corridor will enhance roadway operations and capacity and increase travel time reliability both within the area and to outside destinations for both commuter traffic and businesses and industry located within the area.

**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: Overall safety will be enhanced by improvements to intersection traffic flow patterns, signal timing, travel lane capacity and turning movements along the corridor. The creation of pedestrian facilities and other amenities will minimize pedestrian and vehicular conflict.

**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: Improvement to this urban section of roadway will improve existing network efficiency, making this major commercial corridor in Freedom/Eldersburg a more attractive place to conduct business, which could spur reinvestment and redevelopment of underdeveloped or underutilized sites or areas.

**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: This project is located within both the Freedom Designated Growth Area and state Priority Funding Area. This segment of MD 26 connects commuters between Carroll County and the Baltimore region. It is also the location of a major commercial corridor for the community. Along this corridor, numerous shopping centers and activity centers exist that could benefit economically from investment in improvements to MD 26. Reducing travel times and idle times along this corridor will also improve air quality.



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

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

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

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The roadway improvements will provide significant upgrades to existing bicycle and pedestrian amenities, which in some areas are currently either substandard or nonexistent. The project will also better accommodate future growth and provide greater incentive for redevelopment by allowing for increased capacity and better linkages between major activity centers and the surrounding community.

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

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

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

- 1) Name of Project: MD 30 (Hampstead Main Street)
- 2) Submitting Jurisdiction: Carroll County / Town of Hampstead
- 3) Location of the project (describe project limits and location, attach map if available and applicable): North Woods Trail to CSX railroad crossing
- 4) Anticipated cost and funding source (approximate if available): Total Estimated cost of \$23,000,000, state funded with County and Municipal match. \$1,500,000 had previously been dedicated toward Preliminary Engineering. In 2013, the state committed \$19.5 million to fully fund Construction; with prior allocations, the project has been fully funded for completion of the state's portion of the project. The Town of Hampstead will be financially responsible for the waterline replacement project.
- 5) Description of project purpose and need (up to one paragraph): This project is a top priority for the County for Community Safety and Enhancement (formerly Neighborhood Conservation). The completion of the Hampstead Bypass removed a significant amount of through traffic from the downtown area. This project would begin to restore the Town's historic Main Street to an attractive and pedestrian-friendly urban local roadway. The project would entail improvements to sidewalks, crosswalks, signal timing, travel lanes, and turning movements along the corridor, with a purpose of minimizing pedestrian and vehicular conflict. This project would be coordinated with the replacement of waterlines along Main Street.
- 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: \_\_\_\_\_  
Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The 2010 Hampstead Community Comprehensive Plan contains the following goals: "To create more off-street parking opportunities in downtown Hampstead," "To provide a more comprehensive system of bicycle and pedestrian links within the community," and, "To facilitate improved traffic circulation for residents within the community." The plan contains a recommendation to work with SHA to make planned improvements to MD 30. Additionally, the Town's Main Street Revitalization Plan, adopted in 2003 and updated in 2008, calls for construction of the Main Street streetscape project.
- 7) In County priority letter? Yes  No
- 8) Smart Growth status and explanation: Inside Priority Funding Area
- 9) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

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

Objective: Enhance customer service and experience.

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

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

If checked, please describe how the project supports the goal and objectives: The project would bring all pedestrian facilities, such as crosswalks and sidewalks, within the project limits up to ADA standards.

**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: Overall safety will be enhanced by improvements to sidewalks, crosswalks, signal timing, travel lanes, and turning movements along the corridor, minimizing conflict.

**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: Improvement to this urban section of roadway will improve existing network efficiency, making the downtown area a more attractive place to live and conduct business which could spur reinvestment and redevelopment of underdeveloped or underutilized sites or areas.

**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: This project is located within both the Hampstead Designated Growth Area and state Priority Funding Area. The Main Street corridor is not part of a National Register Historic District, but does contain numerous historical sites within the scope of the project. Enhancing the attractiveness and functionality of the roadway in this existing community will support Smart Growth policies.

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

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

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

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The roadway improvements will provide significant upgrades to existing bicycle and pedestrian amenities where appropriate. The project will also better accommodate future growth and provide greater incentive for redevelopment by allowing for increased capacity and better linkages between major activity centers, the downtown area, and the surrounding community.

