

Appendix F: Priority Letters

What Do the Jurisdictions Want?

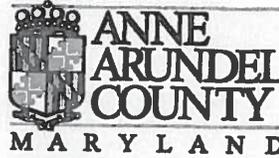
GEORGE HOWARD BUILDING

Annual priority letters publicly express to MDOT local priorities for major capital projects. Each year, the Consolidated Transportation Program (CTP), or six-year capital budget for state transportation projects, is revised based on:

- these letters
- state needs and goals
- regional and local needs and goals
- funding availability

Anne Arundel County

STEVEN R. SCHUH
County Executive



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RECEIVED

MAY 14 2015

SECRETARY'S OFFICE
DEPT. OF TRANSPORTATION

May 5, 2015

The Honorable Pete K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Drive
PO Box 548
Hanover, MD 21076

Dear Secretary Rahn:

Enclosed is Anne Arundel County's FY 2016 Priority Projects List for your consideration for inclusion in the FY 2016 through FY 2021 *Consolidated Transportation Program*. The County sends this list to you as a guide to assist the Department in advancing necessary highway, transit, capacity, safety and enhancement projects in accordance with the Transportation Article, Sections 8-610 through 8-613.1 of the Annotated Code of Maryland. This list reflects an update of the County's previous FY 2015 Priority Letter and List, dated April 2014.

As you know, the roads in Anne Arundel County are subject to traffic generated by the multiple State owned facilities (BWI-Thurgood Marshall, Port of Baltimore, Chesapeake Bay Bridge, State Capital, and several State agencies) as well as the continuing growth of the National Security Agency (NSA) at Fort George G. Meade. This installation and its tenant agencies and contractors are very important contributors to the County's and State's economic vitality.

Despite significant reductions in highway user revenues, the County has remained a good partner in funding the necessary studies and construction to improve State infrastructure. These efforts have included funding planning studies for Annapolis Road (MD 175) and the Environmental Assessment (EA) for Fort Meade-Laurel Road (MD 198). We have funded improvements to Central Avenue (MD 214) at Muddy Creek Road (MD 468) in Mayo, completed improvements on Hog Neck Road (MD 607) at MD 100 in Lake Shore, and are partnering with the Department to build improvements on Mountain Road (MD 177) at Woods Road. We also completed 30% plans for multiple intersections around Fort Meade and hope to partner with the Department to construct necessary improvements to reduce congestion near the Fort.

The following are the County's highest priorities by various categories of funding:

"Anne Arundel County: The best place to live, work and start a business in Maryland."

Highways:

Annapolis Road (MD175): MD 175 remains the County's highest primary road priority for the reasons noted above.

Robert Crain Highway (MD 3): This road is the only connection between major suburban population centers and Fort Meade/BWI. The project has languished for years waiting for necessary environmental approvals. We ask that the Department do what it can to break the log jam and advance it to design and construction.

John Hanson Highway (US 50-US 301): We ask that the Department complete planning and design of the segment of the John Hanson Highway (US 50-US 301) from east of Rowe Boulevard (MD 70) to Governor Ritchie Highway (MD 2) to provide relief to daily recurring congestion to improve access to the State's Capital and its necessary medical facilities.

Fort Meade Road (MD 198): As noted, the County has fully funded the activities of the Maryland State Highway Administration to complete the EA of the MD 198 Corridor from MD 32 to the Baltimore-Washington Parkway. The County requests that SHA complete the EA and advance an initial or break-out project that could demonstrate the corridor's importance and obtain the necessary environmental clearance from the Federal Highway Administration.

Transit:

Odenton MARC Station TOD: Improving accessibility to the Odenton MARC Station and its more than 50 daily trains is our highest transit priority, and the County requests that MDOT identify funding to replace the existing 2,000 surface spaces with structured parking. As a good partner, the County has created a Tax Increment Financing District to assist in funding the replacement parking in garage(s).

System Preservation/Highway Safety Projects:

Mountain Road (MD 177) at Hog Neck Road (MD 607): The County has previously funded SHA to evaluate and recommend improvements to reduce recurring congestion at this intersection of two important State-maintained roads. The County recommends that the State advance funding to construct a new northbound through lane.

Community Safety and Enhancement Program:

Baltimore-Annapolis Boulevard (MD 648) Safety and Enhancement: Previously SHA initiated design of corridor safety and enhancements from MD 2 to MD 10. This corridor is a main street of Glen Burnie connecting residences to schools and commercial activities. The County requests that SHA finish the design effort and advance the project to construction.

Sidewalks:

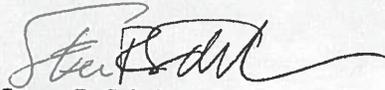
Fort Smallwood Road (MD 173) Sidewalk from Duval Highway to Riviera Drive: This segment of MD 173 carries substantial traffic and creates difficulties for pedestrians and bicyclists wishing to access schools and other public facilities. It has been identified by both SHA and the County as a Tier I pedestrian/bicycle facility. The County requests funding for design and construction of this important segment of the network.

Trails/Bikeways:

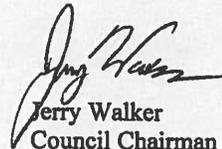
Broadneck Peninsula Trail: This important segment of the trail system will offer safe connections among public recreation areas, Anne Arundel Community College and the B&A Trail across MD 2. The County requests funding for design and construction.

Our priority list is enclosed. The attached list identifies highway, transit, and, conservation, preservation, and safety that are our priorities to maintain the mobility of our residents, visitors and work force and to improve access to important centers of activity. We hope to maintain a mutually beneficial working relationship with you and your Department.

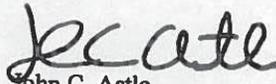
Sincerely,



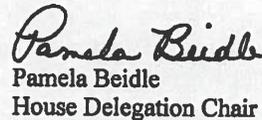
Steven R. Schuh
County Executive



Jerry Walker
Council Chairman



John C. Astle
Senate Delegation Chair



Pamela Beidle
House Delegation Chair

Enclosure

cc: Members, Anne Arundel County House and Senate Delegation
Members of County Council
John R. Hammond, Chief Administrative Officer
Christopher Phipps, Director, Department of Public Works
Larry R. Tom, Planning & Zoning Officer
George Cardwell, Planning Administrator

FY 2016 Anne Arundel County Priority Letter, April 2015

TRANSPORTATION PRIORITIES

HIGHWAYS

DEVELOPMENT AND EVALUATION PROGRAM

The roadway segments displayed below will require the initiation or completion of project planning studies before the actual system improvements can be constructed. These projects are included in the Highway Needs Inventory and on the Long Range Plan of the Baltimore Region and the County's *General Development Plan* (2009).

MCP 1: Annapolis Road (MD 175) from Baltimore-Washington Parkway (MD 295) to Telegraph Road (MD 170): Multi-lane Reconstruct: This project remains the County's highest priority on the primary system. The project is necessary to support the increasing travel demand at and around Fort Meade as a result of changes in installation security, increases in activity at the post, and development occurring around the installation. We ask for funding to advance the final design of the interchange at MD 295 and to initiate detailed design on the segment adjacent to Fort Meade between the interim intersection improvements at the gates to the garrison. The interchange design and construction will complement privately funded improvements along MD 175 on either side of the interchange providing a continuous improvement between National Business Park and Fort Meade's Rockenbach Road Access Control Point.

MCP 2: Robert Crain Highway (MD 3) from the Prince George's County Line to Patuxent Freeway (MD 32/I-97): Improvements in this corridor are necessary to meet the growing travel demand due to increasing residential and employment growth to the south of the alignment and increases in population and job growth in and around Fort Meade and BWI Airport. The Environmental Impact Statement identified Purpose and Need for improvements, and we recommend advancing the six-lane segment from north of Waugh Chapel-Reidel Road to MD 32 into final design and construction. We believe this segment has independent utility, will reduce recurring congestion and reduce the number of potential crashes associated with recurring congestion. Consistent with the selected alternative, this segment will also include pedestrian and bicycle facilities.

MCP 3: Fort Meade Road (MD 198) from Baltimore-Washington Parkway to Patuxent Freeway (MD 32): The project is necessary to meet current and anticipated travel demand occurring as a result of development in Laurel, BRAC at Fort Meade, NSA and US Cyber Command and to maintain safe traffic flow. Because MD 198 is the County's highest priority on the secondary system, the County is funding the environmental assessment and seeks the timely identification of short-term improvements. We ask that SHA rapidly complete the environmental studies and initiate 30% design on the selected alternative, both to meet an identified need do its part in our partnership. The draft Environmental Assessment has identified the Purpose and Need for this project and all resource and regulatory agencies have concurred.

FY 2016 Anne Arundel County Priority Letter, April 2015

MCP 4: John Hanson Highway (US 50) from the William Preston Lane, Jr. Memorial Bridge to I-97: Severn River Bridge: This is the major highway serving the Washington Metropolitan Area, the Chesapeake Bay Bridge, Eastern Shore and City of Annapolis. Portions of the facility, especially from MD 665, across the Severn River Bridge to Governor Ritchie Highway (MD 2), experience recurring congestion. SHA's previous feasibility study established a probable Purpose and Need for the capacity increase. We ask that recommended improvements to US 50 at the Severn River Bridge be funded for project planning, design and construction. Advancing this segment meets the goals identified in 2007 by elected officials in both Anne Arundel and Queen Anne's Counties.

MCP 5: Baltimore-Washington Parkway (MD 295) from MD 100 to I-195: This section of MD 295 has become more congested with the increased activity at BWI, Fort Meade, and Arundel Mills. The Environmental Assessment identified Purpose and Need for improvements and has received Location Approval. Design and construction of this corridor improvement should include the Hanover Road interchange and the Hanover Connector Road from the Parkway to Aviation Boulevard (MD 170), as well as separated pedestrian and bicycle facilities connecting the Patuxent Valley State Park to BWI Trail.

MCP 6: Patuxent Freeway (MD 32) from MD 175 to I-95: Growth in east-west travel coupled with planned expansion of the NSA, Fort Meade, US Cyber Command and their contractor base will only exacerbate recurring congestion and the need for increased capacity. We recommend initiation of project planning and request that managed lanes be considered as part of that process. Construction of improvements along MD 32 will provide more efficient multi-modal connections between one of the largest employment sites in the State with large population areas in Annapolis and Columbia and will also promote the five goals of the MTP.

SYSTEM PRESERVATION/HIGHWAY SAFETY PROJECTS

The following should be studied to identify the necessary improvements needed to improve motorist safety and relieve congestion, or to take advantage of previous design studies, advancing those improvements to construction. Construction of these projects is consistent with the adopted goals of the MTP.

Mountain Road (MD 177) at Magothy Bridge-Hog Neck Road (MD 607). The County previously funded planning studies, design and construction of the MD 100/MD 607 intersection with extended capacity to the northbound approach of its intersection with MD 177. The intersection at Mountain Road continues to experience crashes and recurring congestion. The County believes that improvements at this location will address both concerns.

Intersection Improvements to Support BRAC Recommendations. Anne Arundel County, in partnership with SHA, completed studies in 2009 developing 30% plans for various intersections near Fort Meade. We believe these State-maintained intersections should be advanced to final design especially in light of the Enhanced Use Lease at project, located at Fort Meade being finalized:

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- Reece Road (MD 174) at Pioneer Drive
- Reece Road (MD 174) at Telegraph Road (MD 170)
- Ridge Road (MD 713) at Severn Road

Aris T. Allen Boulevard (MD 665) at Riva Road. We seek the State's assistance in design and construction of improvements to reduce recurring congestion at this gateway to Annapolis and Parole.

Mount Zion-Marlboro Road (MD 408) at Bayard Road (MD 422). We seek construction funds for a new slip ramp and design of long term improvements.

Bay Front Road (MD 258) at MD 794 combined with Southern Maryland Boulevard (MD 4) at Talbot Road. We are seeking funds for safety improvements.

MD 100 at Coca Cola Drive. We seek funding to conduct appropriate planning and preliminary design to evaluate traffic operation conditions at the interchange to determine the extent of improvement necessary to address recurring queue formation.

COMMUNITY SAFETY AND ENHANCEMENT PROGRAM

The following projects, when funded for construction, will help revitalize these redeveloping communities by improving pedestrian circulation. These requested projects support revitalization in the State's mature communities and are consistent with adopted goals of the MTP and support prior investments in planning.

Baltimore-Annapolis Boulevard (MD 648) from Cromwell Light Rail Station to Arundel Expressway (MD 10), we are seeking funds to design a pedestrian and bicycle compatible corridor connecting Glen Burnie with the State's light rail investment.

Belle Grove Road (MD 170) from MD 648 to Ritchie Highway (MD 2), we are seeking planning and design funds for the section from I-895 to Baltimore City Line, so that the corridor is complete.

West Street (MD 450) between MD 2 and Admiral Drive, we are seeking planning/design funds to reduce congestion, improve pedestrian and bicycle compatibility, and enhance a major gateway to the State's capital.

Deale-Churchton Road (MD 256) from Bay Front Road East (MD 258) to Rockhold Creek Streetscape, we are seeking planning and design funds for the balance of the project.

Taylor Avenue (MD 435) from Rowe Boulevard (MD 70) to end of State maintenance, we are seeking design funds to create a pedestrian and bicycle compatible corridor connecting the State employment complex with adjoining communities consistent with

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the goals and policies of the MTP and prior recommendations in the City of Annapolis West Annapolis Study.

TRANSIT

DEVELOPMENT/EVALUATION PROGRAM

T.1 MARC Service Capacity and Accessibility Improvements

At the request of MDOT, the Anne Arundel County Council in Resolution 3-15 designed an area of approximately 750 acres around the Odenton MARC Station as a Transit Oriented Development Area. To improve accessibility to the MARC system, garages must be constructed in Odenton, which has the largest number of boardings for any suburban station in the system. The garage increases accessibility, serves as a focal point for transit to support development at Fort Meade and the Odenton Town Center and reduces the sprawl and inefficiency of surface lots scattered throughout Odenton.

T.2 Commuter Bus

With the growing price of auto operation as well as the aging of the workforce, investment in more commuter bus routes and parking facilities is necessary. The County appreciates funding for construction to enlarge the Davidsonville (MD 424) park and ride lot and the increase in commuter bus service between Severna Park and Washington, DC. We seek funds to increase commuter bus service connecting the County with the Baltimore and Washington metropolitan area, thus supporting all five of the MTP goals and recommendations in the Transit Development Plan.

T.3 Annapolis/Parole Intermodal Facility

This transit facility, included in previous Priority Letters since 2005, is envisioned to be located in Annapolis or Parole and to support the current and increasing transit demand within the Annapolis/Parole area and to serve as a hub for transit service connecting the Washington and Baltimore areas, plus Fort Meade and BWI. Purpose and Need for a garage facility is well documented in MDOT funded studies (conducted in 2002 through 2004) of the Annapolis/Parole Area and recommended in both the City of Annapolis and the County's Transit Development Plans. Current park and ride capacity in the Annapolis/Parole area is insufficient to meet the increasing demand caused by growth in employment in the Washington Area and recurring congestion. The City of Annapolis has received planning funds to conduct pre-NEPA analysis and is supported in that effort by the County. Supporting greater access to transit meets all five MTP goals. We are seeking project planning and design funds to help implement recommendations of the planning study.

SIDEWALK PROGRAM

These projects connect neighborhoods with public facilities and activity centers and provide residents with an alternate means of mobility. The purpose and need for these projects has been previously identified in the adopted *Pedestrian and Bicycle Master Plan* and meet the goals of the MTP. The County appreciates efforts of SHA to address

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previous requests for sidewalk construction along Central Avenue in Mayo and Davidsonville Road in Crofton.

Fort Smallwood Road (MD 173) from Duval Highway to Riviera Drive

Mayo Road (MD 253) from Solomons Island Rd (MD 2) to Central Avenue (MD 214)

Defense Highway (MD 450) Tarrytown Avenue to Good Hope Road

Ridgley Avenue (MD 436) from Taylor Avenue to Arundel Place

Nursery Road (MD 168) from Hammonds Ferry Road to Baltimore Annapolis Boulevard (MD 648)

West Street (MD 450) from Solomons Island Road to Admiral Drive

Crain Highway (MD 3 Bus) Green Branch Lane to Oak Manor Drive

Solomons Island Road (MD 2) from Admiral Cochran to Forest Drive

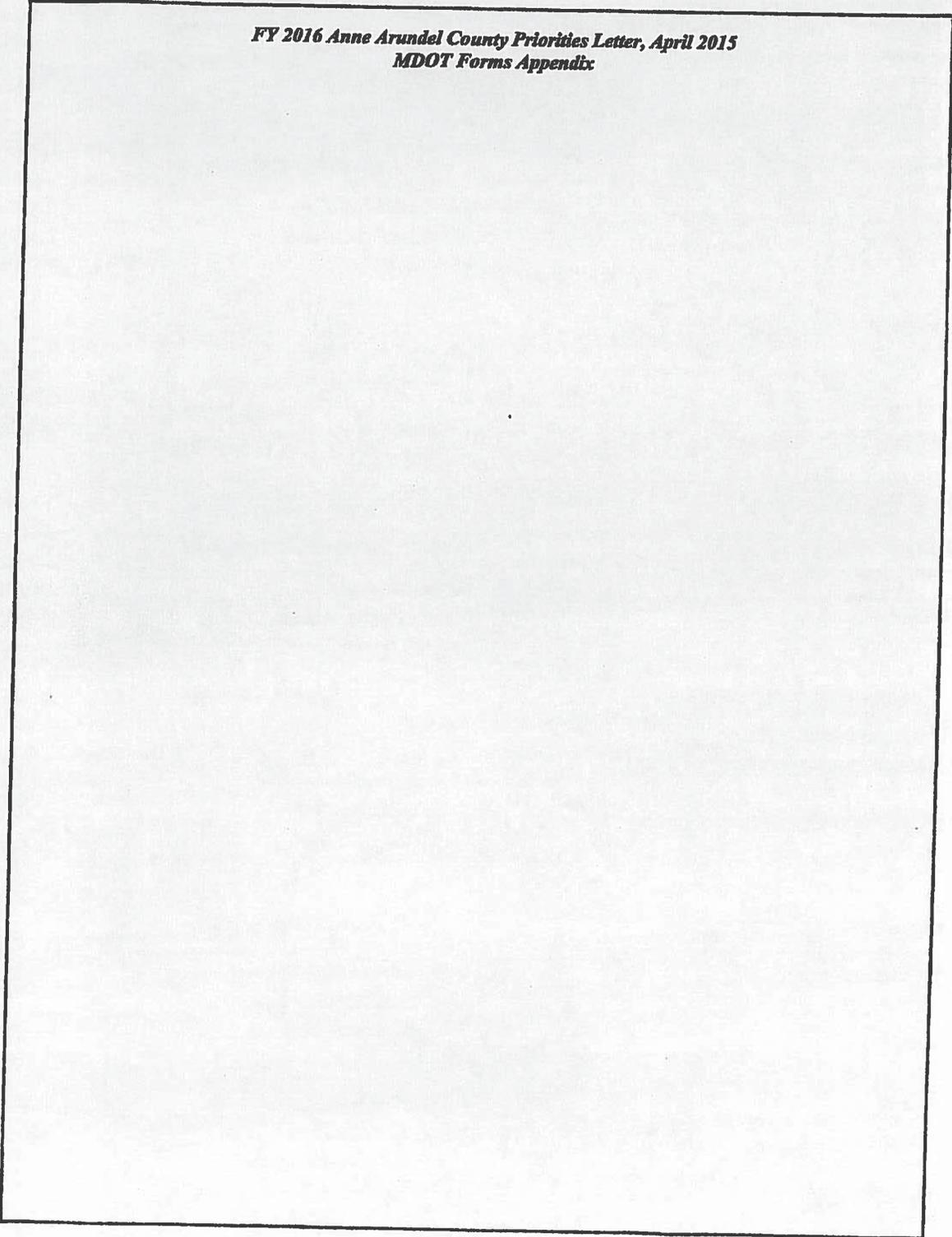
TRAILS/BIKEWAYS

Broadneck Peninsula Trail: The Broadneck Peninsula Trail is a proposed 9 mile paved recreational trail from Maryland Route 2 to Sandy Point State Park located on the north side of College Parkway. Phase one from Green Holly Drive to Old Cape St. Claire Road was constructed with a Federal SAFETEA-LU grant in 2013. Phase II from Green Holly to Bay Dale Drive is in design and is fully funded with a Federal TAP grant and a local match. The County would greatly benefit from future TAP funding assistance for Phase III, which will extend the Trail from Bay Dale Drive to Peninsula Farm Road, along the north side of College Parkway. Phase III is programmed for design in FY 2018, with anticipated construction in FY 2020. If federal construction funds are available before FY 2020, the County will make every effort to expedite the design of this important off road recreational trail.

South Shore Trail: The South Shore Trail is a planned 14 mile paved recreational trail from Odenton to Annapolis located on the South Shore Line of the former WB&A railroad right of way. The County continues to make progress with the design of Phases I and II of the South Shore Trail. Phase I, which extends from Waterbury Road to Hansel Drive near Route 3 (Crain Highway), is the recipient of a Federal SAFETEA-LU earmark grant, and is scheduled for construction in the spring of 2016. Phase II, from Bonheur Drive to Sappington Station Road will be the subject of a Transportation Alternatives Program (TAP) grant application in May of 2015. The County will make every reasonable effort to comply with the two year construction advertising requirement if our grant request is approved.

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WB&A Trail: The WB&A Trail is a planned 9 mile paved recreational trail from Odenton to the Patuxent River on the abandoned Washington, Baltimore and Annapolis Railroad right of way. In addition to the local and regional benefits of this Trail, it is also a critical component of the East Coast Greenway and the American Discovery Trail. Phase I and II of the Trail are operational from Odenton to Conway Road. Phase III of the Trail from Conway Road to the Patuxent River is currently under construction by the developer of the Two Rivers subdivision. The final phase of this ten foot wide, paved, recreational Trail consists of a bridge over the Patuxent River to connect to the WB&A Trail in Prince Georges County. The bridge will be located where Phase III of the Trail in Anne Arundel County intersects the Patuxent River. Anne Arundel County has received a Bikeways Program grant for 80% of the estimated cost for bridge design. Prince George's and Anne Arundel Counties will share equally the 20% match. The Anne Arundel County Department of Public Works will manage the design effort for the bridge with construction programmed for FY17. Anne Arundel County and Prince George's Counties would welcome State or Federal assistance with the construction of this bridge in FY 2017.



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 175: MD 295 to MD 170
- 2) Submitting Jurisdiction: Anne Arundel County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD 295 (BW Parkway) to MD 170 (Telegraph Rd)
- 4) Anticipated cost and funding source (approximate if available): \$213 Million (Federal/State)
- 5) Description of project purpose and need (up to one paragraph): Complete final design across entire corridor having received FHWA concurrence and final design and construction for new interchange at Baltimore-Washington Parkway. Purpose and Need established by prior Environmental Assessment document. Interchange connects two privately funded improvements along MD 175 west and east of MD 295 and creates a more efficient connection to Fort George G. Meade, a major employment and economic center for the State with more than 58,000 permanent jobs.
- 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: NO
- 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: YES
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: In PFA supports one of the largest employment concentrations in the State.
- 10) 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.

1/25/2012

If checked, please describe how the project supports the goal and objectives: See above. Improvement to MD 175 connects 55,000 jobs with major transportation facilities.

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: Interchange and roadway improvements reduce travel time due to elimination of recurring congestion, reduce crash potential due to reduction in congestion and provide for more efficient evacuation of Fort Meade in the event that such a contingency becomes necessary.

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: Improvements in interchange and roadway modernize typical section of MD 175, provides roadway improvements reducing ongoing maintenance expenses and creates greater value for other previously constructed public and private improvements to the roadway.

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: MD 175 improvements provide a more efficient connection to Fort Meade and Odenton Town Center which are State recognized employment and commercial centers and reduce emissions created by recurring congestion.

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

1/25/2012

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: MD 175 improvements consistent with the NEPA recommendation expand network capacity while supporting growth in employment, commercial and residential development consistent with State and County plans.

11) Additional Comments/Explanation: County's highest priority since 2004.

1/25/2012

MD 175: MD 170 to Baltimore Washington Pky



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:** Robert Crain Hwy (MD 3): Prince George's County Line to Patuxent Fwy (MD 32)
- 2) **Submitting Jurisdiction:** Anne Arundel County
- 3) **Location of the project (describe project limits and location, attach map if available and applicable):** Prince George's County Line (Patuxent River) to Patuxent Freeway (MD 32)
- 4) **Anticipated cost and funding source (approximate if available):** \$492 Million
- 5) **Description of project purpose and need (up to one paragraph):** Project has been subject to an Environmental Impact Statement and held its Location/Design Public Hearing in March 2004. Purpose and Need was determined by SHA and received concurrence by resource agencies in an earlier time frame. The project provides an important connection between Bowie an area of over 50,000 residents with Fort Meade (over 58,000 jobs), BWI-Thurgood Marshall Airport (over 12,000 jobs plus the State's principle airport) and other employment and economic areas of opportunity. MD 3 is the only viable highway conduit between the ever increasing population areas of Bowie and Crofton and the employment areas of Fort Meade and BWI-Thurgood Marshall.
- 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:** Project spans MPO boundary into Prince George's County in the MWCOG area.
- 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:** Project is identified as a principle arterial on adopted County Plans. It is also identified as a pedestrian/bicycle corridor linking multiple communities with trails in both counties.
- 8) **In county priority letter?** Yes No
- 9) **Smart Growth status and explanation:** Project is located within a PFA and has been reviewed by MDOT and MDP and received their support following those reviews.
- 10) **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.

1/25/2012

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: Project has Final Environmental Impact Statement completed and has the support of FHWA and the various resource agencies. Project will increase capacity, reduce crash potential, provide for safer bicycle and pedestrian use along the corridor and increase efficiency of multimodal connections between Prince George's County, Crofton, Fort Meade/Odenton and BWI.

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: Project will increase capacity along the only possible north-south corridor between Prince George's County, Fort Meade (one of the largest employment concentrations in the State), BWI (a major state transportation asset) and Odenton (an adopted TOD by MDOT).

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: Project will increase capacity along a crucial corridor in an anticipated growth area of the State. Improvements will provide greater efficiency from prior State investments in the corridor.

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.

1/25/2012

If checked, please describe how the project supports the goal and objectives: Project will provide increased capacity, reduced crash potential without requiring construction along a new alignment which would increase potential for intrusion and environmental degradation of the Patuxent floodplain. The selected alternative in the FEIS has concurrence from State and Federal resource agencies.

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 prior responses. MD 3 is the only north-south corridor in which capacity improvements can be provided allowing for more efficient travel between residential and commercial activity centers in northeastern Prince George's County, Fort Meade/Odenton and BWI.

11) Additional Comments/Explanation: Project has been identified in County Priority Letters for a decade. Project has a completed FEIS. A smaller segment (Vaugh Chapel-Reidel Rd to MD 175) could be advanced to final design and construction. This would support travel between Crofton, Fort Meade and BWI/Odenton without encumbering substantial costs associated with Patuxent River crossings and interchanges required further south along the corridor.

1/25/2012

MD 3: US 50-US301 to MD 32



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: John Hanson Highway (US 50-301): I97 to William Preston Lane Jr. Memorial Bridge
- 2) Submitting Jurisdiction: Anne Arundel County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): US 50-301 from I-97 to Bay Bridge
- 4) Anticipated cost and funding source (approximate if available): \$317 M
- 5) Description of project purpose and need (up to one paragraph): This segment of US 50 experiences recurring congestion mostly due to lack of adequate receiving lanes as well as poor access control due to use of auxiliary lanes permitting weave/merge/diverge actions throughout. Specific recommendation is to advance previous feasibility study conducted by SHA to reconstruct the approaches and deck of the Severn River Bridge from Ridgely Avenue to Governor Ritchie Highway (MD 2) providing for four east bound travel lanes with three west bound travel lanes reducing PM peak period recurring congestion. While this proposal only addresses the area of recurring congestion, forecasts indicate that US 50-301 from I-97 to the William L. Preston Jr, Memorial (Chesapeake Bay) Bridge will not be able to support future travel demand. Since upgrades of the larger segment will require much lead time, it is necessary to begin the project planning process.
- 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: NO
- 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: Project more efficiently supports travel demand generated by State's capital in Annapolis, development of Parole Town Center, US Naval Academy, and through demand using the Bay Bridge.
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: Provides key infrastructure connecting Maryland's Eastern Shore with its capital and State recognized town center development.
- 10) 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)

1/25/2012

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: Improvements along US 50-301 will reduce daily recurring congestion which is only more apparent during peak demand periods for beaches and other amenities on Maryland's Eastern Shore, much of which were provided by or promoted with State funding.

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: Improvements along US 50 between I-97 and the Bay Bridge will reduce recurring congestion leading to crashes and recurring incidents, limiting the ability for emergency vehicles accessing Anne Arundel Medical Center, and creating time loss for goods movement from the Port of Baltimore and BWI-Thurgood Marshall International Airport to population centers on the Eastern Shore.

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: Designing and constructing the improvement noted above improves the efficiency of a major transportation facility (US 50-301) without the need to identify other crossings of the Severn River with all the community and environmental impacts associated with such a decision.

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.

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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: Improvements identified will offer more efficient connection to the State Capital, Parole Town Center, hospital and employment centers already identified and supported by the State. Reduction in recurring congestion will reduce vehicular-generated emissions contributing to identified poor air quality in the region.

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.

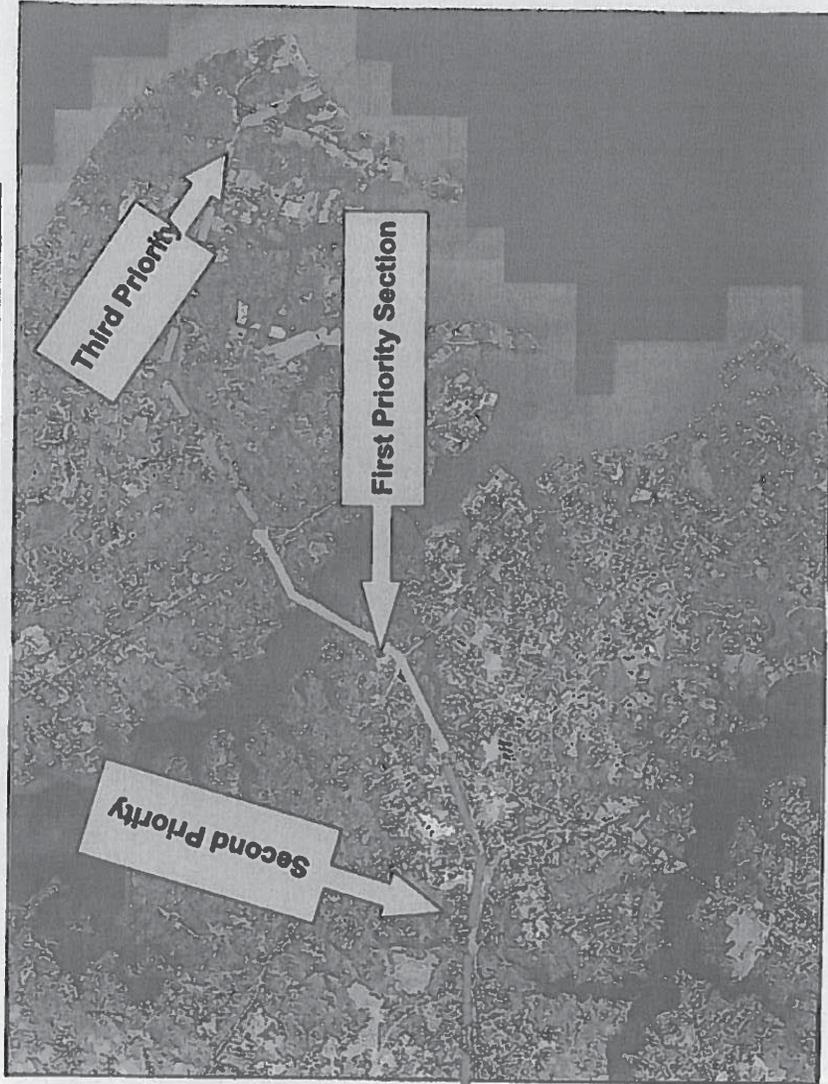
Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: Improvements to US 50-301 will add capacity to reduce congestion and will enable bus transit operations (MTA 950 and potentially others) to enjoy travel time benefits now lost through recurring congestion. US 50-301 is the lifeline route to Maryland's Eastern Shore and that region's connection to employment and governmental services located on the western shore.

11) Additional Comments/Explanation: Previously identified in County Priority Letters and supported by Queen Anne's County.

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US 50-US 301: MD 70 to MD 2-Annapolis



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: Fort Meade Rd (MD 198): Baltimore Washington Pky to Patuxent Fwy (MD 32)
- 2) Submitting Jurisdiction: Anne Arundel County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Baltimore Washington Pky to Patuxent Fwy (MD 32)
- 4) Anticipated cost and funding source (approximate if available): \$255 Million
- 5) Description of project purpose and need (up to one paragraph): MD 198 serves as a major access roadway from Laurel and the Baltimore Washington Pky (BWP) to Fort Meade and the National Security Agency on the Fort with a current combined employment estimate of 58,000 jobs and an anticipated growth of an additional 20,000 jobs over the next two decades making it one of the largest employment concentrations in the State. Along the roadway are two bridges spanning the Patuxent River, currently in poor condition and requiring upgrades. The roadway's interchange with the BWP, a facility on the National Register of History Places, will also require upgrades to support planned growth at Fort Meade and other development being advanced to support activities at Fort Meade. The project currently has a draft Environmental Assessment which is being funded by Anne Arundel County and has had a Location/Design Public Hearing in November 2011. SHA has identified a follow-on or break out project at the BWP/MD 198 interchange in an effort to advance the project.
- 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: YES
- 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: MD 198 is identified as a principle arterial on adopted County plans, it also is a facility on which pedestrian and bicycle facilities are located based on adopted County Plans and serves to connect Fort Meade and Odenton area with Maryland City and Laurel by spanning the BWP. Growth occurring at Fort Meade according to Federal Action and growth occurring at Odenton which is an adopted Transit Oriented Development Area by the Maryland Department of Transportation require capacity increases along MD 198 to maintain an adequate level of service.
- 8) In county priority letter? Yes No

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9) **Smart Growth status and explanation:** The project is located within a PFA and connects major employment and residential areas in the County.

10) 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: Project supports the quality of service goal by providing an improved connection promoting better, more efficient access to one of the largest employment concentrations in the State and reduces forecast congestion due to increasing travel demand.

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: Project supports the safety and security goal by reducing crash potential due to peak period congestion, increasing the efficiency of freight movement between MD 32 and I-95 via Laurel and Fort Meade, and offers greater capacity to support emergency response activities to Fort Meade, a very sensitive and potentially high value target.

Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: The present bridges spanning the Patuxent River along MD 198 are in need of substantial upgrade and are not currently

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designed in response to changes in the Patuxent River floodplain and flow. The capacity of the roadway needs to be expanded to meet forecast travel demand.

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 responses above regarding bridge issues as well as the opportunities to permit extensions of Green Corridors along the Patuxent Wildlife Refuge area connecting them to tributaries of the river.

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 prior responses. Capacity increases in this roadway segment allow for more efficient connections between major employment and residential developments offering access to desirable, high paying jobs for more communities in northern Prince George's County as well as access from the recently opened Intercounty Connector.

- 11) Additional Comments/Explanation: Project has been identified through the BRAC process by the County and the Governor's BRAC Subcabinet. Anne Arundel County seeing the need for this project is currently funding all planning efforts and looks to the State to be a good partner and continue to advance this project through design and into construction.

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MD 198: Baltimore Washington Pky to MD 32



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:** Baltimore Washington Pky (BWP, MD 295): MD 100 to I-195
- 2) **Submitting Jurisdiction:** Anne Arundel County
- 3) **Location of the project (describe project limits and location, attach map if available and applicable):** I-195 at BWI to MD 100 meeting existing six lane section, plus Hanover Road extension from Howard County to MD 170 at BWI.
- 4) **Anticipated cost and funding source (approximate if available):** \$277 Million (Federal/State)
- 5) **Description of project purpose and need (up to one paragraph):** Project has completed EA/FONSI with detailed purpose and need approved by FHWA and with concurrence of State and Federal resource agencies including FAA. Project is necessary to increase capacity and provide lane continuity between Baltimore City and County with BWI-Thurgood Marshall, Arundel Mills, Fort Meade/NSA/National Business Park employment centers combining approximately 100,000 jobs in the forecast. The project also provides a new interchange with BWP (MD 295) permitting direct access to a major facility by BWI and its rental car facility promoting the airport's claim to be "...easy come...easy go...". Additionally, the County is partnering with two private sector developers to design, acquire right-of-way and construct a segment of Hanover Road from Ridge Road to Stoney Run Road thus creating the opportunity for a break out or follow on project.
- 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:** NO
- 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:** Project is identified in adopted County Plans as a six-lane freeway facility (BWP, MD 295) with an interchange at Hanover Road, a four-lane principle arterial providing a direct connection between BWP and BWI improving access to a major State transportation asset.
- 8) **In county priority letter?** Yes No
- 9) **Smart Growth status and explanation:** Project is located within a PFA, supports existing and planned commercial development located at and around BWI, a major State transportation facility.

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10) 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: Project provides a consistent six-lane freeway section between Baltimore City and Fort Meade (MD 175) supporting planned employment and residential concentrations in Central Maryland. Lane continuity will reduce recurring congestion, improve travel times and reliability and reduce crash potential. It will also enhance access to BWI which is the State's major airport and an important transportation asset.

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 responses above. BWI, Maryland's Port in Baltimore and the associated light industrial-warehousing development located around BWI require efficient access, lane continuity, and elimination of recurring congestion both for the movement of goods as well as the accessibility to these facilities and concentrations of employment. Lane availability and continuity promotes emergency response as necessary to the airport and to Fort Meade, a high value target.

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: Project will provide construction of additional north-south travel lanes along MD 295 connecting with prior construction above I-195 and south of MD 100 providing for lane continuity. It will also add an interchange at

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Hanover Road and widen and connect the Hanover Road alignment between Howard County and BWI providing access to the Consolidated Rental Car Facility and other airport operations including the Mid-Field Cargo Facility. These improvement will increase the efficiency of facilities previously constructed and presently maintained by both the State and the County and will increase accessibility to BWI making it more regionally competitive in the future.

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: Project's impacts are almost all limited to areas where the facility already exists. The EA/FONSI has received approval from the FHWA and the FAA along with the concurrence of State and Federal resource agencies.

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 responses above. Project will increase capacity to the network serving BWI and area employment supporting activities at BWI, Fort Meade and Arundel Mills, combining for more than 100,000 jobs in the forecast and more than 70,000 jobs today. Project is located within PFA and helps to create more accessible and efficient network in Central Maryland connecting Baltimore City and County to large concentrations of employment and residential development.

11) Additional Comments/Explanation: Project has been identified in previous priority letters. It has the support the community, of the MAA and of area employers.

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MD 295: I-195 to MD 100 plus Hanover Rd



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: Patuxent Freeway (MD 32): I-95 to Annapolis Road (MD 175)
- 2) Submitting Jurisdiction: Anne Arundel County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): I-95 in Howard County to Annapolis Road (MD 175)
- 4) Anticipated cost and funding source (approximate if available): \$1.3 Billion
- 5) Description of project purpose and need (up to one paragraph): Project when constructed would provide more efficient connection between I-95 and Fort Meade/Odenton MARC station, reducing recurring congestion during peak periods and crash potential. The project could be a segment of a larger network of managed lanes providing opportunities for transit/vanpool/ridesharing strategies reducing east-west travel demand between the Penn Line (a major transit corridor), Fort Meade-National Security Agency-National Business Park (a major employment center of over 70,000 jobs presently) with Columbia and its employment concentrations.
- 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: NO
- 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: Project increases capacity along an identified freeway facility in the adopted County Plan. MD 32 provides a continuous freeway connection between Fort Meade/NSA/National Business Park with other employment and residential concentrations in Odenton (an adopted TOD by MDOT) and Columbia.
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: In PFA. See responses above regarding compatibility with adopted Plans and policies of both the County and the State.
- 10) 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.

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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: Project would increase capacity and offer opportunity to introduce managed lanes along with a future network of managed lanes creating a network for transit technologies such as express bus and BRT along with vanpool, subscription bus and other rideshare strategies connecting major employment areas with major residential and commercial areas within Central Maryland as well as I-95.

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

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

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

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Project provides increased capacity, reduced crash potential, reduction in recurring congestion and connections between major employment, residential and commercial centers within Central Maryland along with the Penn and Camden Lines of the MARC system.

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: MD 32 between I-95 and the Baltimore Washington Pky (BWP) was constructed to provide a more efficient connection between major employment concentrations and I-95. It was initially constructed as a CD system with the assumption of adding needed through lanes at later time. Current CD system is subject to recurring congestion due to density of interchanges thereby reducing the efficiency of the facility during peak demand periods. To better achieve the desired results of the initial construction, the additional through lanes are needed.

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.

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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: Project would construct capacity where it is most needed to support current and forecast travel demand rather than adding capacity in a new location creating the potential for land use changes away from the present corridor.

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.

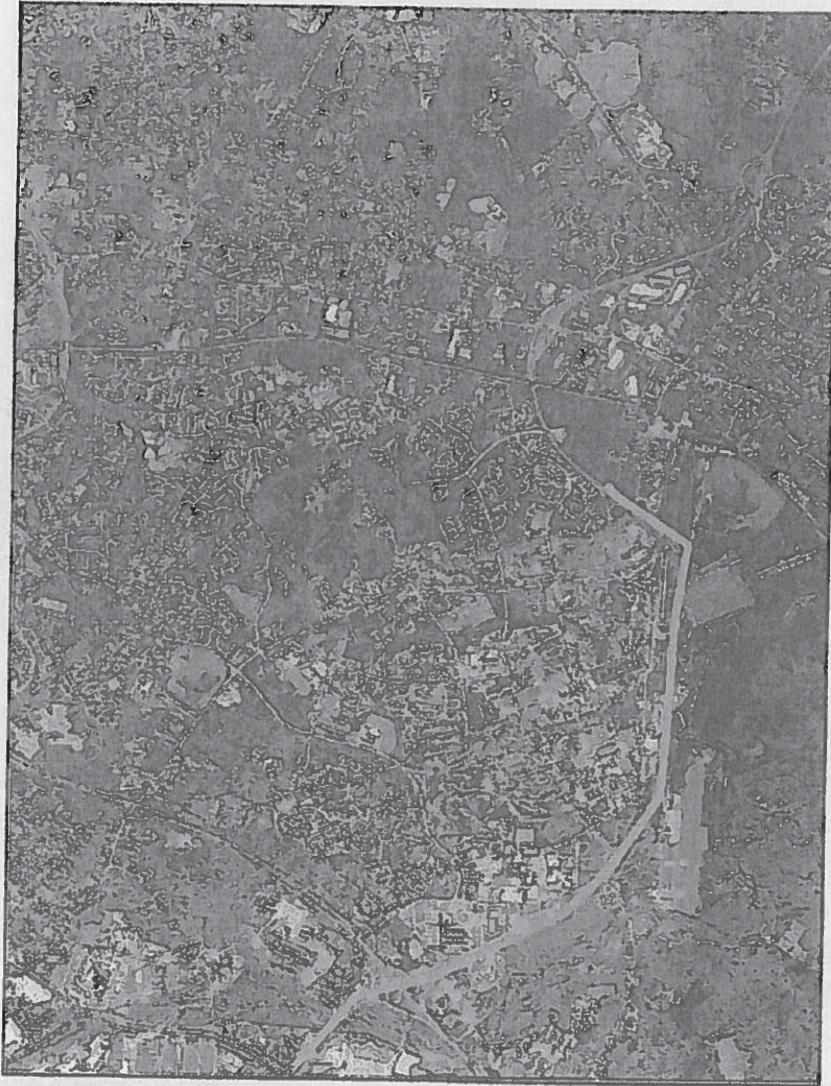
Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: See responses above regarding intermodal connectivity (I-95, Camden, Penn Line MARC, BWP) and accessibility to major employment and residential centers within Central Maryland. It provides greater parallel capacity reducing demand along MD 175 between I-95 and BWP and, through better routing, reducing heavy truck intrusion into existing neighborhoods along MD 175

11) Additional Comments/Explanation: Need for the project was identified in the FEIS for Campus Development at Fort Meade which will permit construction of additional facilities to support an increase in 6500 direct personnel along with contractors for NSA and US Cyber Command. Project was previously requested in prior Construction Priority Letters.

1/25/2012

MD 32: I-95 to MD 175



Baltimore City



STEPHANIE RAWLINGS-BLAKE
MAYOR

100 Holliday Street, Room 250
Baltimore, Maryland 21202



September 28, 2015

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

Dear Secretary Rahn:

The purpose of this letter is to outline Baltimore City's transportation priorities as the FY 2016-2021 Consolidated Transportation Program (CTP) is being prepared by the Maryland Department of Transportation (MDOT). We believe that these projects will advance local and regional mobility, economic growth and environmental quality.

Our transit priorities are as follows:

Reliable Mass Transit Solution for East-West Commuters in Woodlawn/Bayview Corridor

Creating and providing effective mass transit has been a State responsibility for nearly 50 years. In 1971, late Governor Mandel and the Maryland General Assembly determined that regional transit was a critical State function worthy of its own administration to be supported by a dedicated funding source. Since the State accepted responsibility for regional mass transit nearly 5 decades ago, the City and the State have largely held a shared vision of the mass transit needs of the region. This shared vision has consistently highlighted the pressing need for reliable transit for east to west commuters in the region, and triggered an investment of 12 years and \$288 million in taxpayer dollars into advancing the Red Line as a solution to the transportation problems that face east-west commuters. To demonstrate our commitment to this shared vision, Baltimore City identified \$230 million in cash and in-kind contributions for the project.

The recent State action to cancel the Red Line has created growing concerns that a shared vision and commitment to effective regional mass transit no longer exists. Compounding the effect of the decision to cancel, no alternative plan has been offered by the Hogan Administration, allowing a gaping east-west void in the regional transit system to persist.

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Talk of routine upgrades to the Maryland Transit Administration's (MTA) core bus service, which per the Department of Legislative Services has failed to meet its modest on-time performance goals since 2011, is in no way a substitute for a reliable, efficient, connective east/west transit option that is sorely needed for the economic well-being of the City and region as a whole.

The decision to cancel the Red Line de-committed \$736 million in State funding previously dedicated to provide reliable mass transit to the region. We believe that it is vital that the State demonstrate its commitment to its standing responsibility of nearly 50 years to provide effective mass transit to the region, and more specifically to address the transportation problem facing east-west commuters. In addition to studying lower cost options for implementing the Red Line, the State should consider investing State funds de-committed from the Red Line in the projects listed below:

- **Fixed Guideway Connection from Southeast Baltimore to Major Transit Hub:** Southeast Baltimore is rapidly developing, with 12.5 million square feet of development and 35 individual projects currently in planning or permitting stages. Without the presence of a reliable mass transit option, an already congested corridor will be further strained by the potential for 20,000 new peak hour vehicle trips per day resulting from new development. A glaring need for efficient mass transit to serve the congested southeast corridor exists and must be considered, addressing densely populated communities like Harbor East, Fells Point and Canton, and potentially connecting to a new Bayview MARC station. Connection points to the west that should be studied are the Shot Tower Metro station and the Camden MARC/Light Rail station. The City urges MDOT to fund evaluations and solutions in coordination with the City and its stakeholders to address this growing and historic problem in the FY 2016-2021 CTP.
- **Green Line Extension to Morgan State University:** With original concepts dating back to the mid 1960's and re-confirmed in the 2002 Baltimore Regional Rail System Plan, the Green Line was to have connected to the Martin State Airport MARC station, stopping at Morgan State University, the growing White Marsh area and an I-95 stop along the way. Understanding the significant expense that would accompany a 17 mile expansion of the Metro system, phased expansion to Morgan State was contemplated. Connecting the existing Metro system to another young, dense population center like Morgan State University will expand access to reliable, efficient transit to a greater number of people, while enhancing connectivity through a connection to a potential Madison Square MARC station. The City urges MDOT to study and fund advancement of phased Green Line expansion in the FY 2016-2021 CTP.