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

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

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

- 1) Name of Project: **MD 31 – New Windsor Main Street/High Street Revitalization**
- 2) Submitting Jurisdiction: **Carroll County / Town of New Windsor**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **High Street from Coe Drive to Main Street and Main Street from High Street to Church Street**
- 4) Anticipated cost and funding source (approximate if available): **Total Estimated cost of \$15,000,000, state funded with Municipal and possible private match. In 2013, the state allocated \$1.5 million to fully fund Preliminary Engineering for this Community Safety and Enhancement Program project.**
- 5) Description of project purpose and need (up to one paragraph): **Over a decade ago, the Town of New Windsor worked with State Highway Administration to develop a streetscape plan for MD 31, which includes Main Street and High Street. This effort was meant to coordinate with the relocation of High Street, which would redirect heavy truck traffic away from the intersection of MD 31 and MD 75. The streetscape project was halted in 2002 as a result of a reduction in program funding. With the relocation of High Street complete, New Windsor became anxious to resume the Preliminary Engineering phase of this project, which is underway. Completion of the project will result in improvements to sidewalks, streetscaping, and pedestrian crossings, as well as roadway improvements. This project would be coordinated with the replacement of water (and possibly sewer) lines, and would have a positive economic impact on businesses in the Town.**
- 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: \_\_\_\_\_  
Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: **The 2010 Amended New Windsor Community Comprehensive Plan has three Transportation goals: "Address intersection safety improvements;" "Promote sidewalk connections to improve pedestrian access;" and, "Install traffic calming devices." This project is listed in the Recommended Actions section of the Transportation chapter as follows: "To achieve a more pedestrian-friendly streetscape, a sidewalk reconstruction program combined with appropriate landscaping is recommended along this segment of Main Street."**
- 7) In County priority letter? Yes  No
- 8) Smart Growth status and explanation: **Inside Priority Funding Area**
- 9) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

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

Objective: Enhance customer service and experience.

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

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

If checked, please describe how the project supports the goal and objectives: The project would bring all pedestrian facilities, such as crosswalks and sidewalks, within the project limits up to ADA standards.

**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: Overall safety will be enhanced by improvements to sidewalks and crosswalks along the corridor, minimizing conflict.

**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: Improvement to this urban section of roadway will improve existing network efficiency, making the downtown area a more attractive place to live and conduct business, which could spur reinvestment and redevelopment in the historic Main Street area of town.

**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: This project is located within the New Windsor Designated Growth Area and state Priority Funding Area. The Main Street corridor also is part of a National Register Historic District. Enhancing the attractiveness and functionality of the roadway in this existing community will support Smart Growth policies and community revitalization.

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

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

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

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The roadway improvements will provide significant upgrades to existing pedestrian amenities where appropriate.

The project will also support revitalization efforts, thereby making the Town a safe and attractive place to live, visit and conduct business.

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

## **Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

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

- 1) **Name of Project:** MD 851 (Sykesville Main Street/Springfield Avenue)
- 2) **Submitting Jurisdiction:** Carroll County / Town of Sykesville
- 3) **Location of the project (describe project limits and location, attach map if available and applicable):** Cooper Drive to South Branch of the Patapsco River
- 4) **Anticipated cost and funding source (approximate if available):** Total Estimated cost of \$9,000,000, state funded with County and Municipal match. In 2013, the state allocated \$0.5 million to fully fund Concepts for this Community Safety and Enhancement Program project.
- 5) **Description of project purpose and need (up to one paragraph):** MD 32 handles most of the through traffic, bypassing the downtown area. This project would involve roadway reconstruction and improvements to pedestrian and bicycle facilities, as well as inclusion of streetscape amenities. It will help to restore the Town's historic Main Street to an attractive and pedestrian-friendly urban local roadway. Timing will be critical so that streetscape and roadway improvements are coordinated with the replacement of water and sewer lines in the project area.
- 6) **Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan?** Yes  No  **Project located outside of MPO boundaries:** \_\_\_\_\_  
**Is the project consistent with the local land use plans?** Yes  No  **Describe specifics on how the project supports the local land use plan goals, objectives and/or policies:** The 2011 Sykesville Master Plan contains a goal of "Creating conditions favorable to health, safety, transportation, prosperity, civic activities, and recreational, educational, and cultural opportunities." The plan's Downtown Revitalization chapter includes a goal of "Main Street enhancements and beautification projects," with objectives that include "Update prior goals and implement in phases," "Streetscaping- SHA program," "Sidewalks, flower boxes, banners, greenery," "Consider reverting MD 851 to Town control." The Transportation chapter contains a list of transportation activities, including "Town should consider accepting the transfer of Maryland Route 851 (Main Street/ Springfield Avenue) from state ownership to Town ownership in conjunction with the Maryland Streetscape Program."
- 7) **In County priority letter?** Yes  No
- 8) **Smart Growth status and explanation:** Inside Priority Funding Area
- 9) **Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)**



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

Objective: Enhance customer service and experience.