- **Madison Square and Upton MARC Stations:** In both the 2002 Baltimore Region Rail System Plan and the 2007 MARC Growth and Investment Plan (MGIP), the creation of a MARC station at Madison Square is identified as a system enhancement. In each plan, it is contemplated that Madison Square will be connected to the existing MTA Metro system through the proposed Green Line expansion. A Madison Square MARC station represents a significant opportunity to connect commuter transit through MARC to the local Metro system in East Baltimore by constructing a station between Martin State Airport and Penn Station on the MARC Penn Line. Similarly, a MARC stop at the existing Upton Metro station, identified in the 2007 MGIP, would provide much needed connectivity in West Baltimore between the local Metro system and the commuter MARC train. The City urges MDOT to fund advancement of creating these MARC stations in the FY 2016-2021 CTP.
- **Fixed Guideway Connection from Woodlawn to Lexington Market:** The Woodlawn area is home to major employment centers like the Social Security Administration and the Center for Medicare and Medicaid Services, creating a major opportunity to increase transit accessibility to a high volume of commuters in search of alternative transportation options. A connection from this major employment center to the Lexington Market transit hub, with a stop connecting to the West Baltimore MARC Station, could dramatically impact commuter travel patterns in West Baltimore and throughout the region. The City urges MDOT to study and fund advancement of creating a fixed guideway connection from Woodlawn to Lexington Market, connecting to West Baltimore MARC, in the FY 2016-2021 CTP.

West Baltimore MARC Station

In recent years, both the City and State have made significant investments to improve infrastructure at the West Baltimore MARC Station, including demolition of the last section of the “highway to nowhere” for expanded parking, street scape improvements on Pulaski Street and Edmonson Avenue, and reconfiguration of the Fulton Avenue bridge as part of the West Baltimore Bicycle-Pedestrian loop. The City has also gone to great efforts to evaluate transit-oriented development (TOD) at the site, being one of seven cities selected for USDOT’s Ladders Pilot, gaining technical assistance to foster sustainable economic development around West Baltimore MARC, completing the West Baltimore MARC Station Area Redevelopment Strategy in March, and partnering with the Baltimore Metropolitan Council’s Opportunity Collaborative for TOD evaluation purposes. Improvements to make the West Baltimore MARC Station ADA compliant are sorely needed, including elevator access to platforms. The City urges MDOT to include planning, design and construction funds to make the West Baltimore MARC Station fully ADA compliant in the FY 2016-2021 CTP.

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Bayview MARC Station

Baltimore City strongly supports this project as a major economic growth opportunity. The National Institute of Health has long-expressed its desire to see this station built so it can strengthen the relationship between its facilities at the Bayview Medical Center and suburban Washington, DC. Additionally, enhanced local transit connectivity to a new Bayview MARC station could have a highly beneficial impact on congestion from commuters travelling from areas in eastern Baltimore County and Harford County into the central business district in Baltimore City. The City urges MDOT to include funds for planning, design, right-of-way acquisition, and construction in the FY 2016-2021 CTP.

MARC Penn and Camden Line Service Expansion

The MARC Penn Line is a vital transportation service to regional residents commuting to and from Washington, DC for work or leisure. However, overcrowded trains, particularly during the evening commute, have clearly demonstrated a need for more evening service on the Penn Line. The City is appreciative of MDOT's efforts to add two new trains to Camden Line service. However, a major gap exists in Camden Line midday service, with no eastbound or westbound trains running between roughly 8 am and 3:30 pm. Additionally, weekend service on the Camden Line could provide a significant opportunity to reduce traffic congestion created by major sporting events. The City urges MDOT to fund additional evening service on the Penn Line, and midday and weekend Camden Line service in the FY 2016-2021 CTP.

Lexington Market Station Redesign

Lexington Market currently serves as the lone existing terminus between MTA's Light Rail and Metro service, and is a high ridership location for both systems. The 2010 Strategic Plan to Enhance the Howard Street Corridor recommends the creation of a consolidated Light Rail and Metro station to better serve customers transferring between the two systems. The City urges MDOT to advance the plans in the 2010 study and fund this project for design and engineering.

Commuter Bus Service Expansion

Commuters from jurisdictions surrounding Baltimore City are a significant contributor to congestion levels in Baltimore's central business district. Specifically, Baltimore City experiences heavy commuter traffic into its downtown and Harbor East areas from locations like White Marsh/Essex, Towson, and Howard, Montgomery and Prince George's Counties from the south. The City urges MDOT to fund expansion of its commuter bus service in the FY 2016-2021 CTP, and recommends new routes from Harford County/White Marsh, Hunt Valley/Greenspring Station and Howard County.

Expedite Implementation of Bus Network Improvement Project (BNIP)

The MTA currently struggles to fulfill its obligation to provide a reliable and efficient core bus service. For several years, I have called on the MTA to update and improve its bus network to address issues with on-time performance, reliability, crowding and low customer satisfaction. The success of Baltimore City's own Charm City Circulator is proof that if a bus system takes people from where they are to where they want to go, people will use the system.

In response to my requests, in August 2014 the MTA announced a badly needed plan to overhaul its core bus service, realigning routes through analysis of current employment and population centers to create system-wide improvements. BNIP was announced after MTA conducted extensive public outreach to gain community support for the project. Without explanation or consultation with the City, BNIP was shelved by MDOT this March. Though bus service is in no way a solution for the transportation issues that the Red Line was to have addressed, providing a functional, reliability bus system for the region is a State responsibility that is currently going unfulfilled. To that end, the City urges MDOT to fund full implementation of Phase 1 of BNIP in the FY 2016-2021 CTP.

Charm City Circulator

The Charm City Circulator has demonstrated over the past several years that a bus system can secure ridership and high customer satisfaction if operated in an efficient and reliable manner. Sustaining the success that the Circulator has enjoyed is a necessary component of a complete and integrated transit network in Baltimore City. Baltimore City is requesting that MDOT solidify the role of the Circulator in the City's transit network, and reduce MTA routes that are duplicative of Circulator service. The savings realized from reduction of duplicative MTA routes should be turned over to Baltimore City to support the continued successful operation of the Circulator. Additional funding for the program will allow the service to remain at an acceptable level offering a rare amenity in Baltimore; a fast, friendly, free and reliable transit service. The City requests \$12 million annually to fund the successful Circulator operation.

Penn Station Redevelopment

Penn Station is Maryland's most important passenger rail hub, and a significant generator of pedestrian traffic in the Mount Vernon/Charles North corridor. Penn Station is surrounded by a multitude of transit options (MARC Light Rail), cultural, business and institutional amenities, and multi-cultural communities, making it a prime area for high-density residential and commercial infill development.

In March 2013, a preliminary plan to redevelop of unused land around the Penn Station into mixed-use Transit Oriented Development (TOD) was proposed.

The Honorable Pete K. Rahn
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The plan, aiming to capitalize on nearly \$10 million in station improvements expended by Amtrak over the past 5 years, called for 1.5 million square feet of residences and commercial use and \$500 million in investment into the area in the next 10 years. Amtrak is currently developing a strategic plan based on the preliminary vision for Penn Station, similar to redevelopment around Philadelphia's 30th Street Station and the existing 20-year master plan for Washington, DC's Union Station. The City urges the State to support this unique opportunity for TOD, and to recognize the economic development possibilities around Penn Station by designating it a TOD site in the near future.

Highway Priorities

The City has included federal-aid appropriations in its CIP for the following highway priorities, but continues to be challenged with its local match contribution as Highway User Revenues remain flat. Baltimore City's highway priorities are as follows:

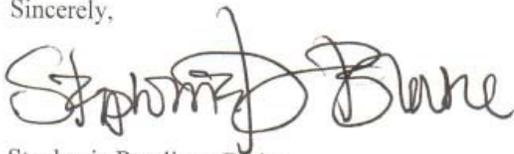
- **Central Avenue Bridge Phase II:** This project includes full-depth pavement reconstruction of Central Avenue between Lancaster Street and Baltimore Street into an urban boulevard, concrete curb/gutter and sidewalk reconstruction, construction of ADA-compliant pedestrian ramps and driveway entrances, roadway drainage system improvements, new street and pedestrian lighting, new pavement marking and signing, new traffic and pedestrian signals, and a new bridge over the tidal inlet waters to the proposed Harbor Point development site.
- **Edmonson Avenue Bridge:** The complete replacement of the existing 4 span reinforced concrete arch bridge, originally constructed in 1907, will feature 4 vehicle travel lanes and sidewalks on either side of the structure and two 8-foot sidewalks in each direction for the Gwynns Falls hiker/biker trail.
- **I-295 Bridge Reconstruction (Waterview, Annapolis, Maisel):** This project involves the total replacement of three bridges (two vehicle and one pedestrian) over I-295 (Baltimore-Washington Parkway) to provide for geometric and safety improvements.
- **Harford Road Bridge:** This project involves the total replacement of the existing bridge and retaining walls on both sides of the roadway adjacent to the structure, as well as a pedestrian underpass under Harford Road and a pedestrian bridge over Herring Run.
- **Hawkins Point Road Bridge Reconstruction and Roadway Improvements west of Chemical Road to west of Quarantine Road:** This project is significant due to its importance to the region's chemical industry, designation as an emergency evacuation route, and status as the only network redundancy for the southernmost portion of I-695.

The Honorable Pete K. Rahn
September 28, 2015
Page 7

It consists of replacement of the existing bridge structure over CSX, and widening of roadway sections to provide for geometric and safety improvements.

We look forward to working with your staff to advance these projects.

Sincerely,



Stephanie Rawlings-Blake
Mayor
City of Baltimore

cc: The Honorable Catherine Pugh, Chair, Baltimore City Senate Delegation
The Honorable Curt Anderson, Chair, Baltimore City House Delegation
The Honorable Bernard "Jack" C. Young, Baltimore City Council President
Kaliopé Parthemos, Chief of Staff, Mayor's Office
Andrew Smullian, Deputy Mayor, Government Relations and Labor
Colin Tarbert, Deputy Mayor, Economic and Neighborhood Development
Khalil Zaied, Deputy Mayor, Operations
William Cole, Baltimore Development Corporation President and CEO
William M. Johnson, Director, Baltimore City DOT
Thomas Stosur, Director, Baltimore City Department of Planning
Sameer Sidh, Chief, Special Projects and Business Improvement, Baltimore City DOT

Baltimore County

October 30, 2014



KEVIN KAMENETZ
County Executive

Honorable James T. Smith, Jr., Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, MD 21076

Dear Secretary Smith:

Baltimore County thanks the Maryland Department of Transportation for its continuing support of its transportation priorities. Last year, Baltimore County received minimal funding support for just four of twelve of its FY 2015 transportation capital projects requested. For FY 2016, we are resubmitting the eight projects that were not funded last year and one additional study request related to port expansion on the Sparrows Point peninsula.

Again, the County submits its transportation requests for FY 2016 in priority order in the following three categories:

- Major Transportation Capital Projects - State Investment Greater than \$10 Million,
- Minor Transportation Capital Projects - State Investment Less than \$10 Million; and,
- A Transportation Sidewalk Initiative Project.

I appreciate your consideration of our transportation projects and look forward to working with you to make funding for many of these transportation projects a reality.

Very Truly Yours,

Kevin Kamenetz
Baltimore County Executive

KK:yw

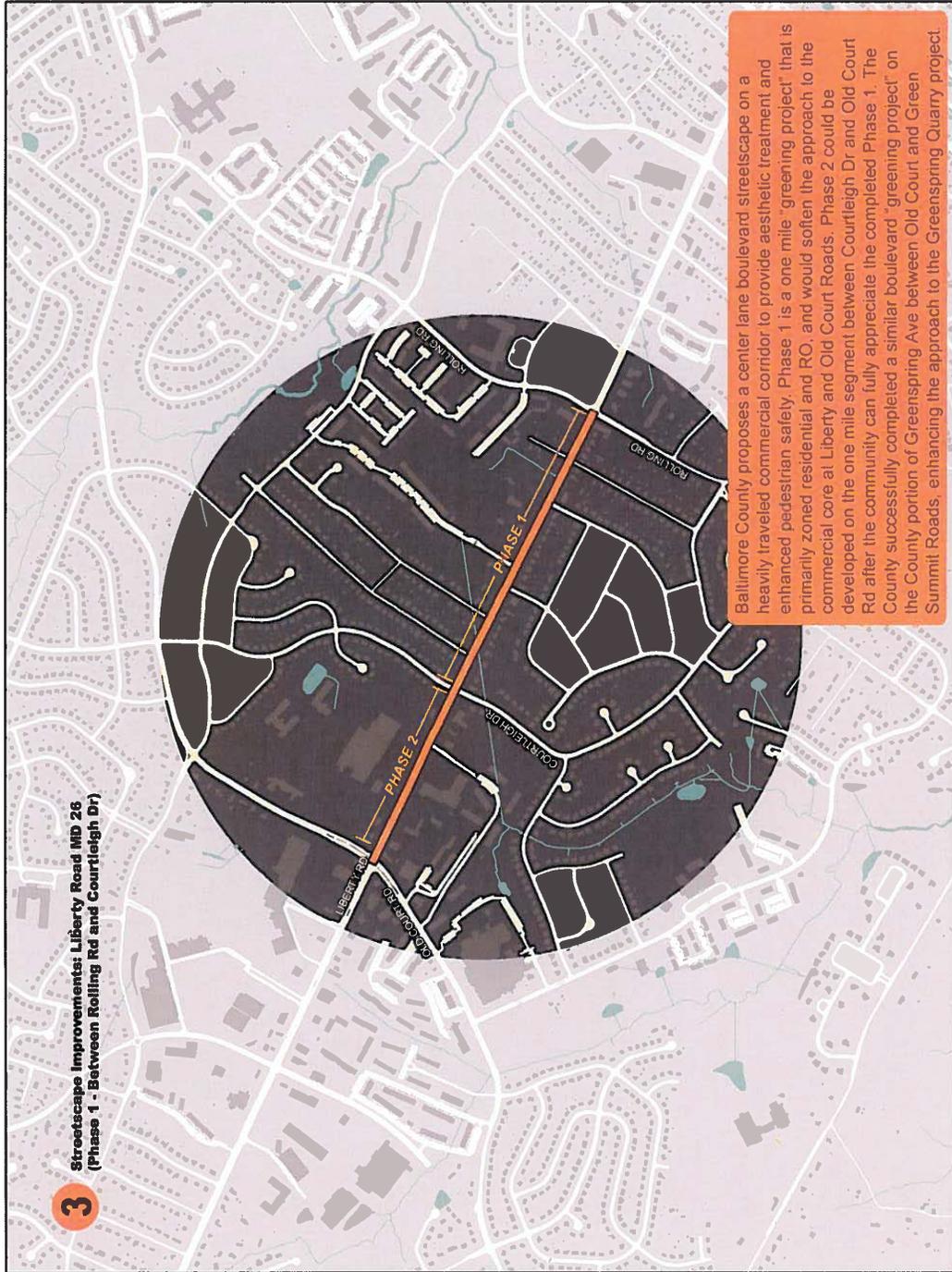
cc: Honorable Martin O'Malley, Governor
Honorable Thomas V. Mike Miller, Jr., Senate President
Honorable Michael E. Busch, Speaker of the House
Baltimore County Senate Delegation
Baltimore County House Delegation

MARYLAND DEPARTMENT OF TRANSPORTATION Baltimore County Requests FY 2016	
PROJECT	Major Transportation Capital Projects (State investments greater than \$10 million)
1	<p>PROJECT Traffic Improvements: Construct a full interchange at I-695 and Exit 44 (Brooming Highway)</p> <p>STATE SHARE \$1M for extensive scoping study to determine cost of full interchange</p> <p>WHY A PRIORITY The existing partial interchange will need to be upgraded to a full interchange to maximize the potential of the redevelopment activities currently occurring at Sparrows Point, allow truck avoidance of the toll plaza and reduce truck traffic on Dundalk and Holabird Avenues impacting residential communities. This site will be a massive economic engine not only for Baltimore County but also for the State of Maryland. However, the existing ramp system that requires vehicles headed to the port and Sparrows Point to take a circuitous and expensive path must be reviewed.</p>
2	<p>PROJECT Traffic Improvements: Reisterstown Road (MD 140) at Painters Mill Road & Hooks Lane</p> <p>STATE SHARE \$3M in funds for ROW recently allocated by MDOT. Request additional \$9M</p> <p>WHY A PRIORITY State Highway Administration studies have consistently identified significant congestion along this corridor. This congestion is expected to increase with continued development of the Metro Center Transit Oriented Development and the Foundry Row Shopping Center. At the Painters Mill intersection, rather than simply widening Reisterstown Road, which involves contentious right-of-way challenges and costly expenditures, the County advocates for the design of parallel access roads on both sides of Reisterstown Road, including utilization of the east-side terminus of the signalized intersection at Painters Mill Road as well as land contiguous to the western edge of the Solo Cup Property. The County concurs with the Study proposing construction of an additional left turn lane on Hooks Lane turning south on Reisterstown Road. Also, as there is a "no turn on red" control, the right lane, presently dedicated to "right turn only" should also allow for through traffic crossing onto Reisterstown Road to Woodbine Avenue.</p>
<p>Total - Major Transportation Capital Projects (State investments greater than \$10M) \$10M +</p>	
PROJECT	Minor Transportation Capital Projects (State investments under \$10 million)
3	<p>STATE SHARE \$5M</p> <p>WHY A PRIORITY Baltimore County proposes a center lane boulevard streetscape on a heavily traveled commercial corridor to provide aesthetic treatment and enhanced pedestrian safety. Phase 1 is a one mile "greening project" that is primarily zoned residential and RO and would soften the approach to the commercial core at Liberty and Old Court Roads. Phase 2 could be developed on the one mile segment between Courtleigh Drive and Old Court Road after the community can fully appreciate the completed Phase 1. The County successfully completed a similar boulevard "greening project" on the County portion of Greenspring Avenue between Old Court and Green Summit Roads, enhancing the approach to the Greenspring Quarry project.</p>
4	<p>STATE SHARE \$4M</p> <p>WHY A PRIORITY This project is included in Baltimore County capital budget and could jumpstart new economic development opportunities at the Johnnycake Road sites in the Federal Center at Woodlawn and would enhance access to the Red Line for County, State and Federal employees.</p>
5	<p>STATE SHARE \$3M</p> <p>WHY A PRIORITY Two years ago, local residents and property owners discussed ways to improve the Paradise Business Community. There have been significant improvements made to the greater Catonsville Commercial Corridor on Frederick Road outside of the Beltway, but more needs to be done for the vulnerable part of the Corridor inside the Beltway. Specifically, improvements would include sidewalks, landscaping, tree trimming, street lighting, and furniture that would help give Paradise a more cohesive appearance. The most important improvement would be the removal of the elevated tree planters that impede pedestrian traffic and block signage. The main building behind the planters has recently been purchased and a new streetscape could leverage/encourage reinvestment into this building and others along this section of the corridor. This area is in a Baltimore County Revitalization District and newly approved Maryland Sustainable Community.</p>

<p>6. Street Improvements: Harford Road MD 147 (City/County Line to Garnet Avenue) - Parkville \$200K Community</p>	<p>The recent sale of an underused Revenue Authority parking lot and its subsequent redevelopment as a Walgreens Pharmacy has generated renewed interest in the revitalization of Harford Road by the retail brokerage community as well as the businesses and residents along the corridor. The strategy is to capitalize upon this new development and use targeted improvements to leverage private reinvestment to improve building facades and attract new businesses into several significant vacancies. The improvements that have been identified include: tree/shrubbery infill, construction of several brick screening walls, community identification signage, installation of public art including a sculpture donated by Towson University, murals on blank walls, and treatment of utility poles. These enhancements will set the stage for a concerted outreach to property and business owners to upgrade their buildings and lease new spaces. The County will use \$100,000 from the sale of the lot to augment existing architectural and loan programs to incentivize improvements in Parkville. This area is in a Baltimore County Revitalization District and newly approved Maryland Sustainable Community.</p>	<p>\$3M</p>
<p>7. Streetscape Improvements: Eastern Avenue MD 150 (Macco Avenue to MD 702) - Essex Community</p>	<p>The Eastern Avenue Streetscape project in downtown Essex is one of the oldest in the County and in need of significant upgrades. The wooden benches have rotted, trees have died leaving empty wells, sidewalks are in need of repair, etc. The public realm looks downtrodden and it is very difficult to encourage private reinvestment for improvements in buildings. A priority would be the downtown blocks and gateways into the older downtown "main street." * Public investment could also jumpstart renewed business activism and involvement. This area is in a Baltimore County Revitalization District.</p>	<p>\$7M</p>
<p>8. Street Improvements: Campbell Boulevard (MD 43) to Philadelphia Road (MD 7) to Molins Lane</p>	<p>This connection would not only provide another important link between MD 43 corridor and White Marsh Town Center, but it would also enhance Pulaski Highway as a location for new employment-related development (currently no east-west access to/from Pulaski Highway between Middle River Road and MD 43).</p>	<p>\$22.2M</p>
<p>Total - Minor Transportation Capital Projects (State investments under \$1.0M) \$22.2M</p>		
<p>Transportation Sidewalk Initiative Project</p>		
<p>9. Kenwood Avenue - Sidewalks (Lillian Holt Road to Hazatwood Avenue)</p>	<p>The County portion of Kenwood Avenue has been completed for many years. The State's portion of Kenwood Avenue near Overlea High School has not been completed. The State recently approved funding for Overlea High School for capital school construction funding.</p>	<p>\$1M</p>
<p>Total - Sidewalk Initiative Projects \$1M</p>		
<p>Total FY 16 Request \$23.2 M</p>		









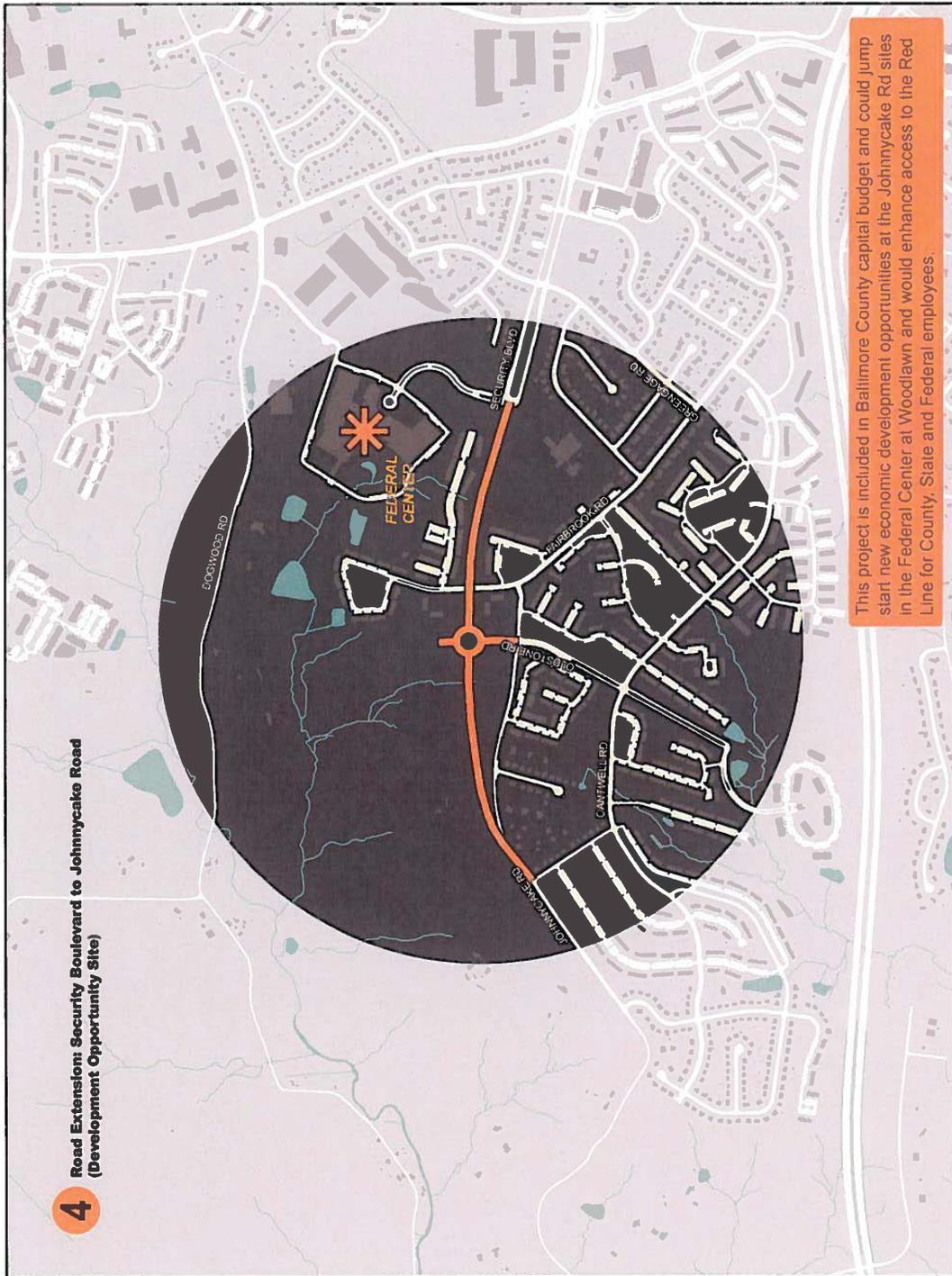
3 Streetscape Improvements:
Liberty Road MD 26
(Phase 1: Between Rolling Road and Courtleigh Drive BEFORE)

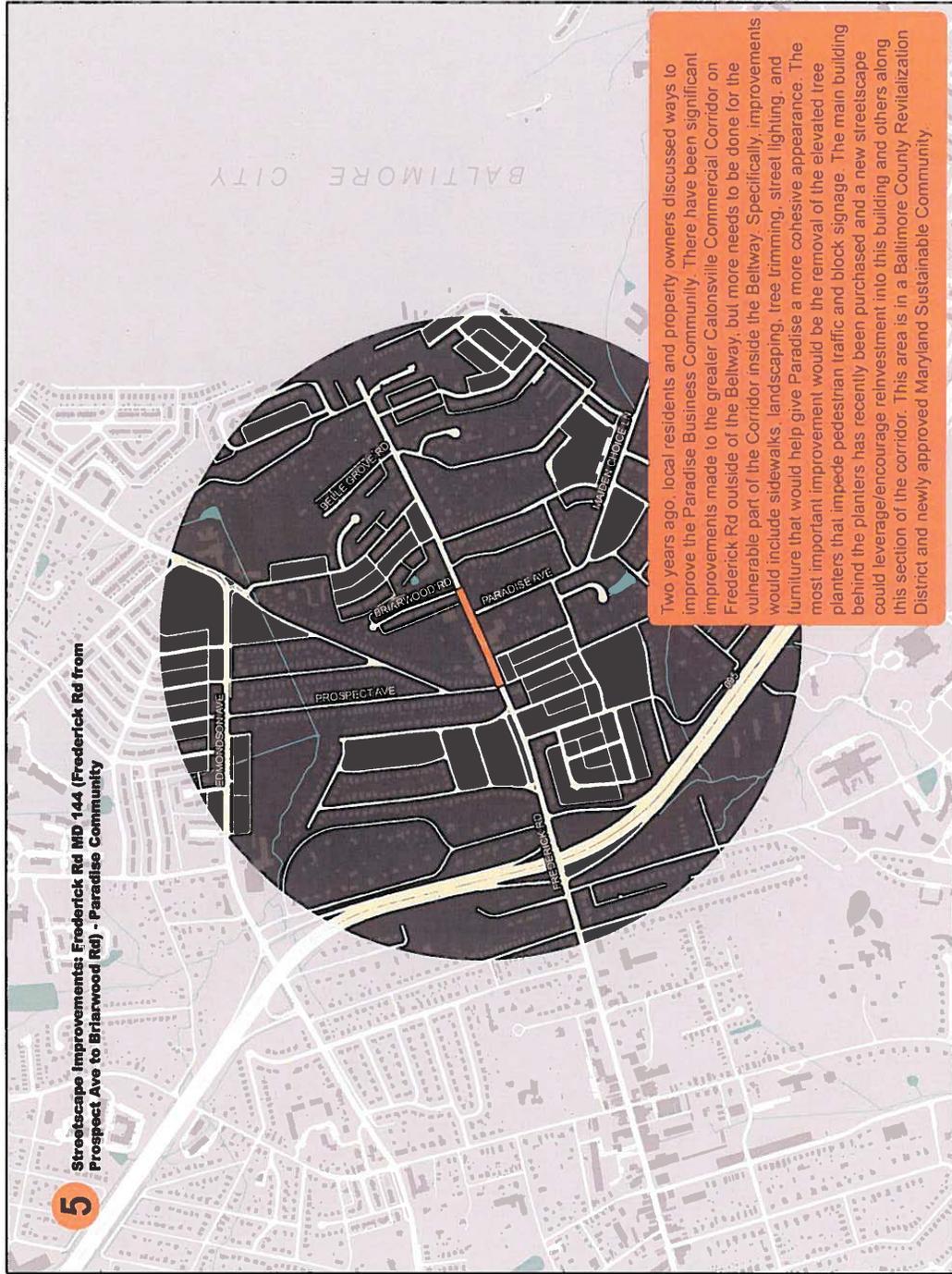
PAGE 6





3 Streetscape Improvements:
Liberty Road MD 26
(Phase 1: Between Rolling Road and Courtleigh Drive AFTER)



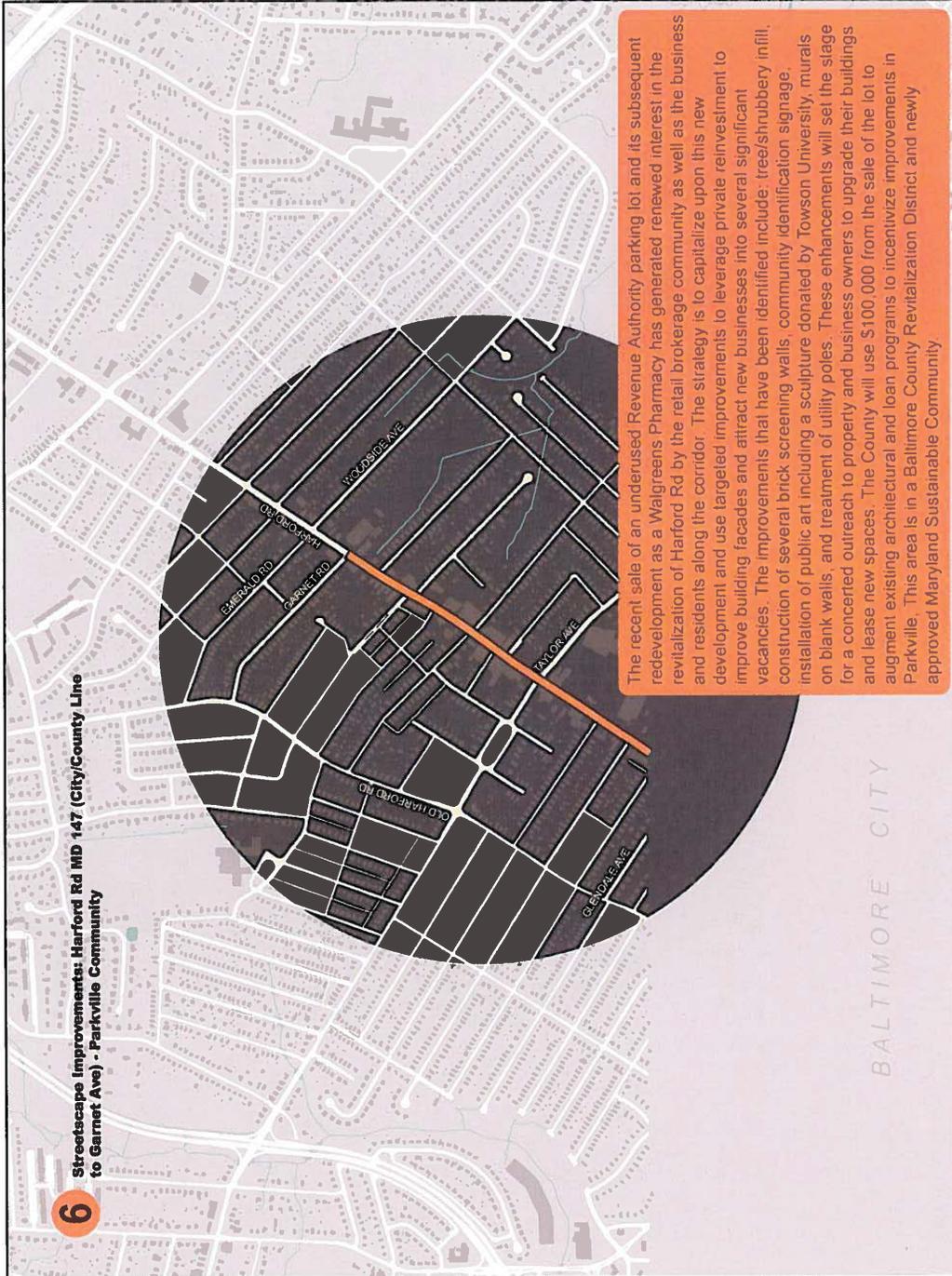




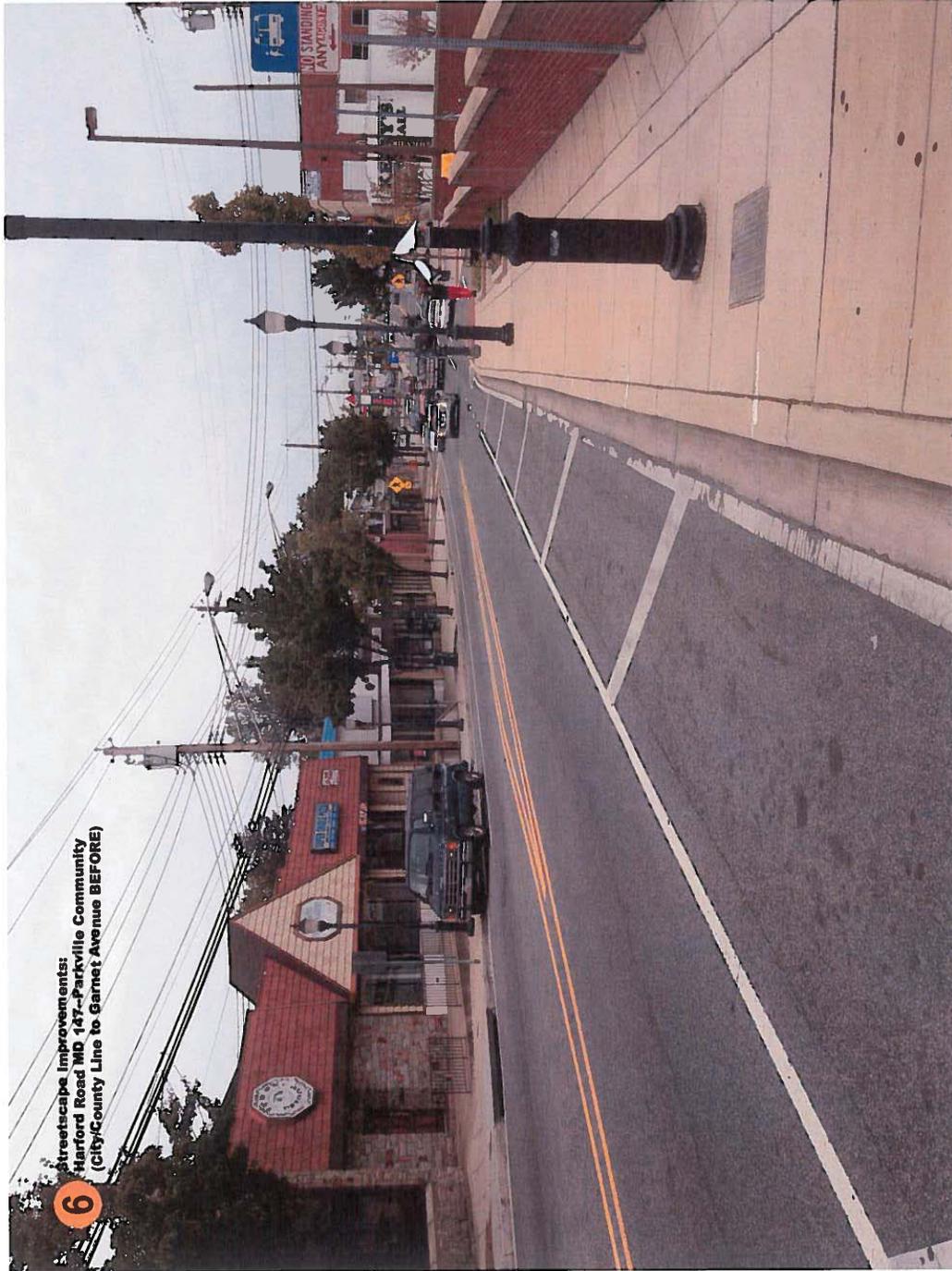
5 Streetscape Improvement
Frederick Road MD 143 Paradise Community
(Frederick Road from Prospect Avenue to Briarwood Road NE) - 2015

5 Streetscape Improvements
Frederick Road MD 144-Paradise Community
(Frederick Road from Prospect Avenue to Briarwood Road AFTER)



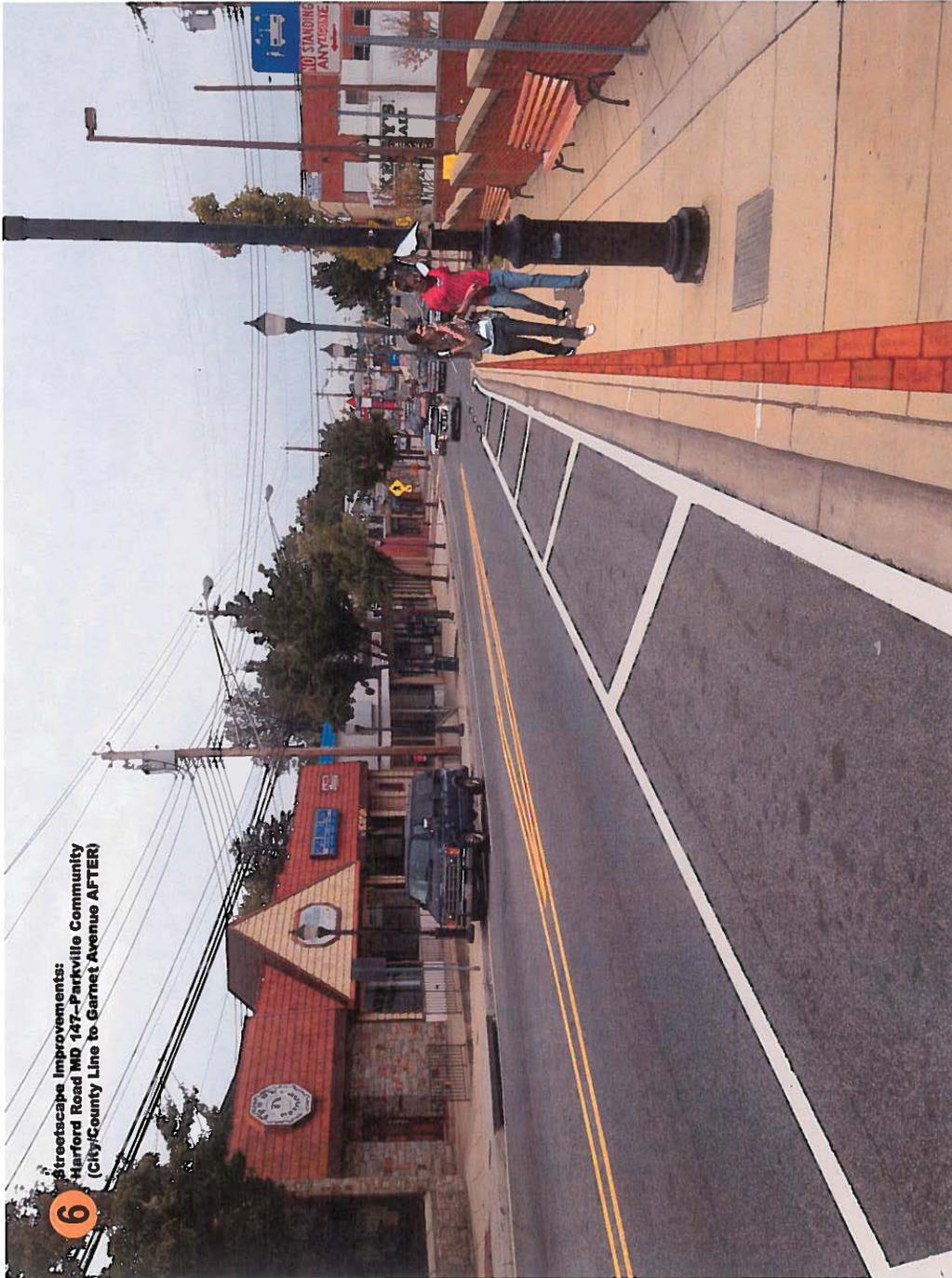


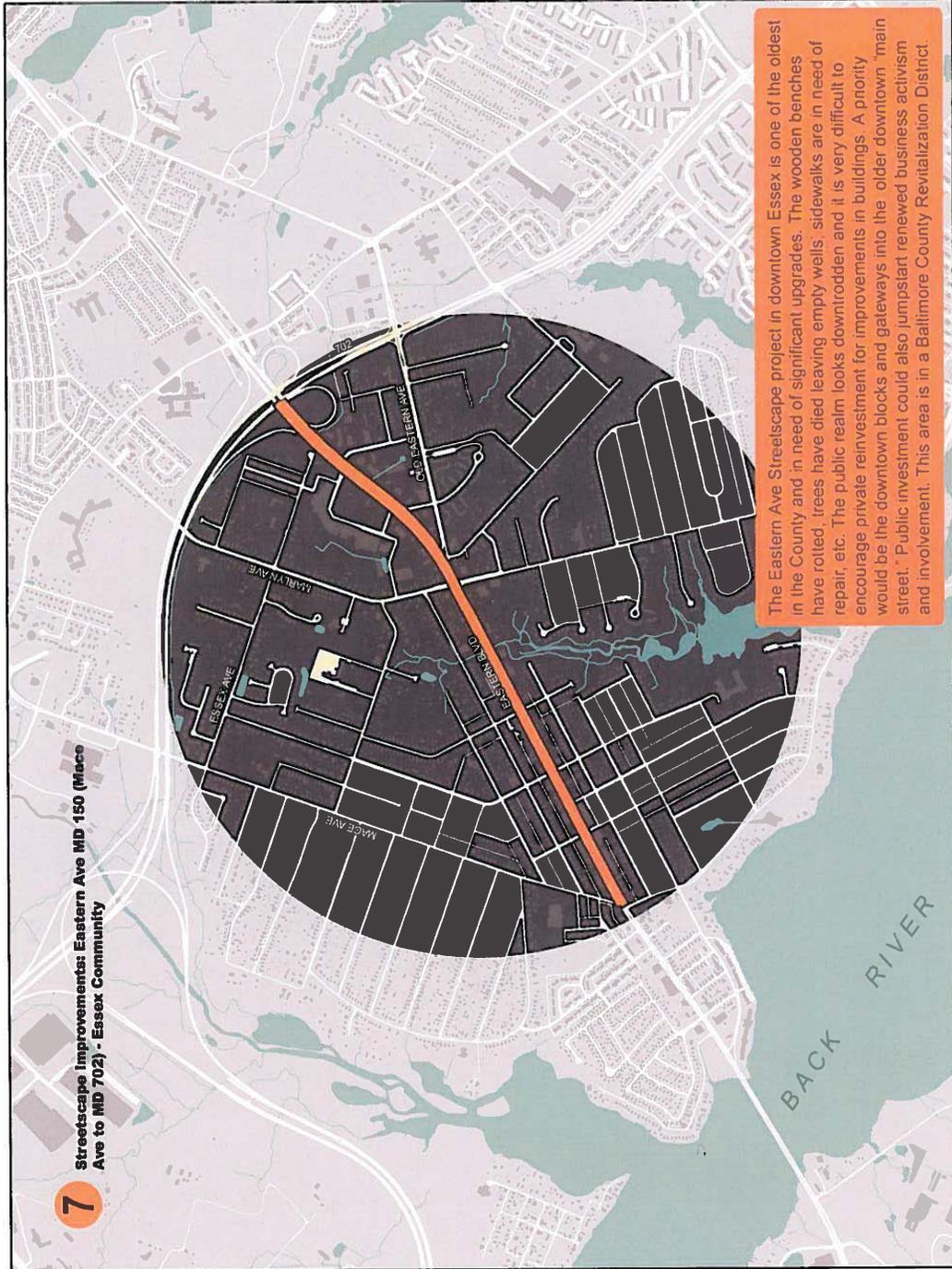
6 Streetscape Improvements: Harford Rd MD 147 (City/County Line to Garnet Ave) - Parkville Community