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

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

If checked, please describe how the project supports the goal and objectives: The project would bring all pedestrian facilities, such as crosswalks and sidewalks, within the project limits up to ADA standards.

**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: Overall safety will be enhanced by improvements to travel lane widths and intersections, and upgrades to sidewalks and crosswalks.

**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: Improvement to this urban section of roadway will improve existing network efficiency. It will make the downtown Main Street area a more attractive place to live and conduct business. Coordination of this project with water and sewer facility improvements will maximize the performance of all infrastructure systems.

**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: This project is located within both the Sykesville Designated Growth Area and state Priority Funding Area. The Main Street corridor is also part of a National Main Street community, a Maryland Main Street community, a National Register Historic District, and a local historic district. Enhancing the attractiveness and functionality of the roadway in this existing community will support Smart Growth policies.

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

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

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

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The roadway improvements will provide significant upgrades to existing bicycle and pedestrian amenities where

appropriate. The project also will better accommodate future growth and provide greater incentive for redevelopment by allowing for increased capacity and better linkages between major activity centers, the downtown area, and the surrounding community.

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

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**  
*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: TrailBlazer System Expansion - Westminster Transit Hub
- 2) Submitting Jurisdiction: Carroll County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): General Westminster area; site to be determined
- 4) Anticipated cost and funding source (approximate if available): Total Estimated cost of \$2,000,000, state funded with County match.
- 5) Description of project purpose and need (up to one paragraph): This project is the County's top priority project for transit service in the County. The project involves construction of a facility that will enable transfers for TrailBlazer bus riders. Other amenities include an office for the County's Mobility Manager, travel-training classroom and office, restrooms, and areas for vending and ticketing. The project site will be centrally located within the County, in the general Westminster area. This transit hub will facilitate the expansion of transportation choices (i.e., alternatives to single-occupant vehicle travel) and services in the County. Accessibility to transportation services will be improved by facilitating walking, bicycling (i.e., buses will have bike racks), and ridesharing. Improved accessibility will also expand transportation availability to people who do not drive – children, senior citizens, and lower-income citizens. Diverting more pedestrians, bicyclists, and carpoolers from the roadway network will reduce traffic congestion, energy consumption, and air pollution. The hub will provide a safe and comfortable setting for riders to wait for their bus connection. It will also support the expansion of the TrailBlazer bus routes, expanded hours of service, and expanded coverage for connecting the County's municipalities with cost-effective fixed bus routes. The Transit Hub project is listed in *Maximize 2040 Long-Range Transportation Plan*.
- 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: \_\_\_\_\_  
Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The transportation goal contained in the *2014 Carroll County Master Plan* is to "Provide a safe and functional intra-County transportation system that promotes access and mobility for people and goods through a variety of transportation modes." The plan includes the following two policies: "Provide a safe and functional intra-County transportation system that promotes access, connectivity and mobility for people and goods through a variety of transportation modes" and "Develop pedestrian and bicycle opportunities within the County's transportation system." The plan also contains the following two recommendations: "Reduce traffic congestion by enhancing connectivity and upgrading inter and intra-county connector transportation routes" and "Enhance

the safety of the County's roadways by enhancing connectivity and upgrading inter and intra-county connector transportation routes." In discussions on the Westminster TrailBlazer Transit Hub as a project for inclusion in *Maximize 2040*, the Board of Carroll County Commissioners expressed interest in providing additional bus routes and public transit hub facilities in other areas of the County as the need arises in the future. The Board indicated that the County's first transit hub in the centrally located Westminster area would establish a good starting point on which future routes and hub facilities could build.

- 7) In County priority letter? Yes  No
- 8) Smart Growth status and explanation: Site is anticipated to be located inside the Westminster Priority Funding Area
- 9) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

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

Objective: Enhance customer service and experience.

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

Objective: Facilitate coordination and collaboration with agency partners and stakeholders. If checked, please describe how the project supports the goal and objectives: The project will provide TrailBlazer riders a safe, weather-protected, and comfortable facility for bus route connections. Improving connectivity through scheduling will benefit the riders with improved time points.

**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: Overall safety will be enhanced by improvements to inter-modal connectivity/accessibility and provision of a comfortable and safe facility with amenities.

**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: This transit hub will facilitate an increase in ridership, resulting in fewer single-occupant vehicles on our

roadways. This reduction in traffic will serve to optimize the efficient use of our existing roadway network.

**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: The transit hub will be a safe and convenient facility that will provide access to the County's transportation system for walkers, bicyclists, general motorists, and commuters. Increasing accessibility to the transportation network will expand use of the network, while diverting more single-occupant-vehicle traffic to buses will improve the efficiency of public roadways.

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