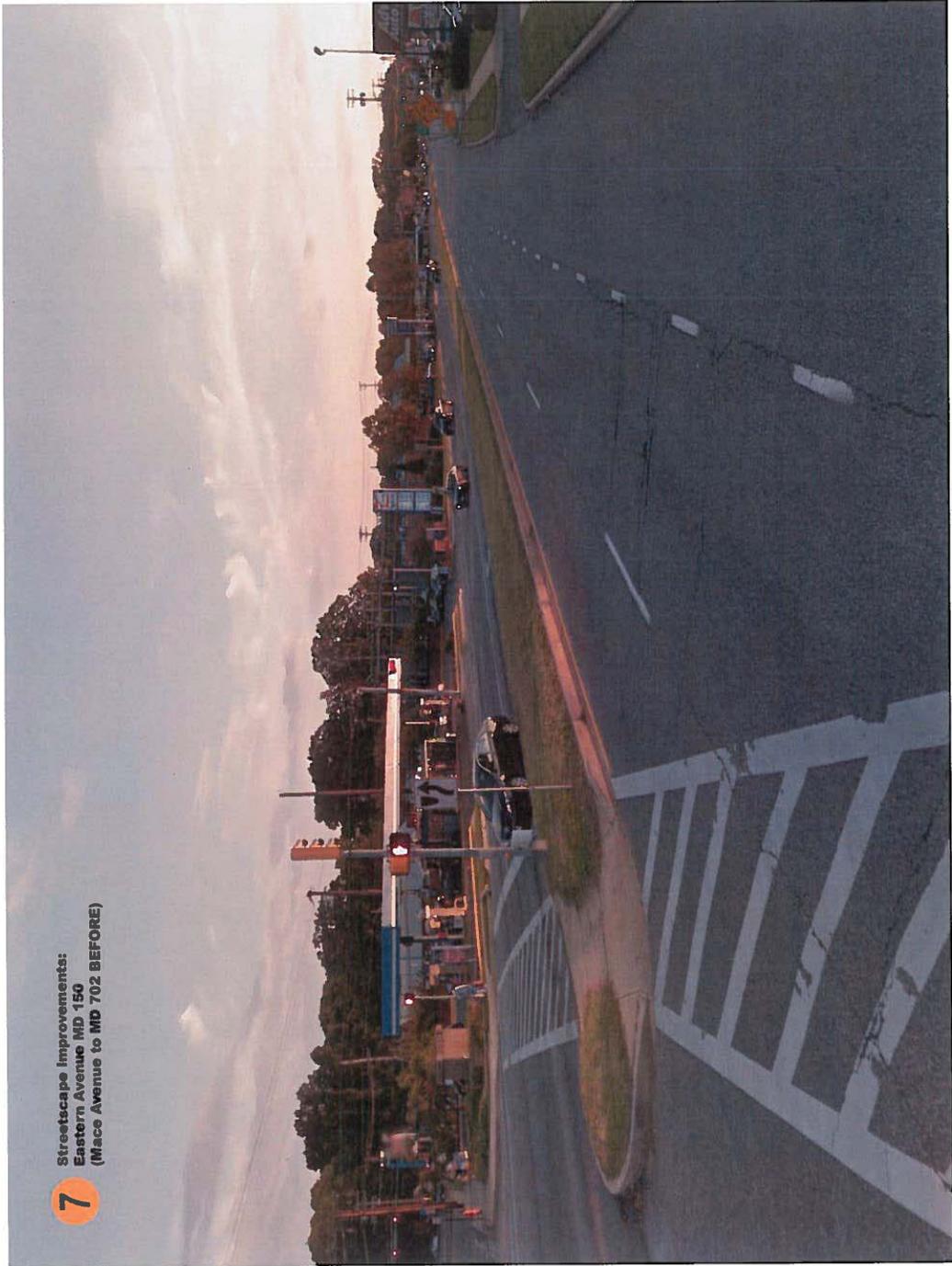


6 Streetscape Improvements:
Harford Road MD 147--Parkville Community
(City/County Line to Garnet Avenue BEFORE)







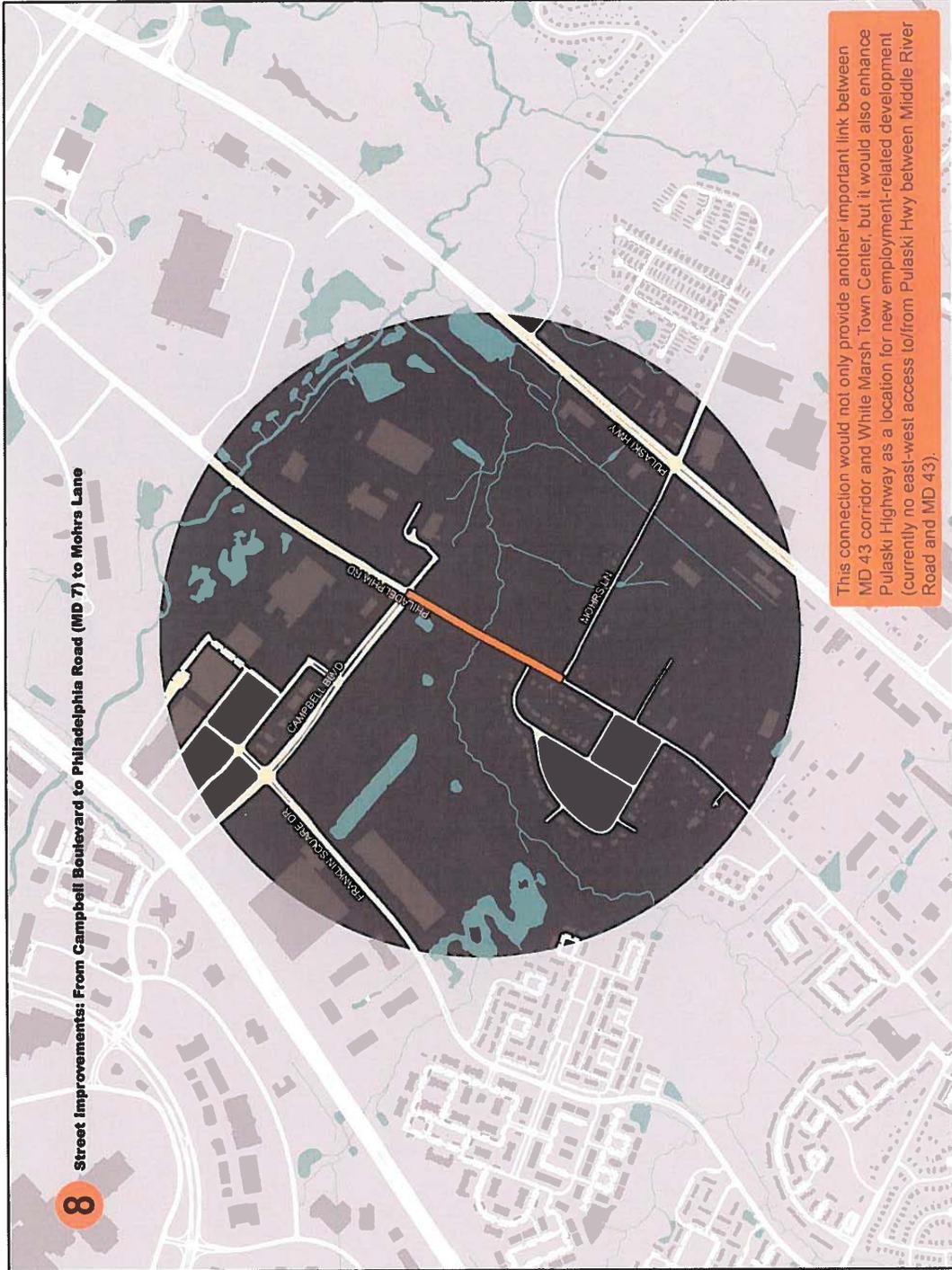


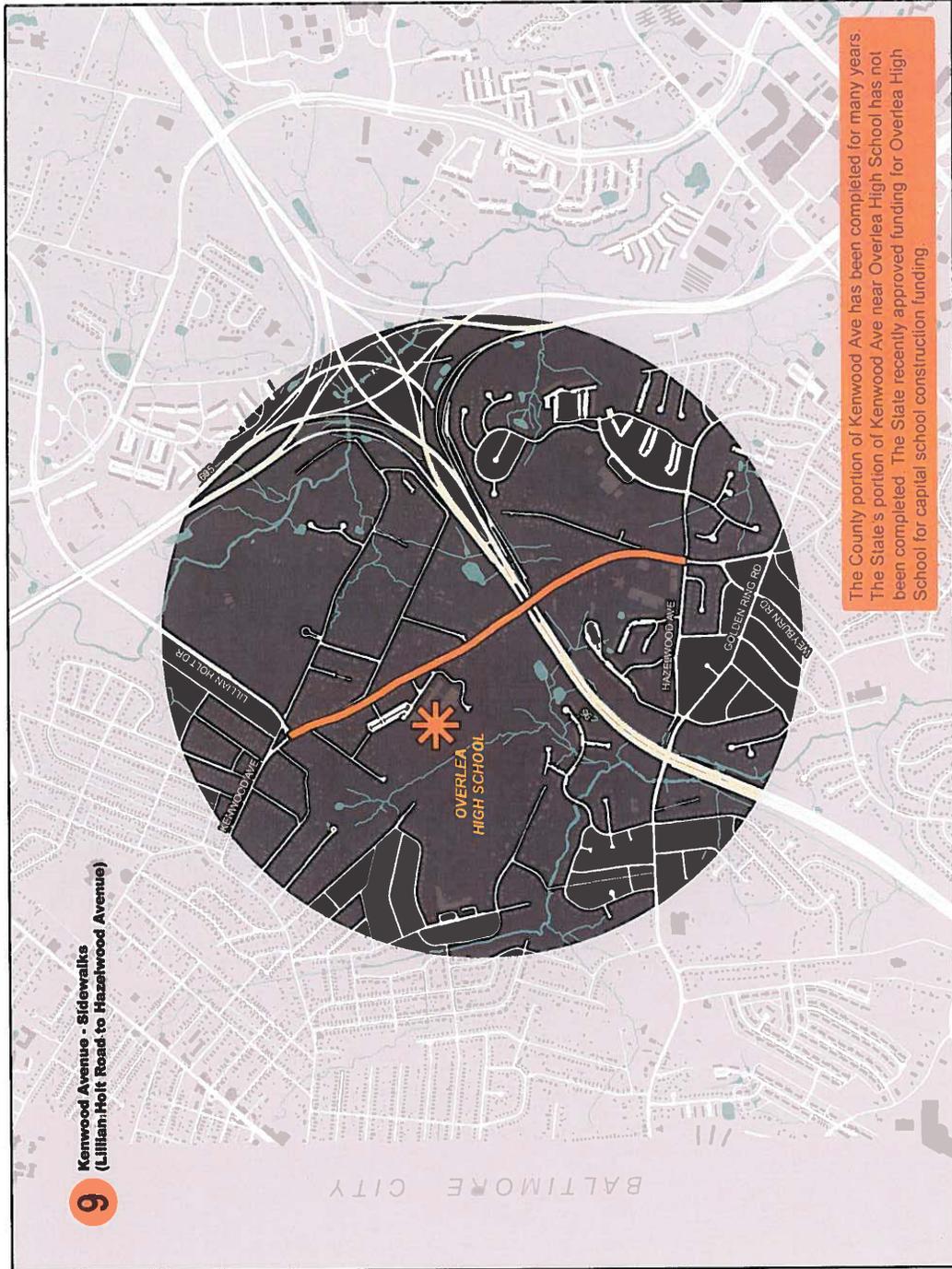
7 Streetscape Improvements:
Eastern Avenue MD 150
(Mace Avenue to MD 702 BEFORE)





7 Streetscape Improvements:
Eastern Avenue MD 150
(Mace Avenue to MD 702 AFTER)





Carroll County

Board of County Commissioners

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July 16, 2015

C IV
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:

C OLL
a great place to live, a great place to work, a great place to play

The Honorable Pete K. Rahn
RE: FY 2016-2021 Consolidated Transportation Program
Page 2

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):

The Honorable Pete K. Rahn
 RE: FY 2016-2021 Consolidated Transportation Program
 Page 3

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

The Honorable Pete K. Rahn
RE: FY 2016-2021 Consolidated Transportation Program
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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

The Honorable Pete K. Rahn
RE: FY 2016-2021 Consolidated Transportation Program
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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

The Honorable Pete K. Rahn
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Page 6

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

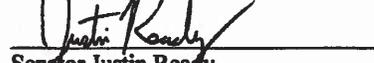

Doug Howard, President

Senator Gail Bates


Stephen A. Wantz, Vice President

Senator Michael Hough


C. Richard Weaver, Secretary


Senator Justin Ready


Richard S. Rothschild

Delegate Kathy Afzali


Dennis E. Frer

Delegate Barrie S. Ciliberti

The Honorable Pete K. Rahn
RE: FY 2016-2021 Consolidated Transportation Program
Page 7

Delegate Trent Kittleman

Del _____

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

Board of County Commissioners

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C. Richard Weaver, *Secretary*
Richard S. Rothschild
Dennis E. Frazier



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fax 410-386-2485
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As always, thank you for your positive consideration of Carroll's state transportation projects and priorities.

Very truly yours,

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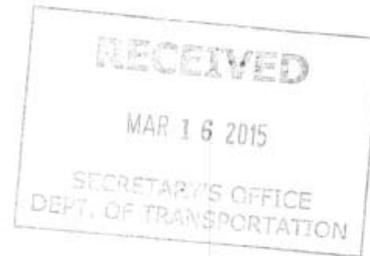
BARRY GLASSMAN
HARFORD COUNTY EXECUTIVE



BILLY BONIFACE
DIRECTOR OF ADMINISTRATION

March 2, 2015

Mr. Pete K. Rahn
Acting Secretary of Transportation
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 598
Hanover, Maryland 21076



Re: Harford County Transportation Priorities

Dear Acting Secretary Rahn:

Harford County has established a list of transportation priorities that focuses on projects with the potential to provide immediate upgrades to our roadways. These projects are of various modes and are consistent with previous requests, long-term goals of the Maryland Transportation Plan, and regional and local plans. Input from the County's municipalities is reflected in these priority projects.

In order to meet the continuing needs of BRAC, we believe the following intersection improvement projects should be considered the highest priority for the state due to their importance to BRAC and Aberdeen Proving Ground (APG):

- US 40/MD 159/MD 7
- MD 22/MD 132
- MD 22/MD 462
- MD 22/Beards Hill Road
- US 40/MD 155/MD 7A
- US 40/MD 22
- US 40/MD 543

In establishing these priorities, concerns continue to be raised regarding an improved east-west movement from APG to points west/north and south. Capacity enhancements to the MD 22 corridor from MD 543 to APG builds on past state and local studies to improve access, mobility, and safety for passenger and freight traffic as well as connectivity for pedestrian, bicyclists, and transit. The MD 22 Multimodal Corridor Study was completed in September 2012 and identified short-, medium-, and long-term solutions to persistent traffic issues; the short-term solutions in

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particular should be considered as soon as achievable. As also indicated in the study, a multimodal approach is needed to serve existing and future travel demand while offsetting congestion and improving air quality. Specifically, improvements to the MD 22 corridor should include an inbound AM peak HOV lane from Old Post Road to the APG Gate, an eastbound queue jump lane for Harford Transit at the MD 543 intersection, mainline and intersection improvements from west of Prospect Mill Road to east of Thomas Run/Schucks Road, mainline and intersection improvements from west of MD 136 to east of MD 155, bicycle and pedestrian upgrades, and better access management to the restaurants and shopping centers throughout the corridor where appropriate.

Increased traffic volumes continue to stress the roadway network in and around the Town of Bel Air. The dualization of the US 1 Bel Air Bypass has been an anticipated highway project for a number of years and includes improvements to the MD 24 interchange and the MD 924/MD 24 interchange. This continues to be a top priority for Harford County. An upgrade to the intersection of Business US 1/MD 24 inside the Town of Bel Air is also identified as a key project; this includes improvements for bicycle and pedestrian circulation. This is an important intersection within the Town's transportation system and serves as a major crossroad in the County. Congestion on MD 24 continues to be a problem, particularly in the northbound direction during the PM peak hours. Of particular concern are capacity limitations on MD 24 from south of Singer Road to north of Plumtree Road.

Harford County's goal is for efficient and convenient transit and rail service that addresses local and regional needs. Average ridership on the MARC Penn Line grew 3.5% annually from 2007 to 2012, and ridership is expected to continue to grow at historic rates. A new multimodal train station supporting TOD in Aberdeen is a priority. Included as part of the TOD and new train station is Station Square Plaza, a green terraced plaza on the east and west side of the tracks. It includes a pedestrian underpass connecting the neighborhood to the east of the tracks with downtown and areas west; the underpass replaces the pedestrian overpass structure. Other priorities for the Aberdeen TOD include additional parking and roadway improvements on East Bel Air Avenue and APG Road as well as a US 40 "Green Boulevard". With the completion of the Edgewood Train Station, the priority shifts toward making MD 755 a "complete street" with Phase II of the MD 755 streetscape project.

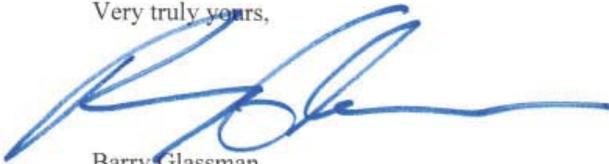
Improving access to and from the Perryman Peninsula has been studied and continues to be a top priority. Roundabouts are proposed at the MD 7/Stepney Road intersection and at the MD 159/Old Philadelphia Road intersection. This route serves as the primary access to the Perryman Peninsula. Roundabouts are proposed to replace four-way stop controlled intersections at MD 23/MD 146 and MD 136/MD 440 in rural northern Harford County. A roundabout is also proposed as a safety measure at the MD 23/Grafton Shop Road intersection.

We would like to thank the Maryland Department of Transportation for its continued support in meeting the transportation needs of the area. Phase I of the US 40/MD 7/MD 159 intersection improvements have been completed. Construction of the MD 22/MD 132 intersection, the MD 22/Beards Hill Road intersection, and the MD 755 Streetscape is underway. Construction is anticipated to begin this year for Phase II of the US 40/MD 7/MD 159 intersection and the MD 22/MD 462 intersection.

Finally, Harford County anticipates the initiation of a comprehensive study of the MD 924 corridor that will identify improvements that promote safety and multimodal connectivity and support sustainable communities. The limits of the study are from MacPhail Road to Woodsdale Road. We respectfully request the support of MDOT as we develop the study of this critical area of Harford County and determine future capital projects.

If you have any questions or need any clarifications about our list of priorities please do not hesitate to contact us.

Very truly yours,



Barry Glassman
Harford County Executive



Richard C. Slutzky
Harford County Council President



Del. Richard K. Impallaria
Chairman, Harford County Delegation

cc: William K. "Billy" Boniface, Director of Administration
Timothy F. Whittie, Director, Department of Public Works
Bradley F. Killian, Director, Department of Planning & Zoning
Jenny B. King, Deputy Director, Department of Planning & Zoning
Anthony S. McClune, Chief, Current Planning, Department of Planning & Zoning
Cheryl L. Banigan, Chief, Transportation & Traffic Engineering, Dept. of Public Works
Jeffery M. Stratmeyer, Chief Engineer, Department of Public Works
Alex A. Rawls, Transportation Planner, Department of Planning & Zoning

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: _____ to FY: _____ CTP

- 1) Name of Project: BRAC Intersections Improvement
- 2) Submitting Jurisdiction/Modal Agency: Harford County
- 3) Project Jurisdiction/County: Harford County
- 4) Project limits (attach map if available and applicable): US 40 @ MD 7/MD 159; MD 22 @ MD 132; MD 22 @ MD 462; MD 22 @ Beards Hill Road; US 40 @ MD 155/MD 7A; US 40 @ MD 22; US 40 @ MD 543 - See Attached Map
- 5) Anticipated cost and funding source (approximate if available): Federal and State Funding; \$20.5 million - US 40 @ MD 7/MD 159 (Phase I Constructed; Phase II R/W is Underway and Construction Anticipated in 2015); \$8.9 million - MD 22 @ MD 132 (Under Construction); \$21.2 million (DAR Request) - MD 22 @ MD 462 (R/W is Underway and Construction Anticipated in 2015); \$16.0 million - MD 22 @ Beards Hill Road (Under Construction); \$14.5 million - US 40 @ MD 155/MD 7A; \$35 million - US 40 @ MD 22; \$2.4 million - US 40 @ MD 543
- 6) Description of project purpose and need (up to one paragraph): Purpose - The purpose is to provide operational and safety improvements to these priority intersections which provide access to the Aberdeen Proving Ground (APG). These improvements will allow the road network to handle traffic better and improve access and mobility for passenger, freight and transit vehicles, bicyclist and pedestrians. Need - Maryland has received thousands of new jobs and hundreds of families to APG and the Harford County Community as a results of BRAC (Base Realignment and Closure). Improving these critical intersections is imperative to improve safety and ease congestion. Construction is underway on the MD 22 @ MD 132 and the MD 22 @ Beards Hill Road intersection. Construction on the US 40 @ MD 7/MD 159 intersection and the MD 22 @ MD 462 intersection is set to begin in FY 15.
- 7) 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: _____
- 8) 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 upgrade to these intersections fulfill Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment. The BRAC

intersections are identified as priority transportation projects in the 2010 Harford County Transportation Plan

- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: The project complies with principles of Smart Growth - all intersections are located inside the State designated Priority Funding Area and inside the County's Development Envelope.
- 11) 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: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: These intersections serve as the primary corridors and access points to APG. APG is vital to our nation's defense, providing testing, research and development. Therefore, improving access for employees is essential. Two (2) of the intersections (US 40 @ MD 7/MD 159 and US 40 @ MD 155/MD 7A) were identified by SHA as secondary candidate safety improvement locations (CSIL) in the 2008 MDOT Traffic and Intersection Improvement Studies for Base Realignment and Closure Aberdeen Proving Ground.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: These intersection improvements demonstrate the commitment to investing resources in better roads and infrastructure. In 2008, MDOT performed a Traffic and Intersection Improvement Study for BRAC. The study included traffic counts, projected traffic volumes and level of service (LOS) at 47 intersections. The no build option projected each of these intersections to fail. Improvements are identified to mitigate the impact from BRAC at each intersection. The improvements at these priority intersections enhance the projected LOS which is a key measure of effectiveness. A MD 22 Multimodal Corridor Study was completed in 2012 which examined multimodal solutions to enhance the movement of people, goods and services throughout the corridor including through the MD 22 BRAC intersections.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

- Objective: Maintain and enhance customer satisfaction with transportation services across modes.
- Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.
- Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Travel times and delay for passengers and freight traffic accessing APG, the office and industrial park complexes in Aberdeen and Riverside, and the distribution centers on the Perryman Peninsula will be reduced.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

- Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.
- Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.
- Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.
- Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: These intersections are projected to fail without upgrades. Congestion leads to increased emissions and greenhouse gases. The proposed intersection improvements will help to alleviate congestion which in turn lessens adverse air quality impacts.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

- Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.
- Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.
- Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: The US 40 and the MD 22 corridors are important local and regional links for passenger and freight traffic and serve as gateways to APG.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

- Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: Not only does improving these priority intersections improve access for employees and contractors at APG, in Perryman and in Aberdeen, but also connectivity for all commuters in the region.

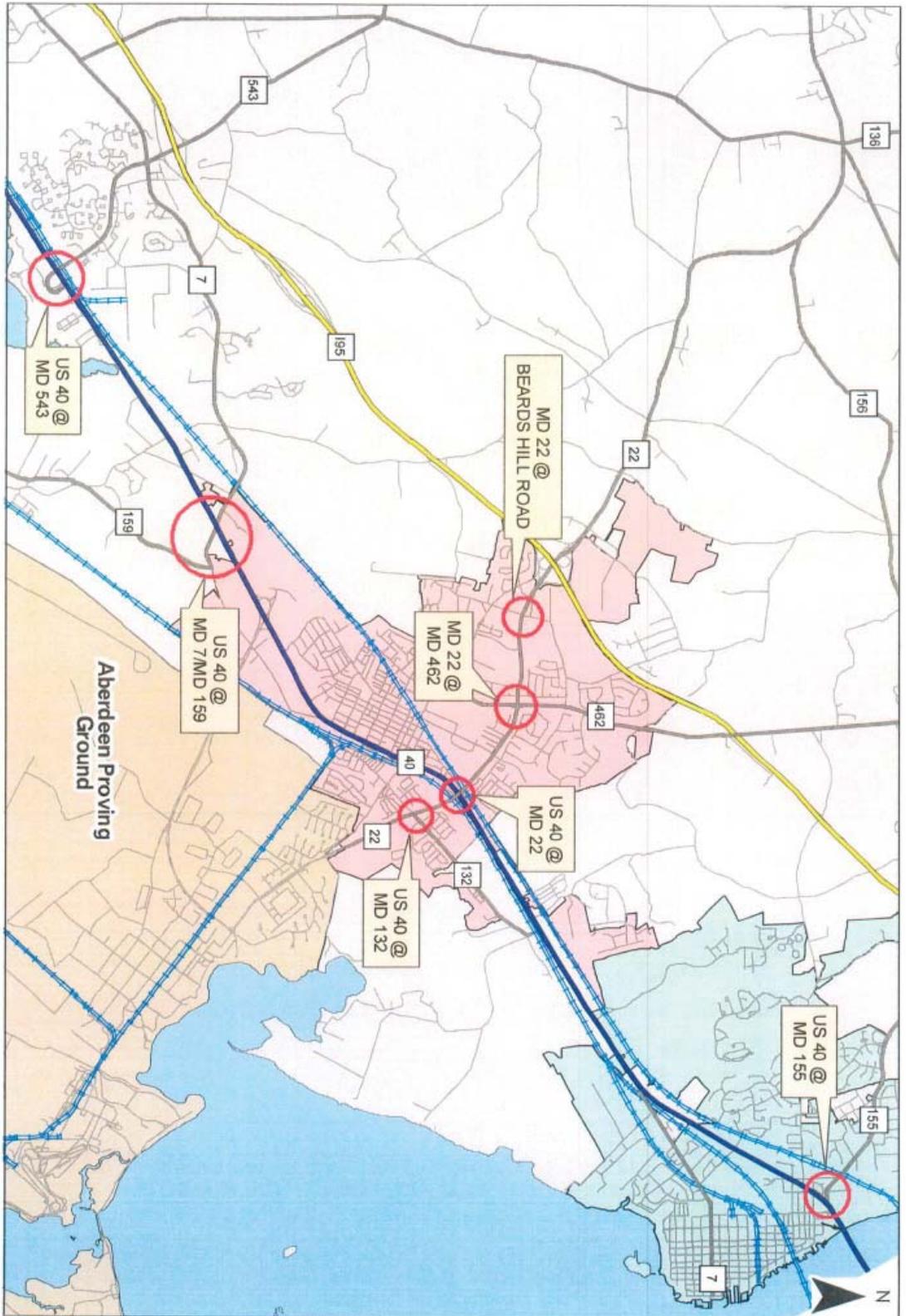
- 12) Additional Comments/Explanation: The improvements to these intersections are essential for the transportation network's ability to handle the continued stress on the infrastructure leading to APG.

Source: Harford County Department of Planning and Zoning, 2014

**HARFORD COUNTY TRANSPORTATION PRIORITY
CRITICAL INTERSECTION PROJECTS**



1 in = 1 miles



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: _____ to FY: _____ CTP

- 1) Name of Project: MD 22
- 2) Submitting Jurisdiction/Modal Agency: Harford County
- 3) Project Jurisdiction/County: Harford County
- 4) Project limits (attach map if available and applicable): From APG to MD 543
- 5) Anticipated cost and funding source (approximate if available): \$6 million - MD 22 road and intersection improvements from west of Prospect Mill Road to east of Thomas Run Road/Schucks Road; \$70 million - MD 22 road and intersection improvements from west of MD 136 to east of MD 155; \$0.5 million - HOV lane from Old Post Road to APG Gate; N/A - Pedestrian and ADA upgrades throughout the corridor where applicable; N/A - Additional "Share The Road" signs throughout the corridor; N/A - Eastbound Transit Queue Jump Lane at MD 22 @ MD 543 intersection; N/A - Bus Stop amenities where applicable; N/A - Access Management upgrades near Thomas Run Station and at Beards Hill Shopping Center.
- 6) Description of project purpose and need (up to one paragraph): Purpose - The purpose of this project is to build on the past studies and to implement the MD 22 Multimodal Corridor Study. This project improves access, mobility, and safety for passengers and freight traffic and connectivity for pedestrians, bicyclists and transit. The project may include additional travel lanes in sections of the corridor, auxiliary lanes, access management, traffic control devices, sidewalks, crosswalks and streetscaping. Need - Concerns continue to be raised regarding an improvement to the east-west movement in the County. BMC's 2035 travel forecast projects the MD 22 corridor to operate under congested conditions between MD 543 and US 40. Maryland has received thousands of new jobs and hundreds of families to APG and the Harford County Community as a result of BRAC. Upgrading this corridor will improve safety and ease congestion. A multimodal approach is needed to serve existing and future travel demand, while offsetting congestion and improving air quality.
- 7) 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: _____
- 8) 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: A multimodal MD 22

corridor fulfills Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment. MD 22 is identified as a priority transportation project in the 2010 Harford County Transportation Plan. A multimodal corridor study was completed which identified feasible and cost efficient improvements including new TDM strategies, transit upgrades, bicycle and pedestrian improvements, access management, and intersection improvements and roadway widening throughout the corridor.

9) In county priority letter? Yes No

10) Smart Growth status and explanation: The sustainability of the roadway is stressed by the implementation of BRAC. This road traverses inside and outside of the Priority Funding Area, serving nodes and activity centers inside the Priority Funding Area and connecting these areas. The demand for road expansion outside the PFA is not essential.

11) 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: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: The MD 22 corridor serves commuters to APG, Harford Community College, the Town of Bel Air, and has interchanges at I-95 and US 40 to serve regional commuters. Major bottlenecks are located at intersections near APG, near the I-95 interchange, near Harford Community College and in the Village of Churchville. The efficient movement of all modes of traffic through these choke points is at the core of this project.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: BMC's travel forecast projects the MD 22 corridor to operate under congested conditions between MD 543 and US 40. LOS is a key measurement in the performance of a roadway and the efficiency of personal throughput. Therefore, improvements are needed throughout this corridor for existing and future travel demands in order to offset congestion and improve air quality.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: The MD 22 corridor is a major east-west arterial in Harford County connecting the municipalities of Bel Air and points west with Aberdeen and provides direct access to APG. This project will reduce travel time and delay for all modes of transportation by improving freight and vehicular mobility, improving access to transit, and providing bicycle and pedestrian facilities and connections where appropriate.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: This project takes a multimodal approach to easing congestion by including HOV for APG commuters, TDM strategies, bicycle and pedestrian accommodations, and transit improvements.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: MD 22 links different modes of travel. The corridor is served by Harford Transit LINK and MTA. Park and Ride lots are located near the I-95 interchange and at the Aberdeen Train Station on US 40 near the MD 22 interchange. In addition,

many APG bicycle commuters use this route. MD 22 is a favorite route for recreational cyclists as well and a portion of the corridor is a designated bikeway by the East Coast Greenway.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

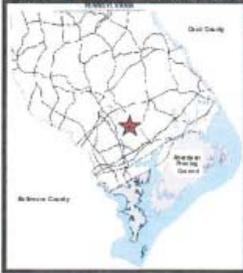
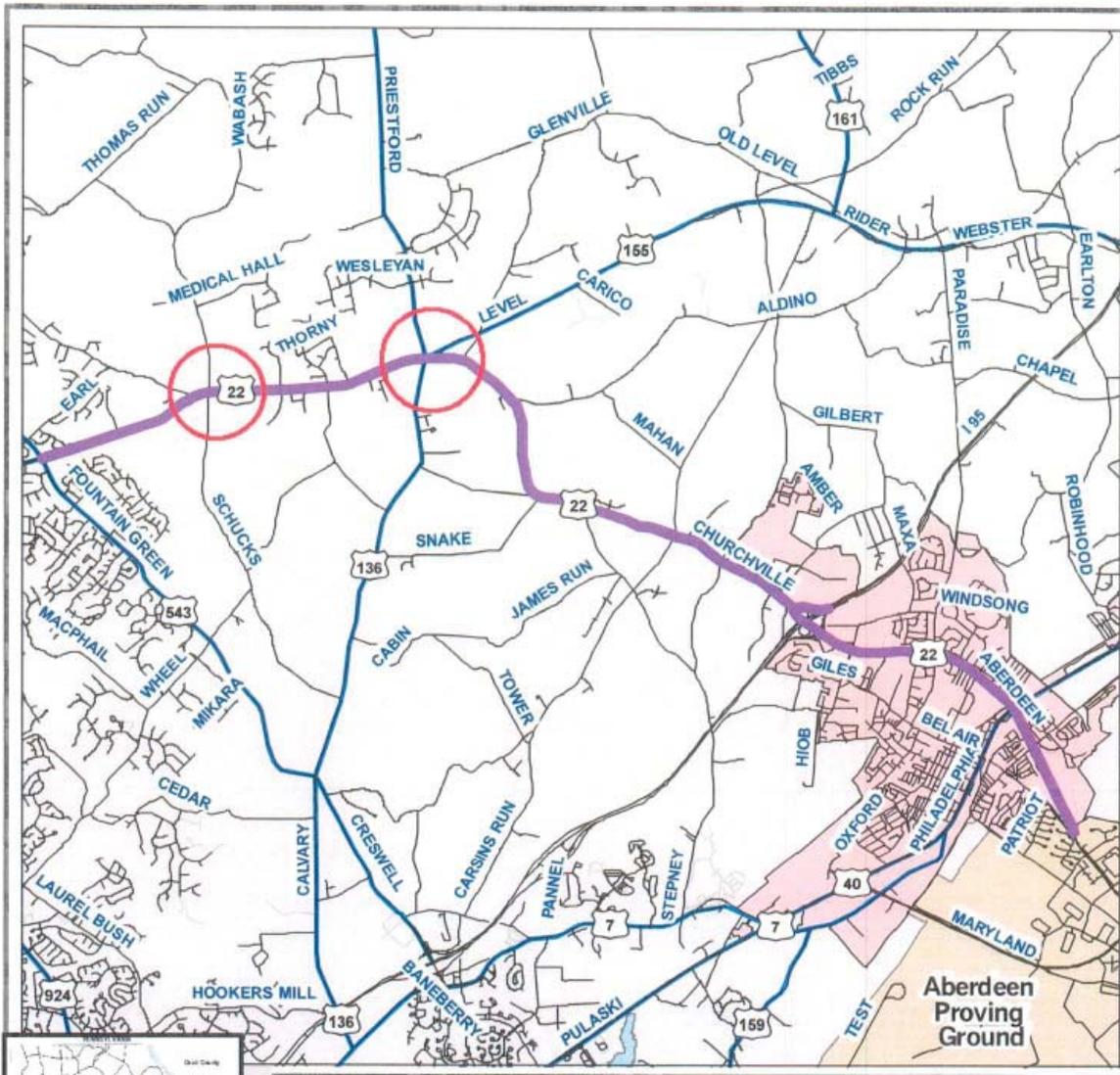
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: Improving this corridor in a multimodal way will enhance the movement of people, goods and services. MD 22 serves as a gateway corridor for commuters and freight traffic to the Town of Bel Air, the City of Aberdeen and APG. The corridor also serves the Village of Churchville, Harford Community College, the Ripken Stadium Complex and the University Center/HEAT.

- 12) Additional Comments/Explanation: MD 22 capacity studies date back to the 1980s, including the evaluation of a bypass around the Village of Churchville and the State Highway Administration's widening project from the Town of Bel Air to MD 543. An MD 22 multimodal corridor study was completed in 2013 and identifies improvements for all modes of travel over a short, medium and long term timeframe. A federally funded study is currently being done for MD 22 from MD 543, through the Town of Bel Air and ending at Tollgate Road. Additional capital projects are expected to be identified once this study is complete.

HARFORD COUNTY TRANSPORTATION PRIORITY MD 22



1 in = 1.25 miles



Source: Harford County Department of Planning and Zoning, 2012

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: _____ to FY: _____ CTP

- 1) Name of Project: US 1 Bel Air Bypass
- 2) Submitting Jurisdiction/Modal Agency: Harford County
- 3) Project Jurisdiction/County: Harford County
- 4) Project limits (attach map if available and applicable): US 1 Bypass from MD 147 (Harford Road)/Business US 1 (Baltimore Pike) to Business US 1 (Conowingo Road) - See Attached Map
- 5) Anticipated cost and funding source (approximate if available): \$200 Million - US 1 Bypass multilane reconstruction, US 1 Bypass/MD 24 interchange reconstruction and US 1 Bypass/MD 24/MD 924 improvement (Project Planning complete)
- 6) Description of project purpose and need (up to one paragraph): Purpose - The purpose of this project is to improve access, mobility, and safety for transit, passenger and freight traffic. The dualization of the Bel Air Bypass includes interchange improvements with MD 24 and MD 924. Project Planning has been completed. Need - Increased traffic volumes continue to stress the roadway network in and around the Town of Bel Air. BMC's travel forecast projects the US 1 corridor to operate under congested conditions from Hickory to I-695 in Baltimore County. This project will improve the safety and operations of the corridor, ease congestion and improve air quality for existing and future travel demand.
- 7) 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: _____
- 8) 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 US 1 Bel Air Bypass fulfills Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment. The Bypass is identified as a priority transportation upgrade project in the 2010 Harford County Transportation Plan.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: This project is located inside the Priority Funding Area and the County's Development Envelope.

11) 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: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

- Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.
- Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: The US 1 Bel Air Bypass serves commuters from northern Harford County to employment centers in Harford County, Baltimore County, Baltimore City and points south and west. The Bypass is mostly an undivided roadway. In addition to increasing the capacity of the road, a traffic barrier and shoulders were recently installed to provide safety for commuters.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

- Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: BMC's travel forecast projects the US 1 Bypass to operate under congested conditions. LOS is a key measurement in the performance of a road and in the efficiency of personal throughput. Therefore, improvements are needed to address existing and future travel demands and to offset congestion and improve air quality. The strain on the road network around Bel Air will be eased because of the enhancements to the interchange and the corridor.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

- Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.
- Objective: Maintain and enhance customer satisfaction with transportation services across modes.
- Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.
- Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: This project will improve travel time and reduce delays for most commuters and freight traffic around Bel Air. Shoulder improvements will accommodate bicycles and sidewalks will be included where appropriate.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: A trumpet type interchange is proposed at MD 24, eliminating the signal there and improvements to the MD 924 interchange are proposed. These improvements will ease congestion and offset emissions.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: The US 1 Bypass is served by an MTA Commuter Bus and a Park and Ride lot located at the US 1/MD 24/MD 924 interchange. The Harford Mall near the US 1/MD 24 interchange is a transfer hub for Harford Transit LINK.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

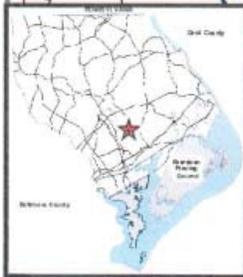
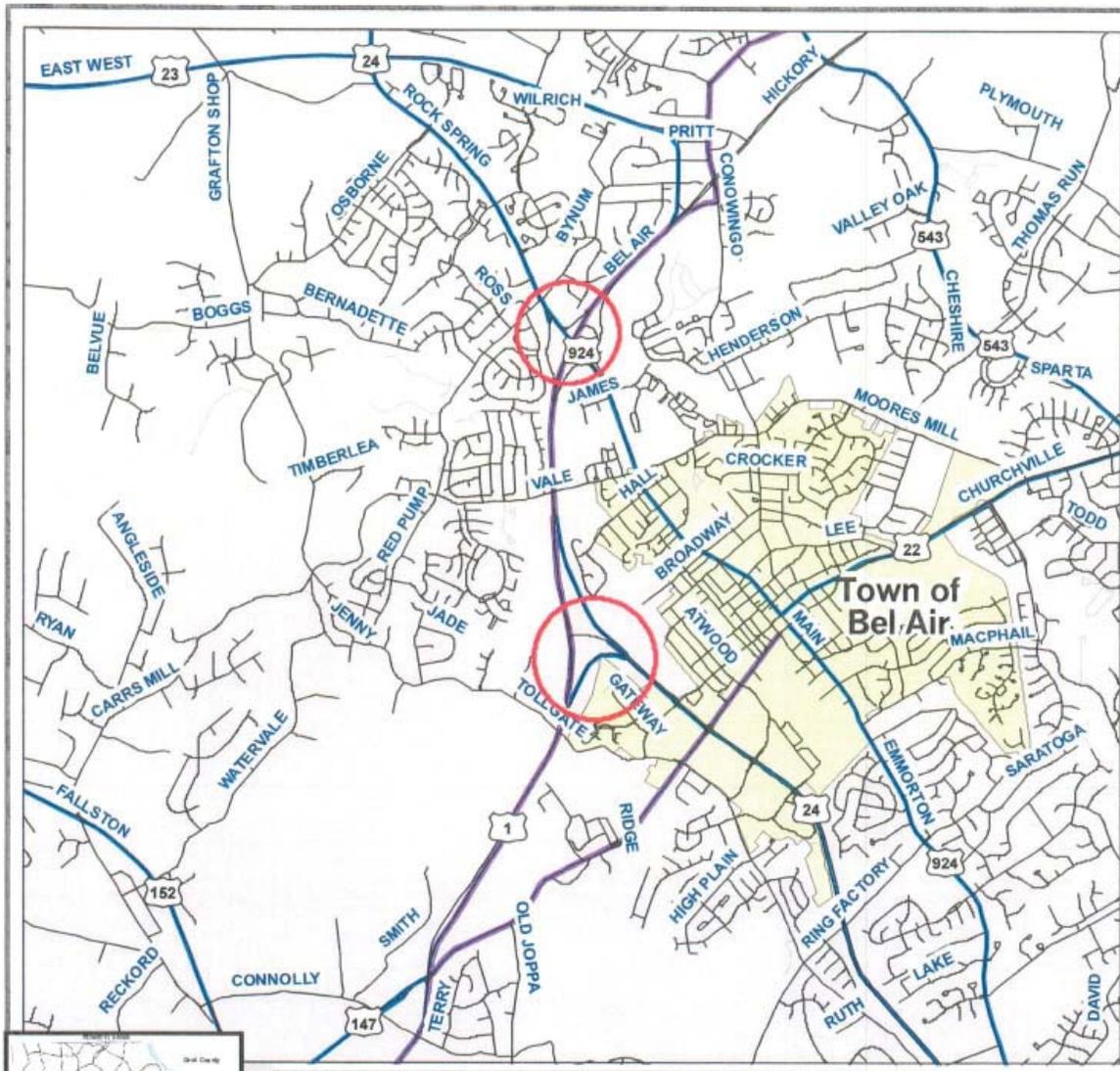
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: The improvement to the US 1 Bel Air Bypass, including improvements to the interchanges, improves access to industrial parks, shopping centers and recreational facilities and for local and regional commuters throughout the road network.

12) Additional Comments/Explanation: Project Planning is complete for the section of the Bel Air Bypass from MD 147 (Harford Road)/Business US 1 (Baltimore Pike) to US 1 (Conowingo Road) in Hickory and the project has gone through the NEPA Process.

HARFORD COUNTY TRANSPORTATION PRIORITY US 1/BEL AIR BYPASS



1 in = 0.75 miles



Source: Harford County Department of Planning and Zoning, 2012

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: _____ to FY: _____ CTP

- 1) Name of Project: Business US 1 @ MD 24 Intersection
- 2) Submitting Jurisdiction/Modal Agency: Harford County
- 3) Project Jurisdiction/County: Harford County
- 4) Project limits (attach map if available and applicable): Business US 1 @ MD 24 - See Attached Map
- 5) Anticipated cost and funding source (approximate if available): N/A - Business US 1 @ MD 24
- 6) Description of project purpose and need (up to one paragraph): Purpose - The Town of Bel Air has identified congestion management as a top priority. The purpose of this project is to improve access, mobility, and safety for transit, passenger and freight traffic at the congested commercial intersection inside the Town of Bel Air. Need - Increased traffic volumes continue to stress the roadway network in and around the Town of Bel Air. Poor pedestrian and bicycle access to and from shopping centers in this area is a major concern. This project will improve safety and operations for all mode users, ease congestion at the intersection and improve air quality for existing and future travel demand.
- 7) 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: _____
- 8) 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: This project fulfills Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment. In addition, this intersection has been identified as a priority transportation upgrade project in the Town of Bel Air Comprehensive Plan.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: This project is located inside the Priority Funding Area, the County's Development Envelope and the Town of Bel Air's municipal limits.
- 11) 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: Safety and Security: Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: MD 24 essentially creates a barrier to bicycle and pedestrian circulation. Upgrades to Business US 1 @ MD 24 intersection will improve safety and operations for mode uses including bicycle and pedestrian movements near the mall and other retail services in this commercial district. Signal improvements, refuge islands, crosswalk upgrades, and visible signage will make crossing at this intersection less dangerous.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: Improvements are needed to address existing and future travel demands and to offset congestion and improve air quality. The strain on the road network around Bel Air will be eased by the improvement to this gateway intersection.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: This project will improve travel time and reduce delays for most commuters and freight traffic in and around the Town of Bel Air. Improvements will include providing better bicycle and pedestrian access in this Bel Air commercial district.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: The improvements at this intersection improves air quality by reducing congestion and creates a safer environment for pedestrians, bicyclists and motorists and shows a commitment to invest in existing communities which is a fundamental smart growth practice.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: The improvement to the Business US 1 @ MD 24 commercial intersection inside the Town of Bel Air, improves access to this shopping district and for local and regional commuters throughout the road network.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

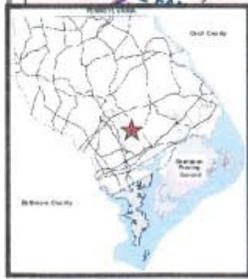
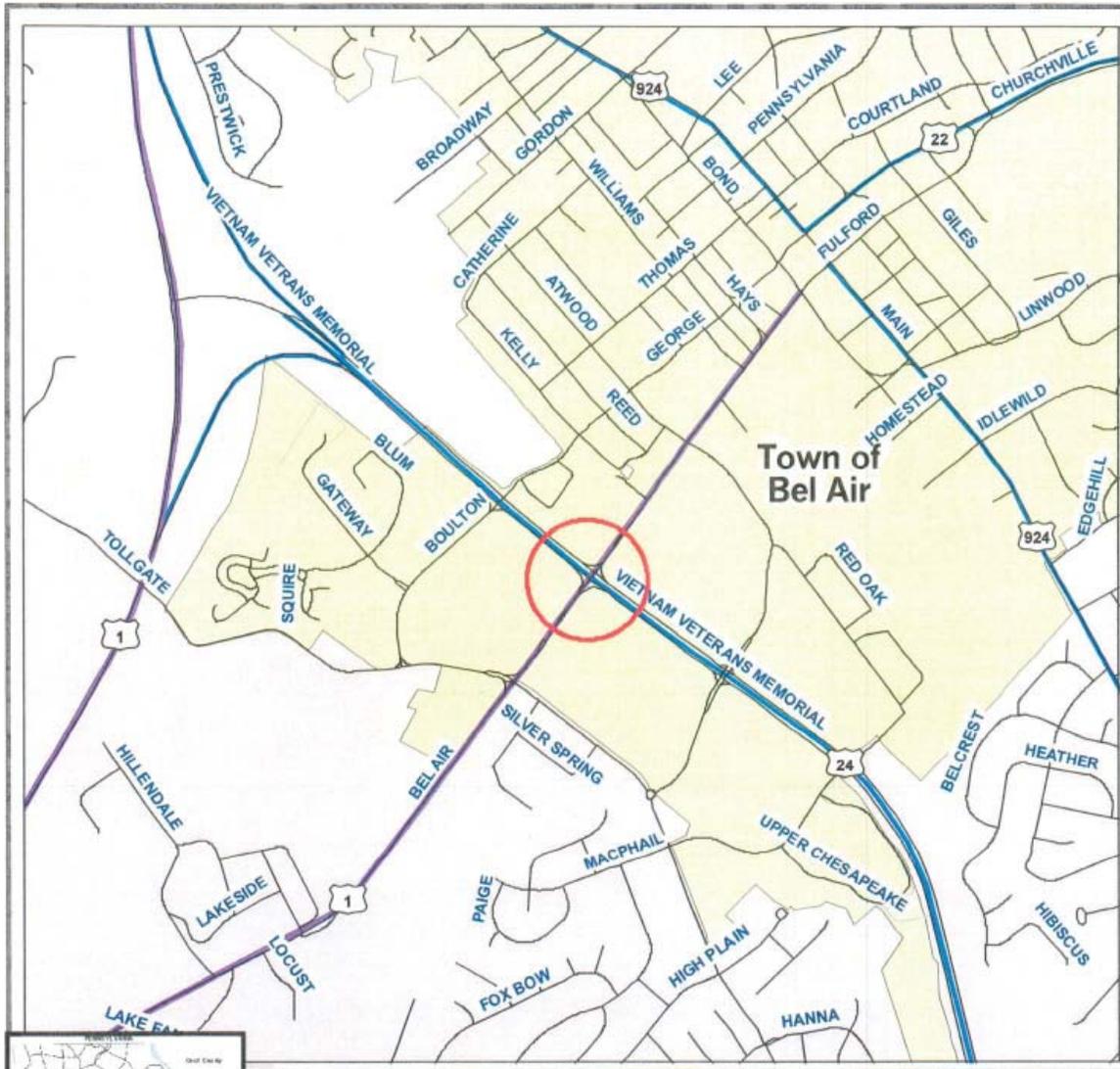
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: This intersection is located approximately 0.5 miles from the Town's Main Street District. In addition, Harford Mall located at this intersection is a transfer hub for Harford Transit LINK.

- 12) Additional Comments/Explanation: A federally funded study is currently being done for US 1 Business and MD 22 from MD 543, through the Town of Bel Air and ending at Tollgate Road. It also includes MD 24 from MacPhail Road to the US 1 Bypass Interchange. Additional capital projects are expected to be identified once this study is complete. This intersection operates as a chokepoint in the road network and significantly impacts the operation of MD 24 and US 1 as bypass routes.

HARFORD COUNTY TRANSPORTATION PRIORITY BUSINESS US 1 @ MD 24



1 in = 0.25 miles



Source: Harford County Department of Planning and Zoning, 2012

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: _____ to FY: _____ CTP

- 1) Name of Project: MD 24 Northbound Lane
- 2) Submitting Jurisdiction/Modal Agency: Harford County
- 3) Project Jurisdiction/County: Harford County
- 4) Project limits (attach map if available and applicable): South of Singer Road to North of Plumtree Road - See Attached Map
- 5) Anticipated cost and funding source (approximate if available): N/A - third northbound MD 24 thru lane
- 6) Description of project purpose and need (up to one paragraph): Purpose - The purpose of this project is to improve access, mobility, and safety for transit, passenger and freight traffic along this congested roadway between I-95 and the Town of Bel Air. Need - Increased traffic volumes continue to stress the roadway network in and around the Town of Bel Air. Future condition traffic simulations show this corridor operating under congested conditions during the PM and Saturday peak time periods south of Singer Road to north of Plumtree Road. This project will improve the safety and operations of the corridor, ease congestion and improve air quality for existing and future travel demand.
- 7) 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: _____
- 8) 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: Capacity improvements to the MD 24 corridor fulfills Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment. The MD 24 corridor is identified as a priority transportation upgrade project in the 2010 Harford County Transportation Plan.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: This project is located inside the Priority Funding Area and the County's Development Envelope.

- 11) 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: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

- Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.
- Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: The MD 24 corridor serves commuters from the Town of Bel Air and northern Harford County to employment centers in Baltimore County, Baltimore City and points south. Major bottlenecks are located at intersections throughout the corridor. The efficient movement of all modes of traffic through these choke points is at the core of this project.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

- Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: Improvements are needed to address existing and future travel demands and to offset congestion and improve air quality. The strain on the road network will be eased by the improvement to this roadway.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

- Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.
- Objective: Maintain and enhance customer satisfaction with transportation services across modes.
- Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.
- Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: The MD 24 corridor is a major north-south arterial in Harford County connecting the Town of Bel Air with I-95. This project will improve travel time and reduce delays for most commuters and freight traffic.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

- Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.
- Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: The improvements along this corridor improve air quality by reducing congestion.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: The improvement to this corridor improves access to commercial nodes adjacent to the roadway and improves conditions for local and regional commuters throughout the road network. A Park and Ride lot is located near the I-95 interchange south of the project limits.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: Improving this corridor will enhance the movement of people, goods and services throughout the region. MD 24 serves as a gateway corridor for commuters and freight traffic to the Town of Bel Air. The corridor also serves The Festival at Bel Air, a commercial node south of the Town of Bel Air.

- 12) Additional Comments/Explanation: Congestion continues to build on MD 24, particularly in the northbound direction during the PM peak hours. Capacity to the MD 24 corridor is needed from south of Singer Road to north of Plumtree Road.

HARFORD COUNTY TRANSPORTATION PRIORITY MD 24 - SINGER ROAD TO PLUMTREE ROAD



1 in = 0.25 miles



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: _____ to FY: _____ CTP

- 1) Name of Project: Aberdeen MARC Station Transit Oriented Development (TOD)
- 2) Submitting Jurisdiction/Modal Agency: Harford County
- 3) Project Jurisdiction/County: Harford County
- 4) Project limits (attach map if available and applicable): US 40 @ MD 132/Bel Air Road - See Attached Map
- 5) Anticipated cost and funding source (approximate if available): \$46.2 Million - New Train Station; \$2.6 Million - Additional Parking; N/A - Road improvements to East Bel Air Avenue and APG Road; N/A - US 40 "Green Boulevard"; \$36 Million - Station Square East and West Plaza which replaces the existing pedestrian overpass with an enhanced (10-feet high by 30-feet wide) pedestrian underpass and a green, terraced plaza/amphitheater.
- 6) Description of project purpose and need (up to one paragraph): Purpose - In 2008, Aberdeen was designated by the State as a Transit Oriented Development (TOD) location. Aberdeen Train Station has many assets and opportunities including proximity to APG, the I-95, US 40 and MD 22 corridors, downtown Aberdeen and established neighborhoods, and a growing population base. This project is the initial step in supporting TOD in Aberdeen. Need - According to the MARC Growth and Investment Plan, average annual growth on the MARC Penn Line has been 3.5% from 2007 to 2012 and ridership demand is expected to continue to grow at historical rates. Capacity and parking constraints threaten the ability of the MARC system to meet demand with acceptable level and quality of service. Maryland has received thousands of new jobs and hundreds of families to APG and the Aberdeen Community as a result of BRAC. BRAC provides growth and development opportunities that supports and complements TOD in Aberdeen.
- 7) 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: _____
- 8) 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 Aberdeen MARC Train Station TOD project supports Harford County's goal for providing efficient and convenient transit and rail service that addresses local and regional needs. In addition, this project supports the reduction in vehicle miles traveled (VMT) and the improvement to air quality. Aberdeen TOD

is identified as a priority project in the 2010 Harford County Transportation Plan. The Aberdeen TOD is consistent with the City of Aberdeen Comprehensive Plan. The City of Aberdeen has adopted an Aberdeen TOD Plan, the Station Square Feasibility Study and amendments to the Development Code.

9) In county priority letter? Yes No

10) Smart Growth status and explanation: TOD is a key element of livable and sustainable communities. Utilizing the existing train station for the TOD is an example of smart growth.

11) 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: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Improvements to the existing train station include better lighting and ADA compliant platforms. The existing pedestrian tunnel will be replaced with a wider, more open crossing under the track which will open up to a green, terraced plaza/amphitheater on both the east and west side of the tracks. This will create a safer and more pleasant environment for transit commuters and the community at large.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: Over the years, Harford County and the City of Aberdeen have focused on revitalizing the US 40 corridor. Creating TOD at the existing train station site will improve the site design with better access to the station and the different modes of transit, good pedestrian and bicycle linkages, parking improvements including parking garages, uniform streetscape with the creation of a "Green Boulevard" on US 40, and increased density - including infill development.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: The Aberdeen MARC Train Station TOD will enhance community character around the existing train station and improve regional access and local walking, bicycling and transit services. This project improves the level and quality of service provided to the users of the different modes served.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: TOD is a growth management and sustainability tool that encourages revitalization, thus preserving open space and natural resources and reducing sprawl. The creation of safe, walkable and bike friendly communities near transit helps to enhance the quality of life by promoting a reduction in air and water pollution and the reduction of emissions related to climate change. An increase in transit ridership means lower VMT.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: The Aberdeen MARC Train Station TOD supports an overall sustainable transportation network that addresses an increase in commuting trips associated with BRAC. The station is served by AMTRAK, an MTA commuter bus and Harford Transit LINK. Reconnecting the station with downtown Aberdeen, and with the neighborhood to the east which has been cut off since the 1980s, is a vital component of the plan. This includes improving all non-motorized access to the train station and connections within the designated TOD area.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

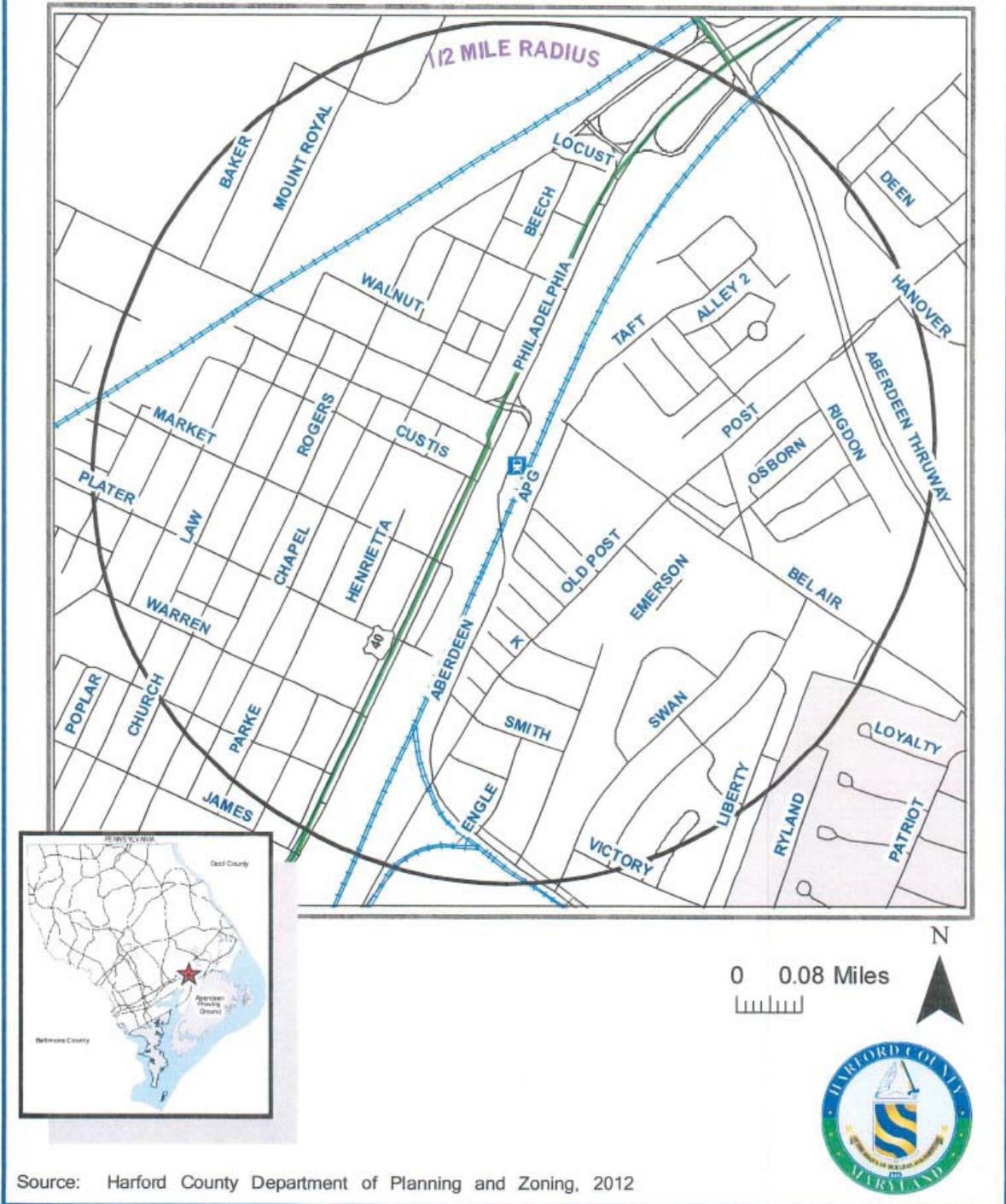
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: Over the years, Harford County and the City of Aberdeen have focused on revitalizing the US 40 corridor. Creating TOD at the existing train station site fulfills this goal.

- 12) Additional Comments/Explanation: Final reports for the Aberdeen TOD and the Aberdeen Station Square Feasibility Study were completed in 2012. Amendments to the Development Code were approved by the Aberdeen City Council.

HARFORD COUNTY TRANSPORTATION PRIORITY ABERDEEN MULTIMODAL TRAIN FACILITY



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: _____ to FY: _____ CTP

- 1) Name of Project: MD 755 Streetscape
- 2) Submitting Jurisdiction/Modal Agency: Harford County
- 3) Project Jurisdiction/County: Harford County
- 4) Project limits (attach map if available and applicable): MD 755 from Willoughby Beach Road to the Edgewood MARC Train Station - See Attached Map
- 5) Anticipated cost and funding source (approximate if available): \$5.5 Million - MD 755 Streetscape (Construction Underway)
- 6) Description of project purpose and need (up to one paragraph): Purpose - With the recent completion of the Edgewood MARC Train Station, the focus shifts towards the road that serves the train station and completes the streetscape that began at MD 24. Need - The 2012 Master Plan and Land Use Element Plan and the Edgewood Community Master Plan calls for MD 755 to serve as the Main Street of the Edgewood Community. This project improves the link between the Edgewood Community, the MARC Train Station and the APG-Edgewood Area.
- 7) 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: _____
- 8) 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: This project fulfills Harford County's goal of maintaining a safe and adequate roadway network that enhances mobility, strengthens the economy and protects the environment. The Harford County Transportation Plan and the Harford County Bicycle and Pedestrian Master Plan include the establishment of Complete Streets and promoting livability and walkability where appropriate.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: This project is located inside the Priority Funding Area and inside the County's Development Envelope and promotes Traffic Calming, Context Sensitive Solutions design principles and Complete Streets.
- 11) 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: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Pedestrian and bicycle safety will be improved with the implementation of this project. The upgrade to the roadway improves overall public safety and provides more efficient multimodal access to APG-Edgewood Area which is part of APG, the County's largest employer and key in our nation's defense.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: Connectivity is improved for pedestrians, bicyclists, freight, transit users, as well as commuters to APG-Edgewood Area and commuters using the MARC Edgewood Train Station.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: MD 755 Streetscape Project improves multimodal connectivity by adding sidewalks and bicycle lanes and connecting the Edgewood Community to the MARC Edgewood Train Station and APG-Edgewood Area. This project will improve the character of the Community and alleviate the existing constraints that limit the quality of service. Better access to the train station may increase ridership and reduce the need to expand roadways.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: Investing in this Complete Street project shows environmental and transportation sustainability. Improving the corridor with all users of the roadway in mind reduces congestion. With the increases in ridership on the MARC lines, improving access to the train station will assist in handling the existing and anticipated growth. An increase in transit ridership also means lower VMT.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: This corridor will be improved with a streetscape project that will tie the Edgewood Community to the train station and APG-Edgewood Area. The parking lot at the train station serves as a Park and Ride and the MD 755 corridor is served by Harford Transit LINK.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

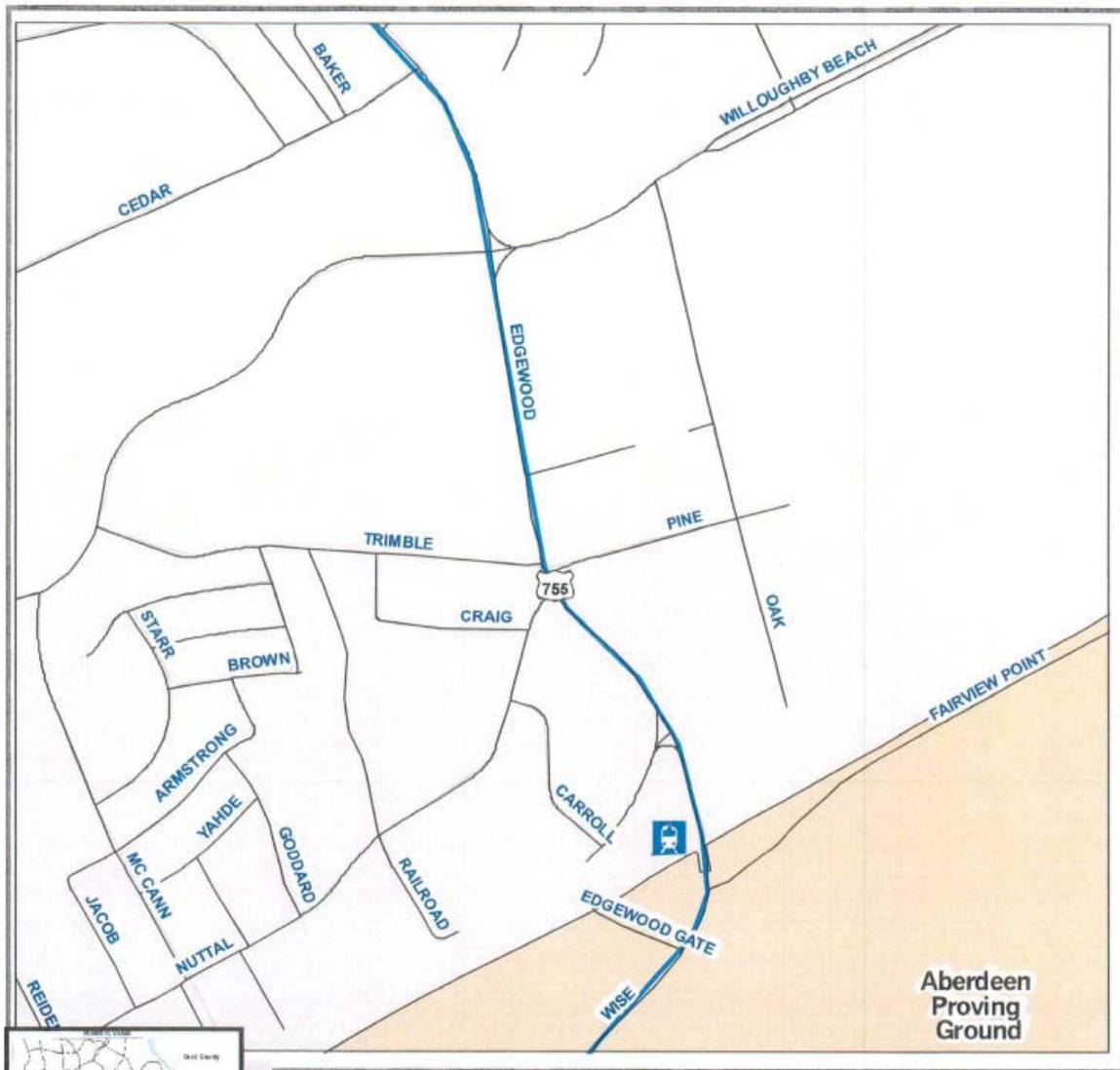
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

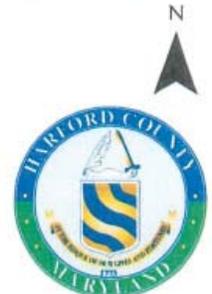
If checked, please describe how the project supports the goal and objectives: The MD 755 Streetscape improvement supports overall sustainable transportation network that addresses the increase in commuting trips. The MARC Edgewood Train Station is accessed by MD 755.

- 12) Additional Comments/Explanation: This project is currently funded for Engineering and R/W only. Phase I from MD 24 to Willoughby Beach Road and the Edgewood MARC Train Station have been constructed. Edgewood is designated by the State of Maryland as a Sustainable Community.

HARFORD COUNTY TRANSPORTATION PRIORITY EDGEWOOD MARC TRAIN STATION / MD 755 STREETScape



1 in = 0.1 miles



Source: Harford County Department of Planning and Zoning, 2013

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: _____ to FY: _____ CTP

- 1) Name of Project: Roundabouts
- 2) Submitting Jurisdiction/Modal Agency: Harford County
- 3) Project Jurisdiction/County: Harford County
- 4) Project limits (attach map if available and applicable): MD 159 (Old Philadelphia Road); MD 7/Stepney Road - See Attached Map
- 5) Anticipated cost and funding source (approximate if available): N/A - MD 159 Roundabout (\$492,000 previously allocated for planning and engineering in CTP); N/A - MD 7/Stepney Road Roundabout
- 6) Description of project purpose and need (up to one paragraph): Purpose -Roundabouts are proposed at two locations; on MD 7 and on MD 159 near the access to the Perryman Peninsula. Providing improved access to and from the Perryman Peninsula has been studied for several years. The purpose of these two roundabout projects is to provide operational and safety improvements to these intersections. These improvements allow the road network to handle traffic better and improve access and mobility for passenger, freight, transit, bicyclists and pedestrians. Need - Improving these critical intersections is the first step to improve safety and ease congestion. These roundabouts will improve traffic circulation by controlling the ingress and egress from the side street in a safe and efficient manner.
- 7) 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: _____
- 8) 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: These roundabouts fulfill Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment. This improvement will include the transfer of MD 159 from the State to the County after construction.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: These intersections are located inside the State designated Priority Funding Area and inside the County's Development Envelope and complies with principles of Smart Growth.

11) 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: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Roundabouts are proven to prevent and reduce the severity of intersection crashes because traffic enters and exits through right turn movements only. Slower travel speeds occur at a roundabout compared to other types of intersections.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: The construction of roundabouts at these intersections enhance the projected LOS which is a key measurement of how effective an intersection works. Without signalization and stop control devices, traffic will continue to flow which increases personal throughput. In addition, the maintenance and operation of a roundabout is substantially less than a traffic signal.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Providing roundabouts at these intersections will improve travel times for commuters and freight traffic and will lessen congestion on the site street. Access to APG and the distribution centers in Perryman will be improved.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: The MD 159/Old Philadelphia Road intersection and the MD 7/Stepney Road intersection are both projected to fail without being upgraded. Congestion leads to increased emissions and greenhouse gases. Roundabouts are environmentally friendly because they reduce air pollution and fuel consumption by requiring fewer complete stops and hard accelerations.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: Relieving congestion and improving access to the Perryman Peninsula are critical to strengthening the County's road network. These intersection improvements are important to local and regional passenger and freight traffic.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

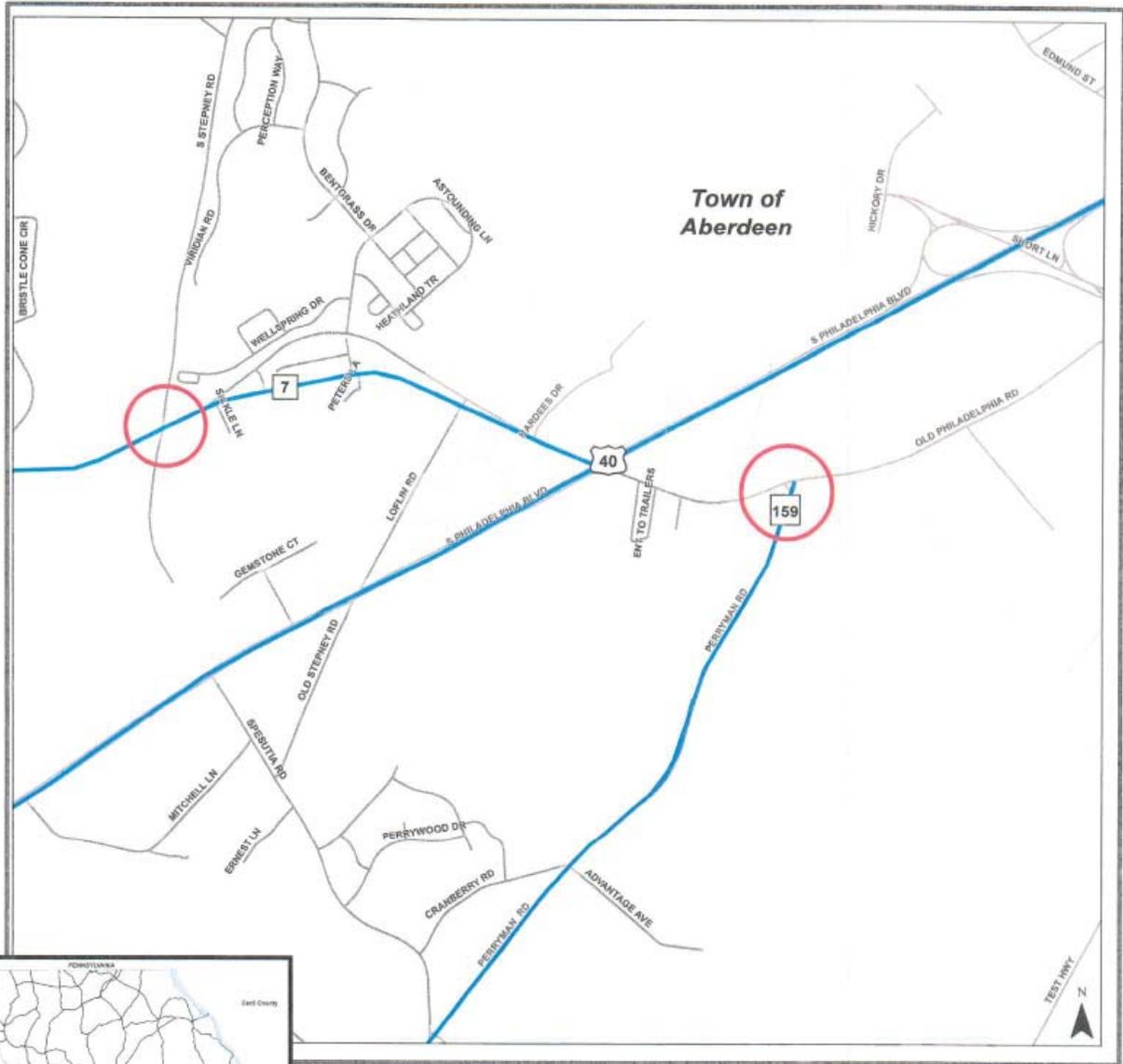
Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: The MD 7 and MD 159 corridors are primary access points to the major distribution centers in Perryman and to APG which is the County's largest employer and is vital to our nation's defense, providing testing, research and development.

- 12) Additional Comments/Explanation: Current plans to construct a roundabout at the MD 159/Perryman Road intersection are on hold due to funding.

HARFORD COUNTY TRANSPORTATION PRIORITY ROUNDBABOUTS

MD 159 @ OLD PHILADELPHIA RD / MD 7 @ STEPNEY ROAD



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

FY: _____ to FY: _____ CTP

- 1) Name of Project: Northern Harford County Roundabouts
- 2) Submitting Jurisdiction/Modal Agency: Harford County
- 3) Project Jurisdiction/County: Harford County
- 4) Project limits (attach map if available and applicable): MD 146/MD 23; MD 136/MD 440; MD 23/Grafton Shop Road - See Attached Map
- 5) Anticipated cost and funding source (approximate if available): N/A - MD 146/MD 23 Roundabout; N/A - MD 136/MD 440 Roundabout; N/A - MD 23/Grafton Shop Road Roundabout
- 6) Description of project purpose and need (up to one paragraph): Purpose -Roundabouts are proposed at three locations in rural northern Harford County; on MD 23/MD 146 near the village of Jarrettsville, on MD 136/MD 440 in the village of Dublin and on MD 23/Grafton Shop Road. The purpose of these roundabout projects is to provide operational and safety improvements to these intersections. The proposed MD 23/MD 146 roundabout and the proposed MD 136/MD 440 roundabout would remove existing 4-way stop controlled intersections. These improvements allow the road network to handle traffic better and improve access and mobility for passenger, freight, transit, bicyclists and pedestrians. Need - Improving these critical intersections is the first step to improve safety and ease congestion. These roundabouts will improve traffic circulation by controlling the ingress and egress from the side street in a safe and efficient manner.
- 7) 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: _____
- 8) 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: These roundabouts fulfill Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: The MD 136/MD 44 intersection is located within the Rural Village of Dublin which is a designated priority funding area

11) 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: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland’s transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Roundabouts are proven to prevent and reduce the severity of intersection crashes because traffic enters and exits through right turn movements only. Slower travel speeds occur at a roundabout compared to other types of intersections.

Goal: System Preservation: *Preserve and maintain the State’s existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: The construction of roundabouts at these intersections enhance the projected LOS which is a key measurement of how effective an intersection works. Without signalization and stop control devices, traffic will continue to flow which increases personal throughput. In addition, the maintenance and operation of a roundabout is substantially less than a traffic signal.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland’s transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Providing roundabouts at these intersections will improve travel times for commuters and freight traffic and will lessen congestion on the site street.

Goal: Environmental Stewardship: *Ensure that the delivery of the State’s transportation infrastructure program conserves and enhances Maryland’s natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland’s natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: Roundabouts are environmentally friendly because they reduce air pollution and fuel consumption by requiring fewer complete stops and hard accelerations.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: Relieving congestion is critical to strengthening the County's road network. These intersection improvements are important to local and regional passenger and freight traffic.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

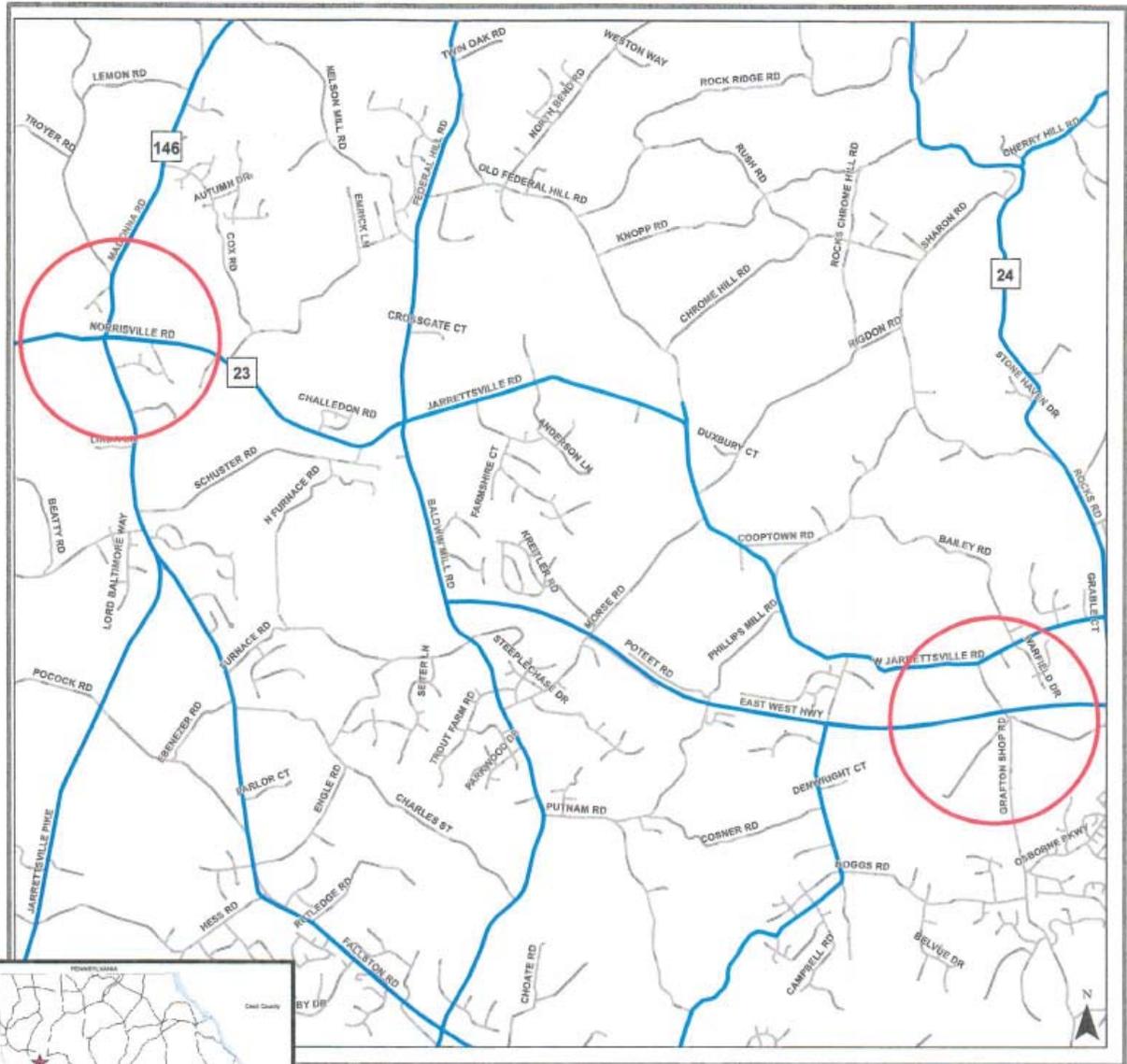
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

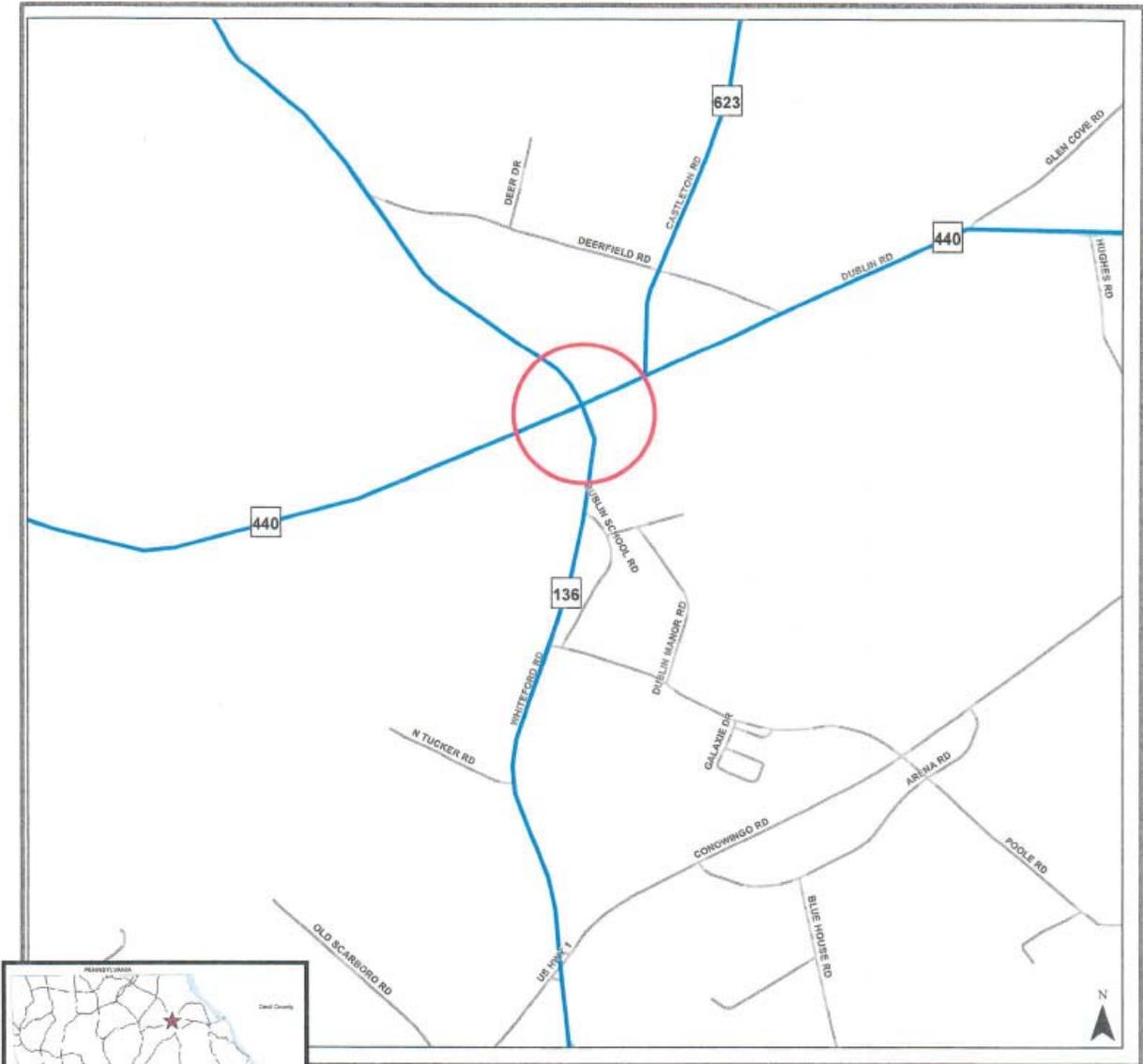
If checked, please describe how the project supports the goal and objectives: Improving these intersections provides for a safer commute to regional employment centers.

- 12) Additional Comments/Explanation: Maryland SHA is currently assessing the benefits of installing a roundabout at the MD 23/Grafton Shop Road intersection. The roundabouts at MD 23/MD 146 and MD 136/MD 440 would replace existing 4-way stop controlled intersections.

HARFORD COUNTY TRANSPORTATION PRIORITY ROUNDAOBOUTS MD 146 @ MD 23 / MD 23 @ GRAFTON SHOP RD

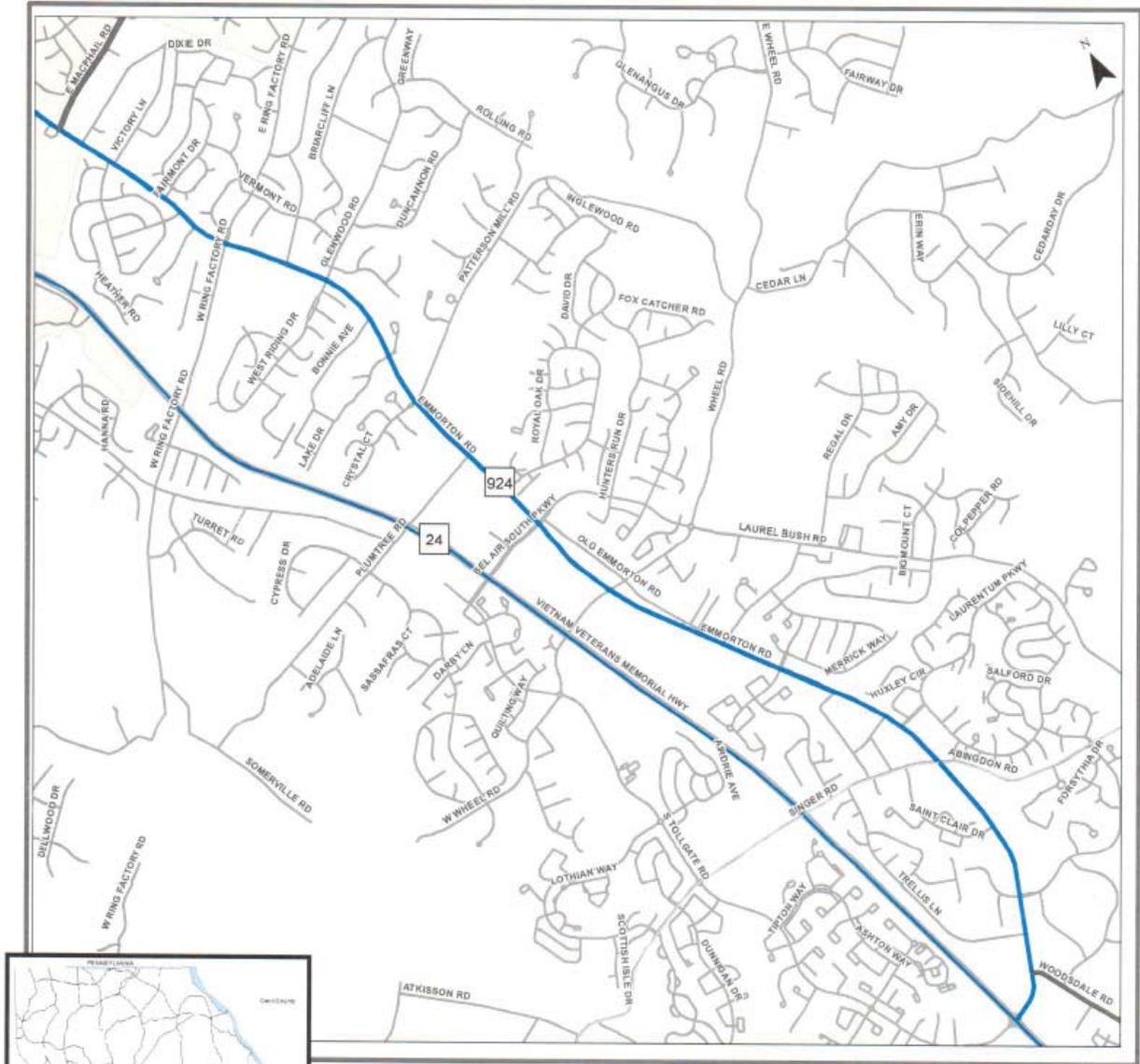


HARFORD COUNTY TRANSPORTATION PRIORITY ROUNDAABOUT MD 136 (WHITEFORD RD) @ MD 440 (DUBLIN RD)



Source: Harford County Department of Planning and Zoning, 2015

HARFORD COUNTY TRANSPORTATION PRIORITY MD 924 - MAC PHAIL ROAD TO WOODSDALE ROAD



1 in = 0.5 miles



Howard County

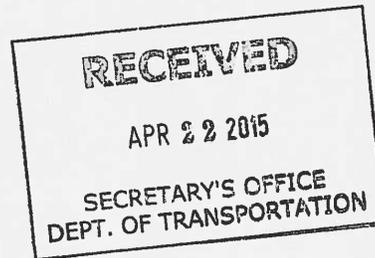


HOWARD COUNTY OFFICE OF COUNTY EXECUTIVE
3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2013

Allan H. Kittleman
Howard County Executive
akittleman@howardcountymd.gov

April 20, 2015

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



Dear Secretary Rahn:

Please accept the following “Priority Letter” from Howard County. We have included a list of highway and transportation projects to be included in the FY 2016-2021 Consolidated Transportation Program. These projects are in priority order and comply with MDOT’s guidance of being “Major Capital Projects” that are consistent with the Maryland Transportation Plan.

Prior to reviewing our priorities, please accept our thanks for the previous State funding that we have received to widen US 29 northbound from Seneca Drive to MD 175. We also appreciate the State’s anticipated safety improvements on MD 32 to provide an auxiliary lane from Day Road to West Friendship Road and to accommodate bicycles and provide deceleration lanes at key intersections from MD 99 to Amberwoods Way. We are equally appreciative of the State’s efforts to have funded and initiated the design of the Rosemary Lane Interchange at MD 32, an essential part of improving safety on MD 32 between MD 108 and I-70. Finally, we thank you for design funding to widen the US 29 northbound lanes from the Middle Patuxent River to Seneca Drive and the valued technical assistance that has been provided by MTA and SHA staff.

Please find below the list of Howard County’s priorities for State transportation projects to be included in the FY 2016-2021 Consolidated Transportation Program. For our priority projects, the MDOT project questionnaires are included.

- **US 29.** Our top highway *capacity* priority is to widen northbound US 29 to three mainline lanes from the Middle Patuxent River to MD 175. We are requesting for the FY 2016 – 2021 CTP that construction funding be committed to widen US 29 northbound from the Middle Patuxent River to Seneca Drive. The new funding will complement construction funding previously committed to widen US 29 northbound from Seneca Drive to MD 175. These projects will eliminate the *remaining* constrictions on US 29 and greatly alleviate congestion on the highway, as well as at the interchanges with MD 175, Broken Land Parkway and MD 32. The US 29 project will help facilitate future mobility needed for the redevelopment of Downtown Columbia, a Smart Growth priority.

- **MD 32 between MD 108 and I-70.** Howard County is committed to continuing safety improvements on Route 32, from MD 108 to Carroll County, our highest priority for *safety* improvements. We ask that the State fund the MD 32/Route 144 interchange for construction and continue to fund and construct access management improvements on MD 32.
- **Transit Capital Improvements.** Our highest *transit* priority for Fiscal Year 2016 includes our request for 8 new clean diesel buses to either replace existing buses that need to be retired or expand service as well as automated “Annunciators” for 40 buses. These will announce each stop on a bus route as the bus approaches the stop and will announce major destinations such as Columbia Mall. The Annunciators will also increase the accessibility of the system by those individuals who are visually impaired.
- **Transit Expansion.** We request expanded operating assistance to increase service by at least 30% on a number of the most productive routes, e.g., the 406 (Red), 401 (Green), 501 (Silver) and 503 (“E”) routes provided through the Regional Transportation Agency of Central Maryland (RTA).
- **I-70 Widening, US 29 to US 40.** Howard County’s highest *regional* priority is the combined widening of I-70 by adding one lane in each direction from US 29 to US 40 with the upgrading and reconstruction of the I-70/Marriottsville interchange to provide adequate capacity and traffic flow. The project will remove a long time traffic congestion bottleneck in Howard County and in the Baltimore Region and provide improved economic benefits for freight movement and people in a major east-west Maryland transportation corridor.
- **I-70 Marriottsville Road Bridge.** Howard County is providing analysis and design for widening the bridge over I-70 to accommodate substantial traffic growth on I-70 and Marriottsville Road. We are requesting the State fund the construction of the new wider bridge to allow completion of widening of Marriottsville Road north to MD 99 and south to US 40. The need for this project has long been documented in the State Highway Needs Inventory, as well as the adopted plans of the Baltimore Metropolitan Planning Organization and Howard County.
- **US 1 Corridor.** We request State funding participation to implement the phased arterial highway reconstruction that will include pedestrian, transit and streetscape improvements as specified in the SHA-Howard County Route 1 Memorandum of Understanding. The County in coordination with the State has provided the design for one portion of the US 1 improvement plan, from MD 175 to just north of Montevideo Road. Sufficient SHA funding is needed to complete this project and thereby further MDOT’s Bicycle and Pedestrian Goal of “Expand walking and bicycling networks, remove barriers, and enhance connections with transit and travel destinations.”

Secretary Rahn

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- **Downtown Columbia BRT.** Howard County is requesting MDOT's support and assistance in planning for a BRT project, increasing express service to Silver Spring along the US 29 BRT corridor, and developing interim express bus service for the future Broken Land Parkway BRT Corridor. Travel between Howard County and Washington D.C. is extensive, especially for work trips. Future capacity constraints on highways into Washington D.C. offer the opportunity to shift commuter trips to BRT and MARC. Opportunities for BRT along US 29 to Silver Spring have provided the impetus to include the project in Plan It 2035, the Baltimore Region Transportation Board's (BRTB's) Long Range Transportation Plan.
- **US 1 at Kit Kat Road.** As part of the County's goal to redevelop the US 1 corridor existing safety issues must be corrected. Kit Kat Road at US 1 is a blind intersection that should be addressed. We are asking for funds to design and implement improvements that will save lives at this intersection and make travel on US 1 safer.
- **MD 108 Clarksville Road, Trotter Road to Guilford Road.** We are requesting MDOT funding to support design and construction of pedestrian, bicycle, automobile, and streetscape improvements on MD 108 from Guilford Road to Trotter Road. The project reflects the results of the County's coordinated transportation planning and streetscape design study for MD 108. The project achieves MDOT's stated goal of improving safety for pedestrians, school aged children, cyclists and drivers on the state's roadways.
- **Pedestrian Access and Safety Improvements.** Consistent with the Howard County Pedestrian Plan and consistent with State Pedestrian Policy it is essential that the State address the need for sidewalks and pedestrian safety improvements along State Roads. A priority list of these requests mirroring our letter of 03/04/2013 to SHA District 7 Office is included as Attachment A.
- **Bicycle Access and Safety Improvements.** The County has developed a bicycle plan "BikeHoward", the County's first bicycle plan. BikeHoward identifies key State facilities that should include Bicycle improvements as a part of the State capital budget process and road improvement process. A listing of these Howard County bicycle priorities for MDOT facilities is provided in Attachment B.
- **MARC Growth and Investment Plan, Camden Line, Track Capacity and Increased Service.** Howard County hopes to add an additional mainline track and sidings to provide for three mainline tracks from Savage to Jessup MARC stations. More immediately we are requesting increased weekday commuter service of at least two weekday round trips. Congestion on I-95 is substantial during the peak hours, and additional MARC service will provide a rail alternative for peak hour commuters, thereby reducing congestion on I-95. Finally, we are requesting four round-trip weekend trips on the Camden Line; we expect the additional weekend service will be highly successful, as it has been on the Penn Line.

- **US 1/MD 175 Interchange.** We continue to support the US 1/MD 175 Interchange as one of our highest priority projects. It will provide increased mobility, congestion relief and economic development. In the light of BRAC and other growth in Central Maryland, we request that SHA and MDOT provide appropriate funding for this project to proceed to SHA final design and construction.
- **MD 175, US 1 to Snowden River Parkway.** The future travel forecasts along the I-95 corridor and the forecasted future redevelopment of "Columbia Gateway" after 2017 will require coordination with the I-95/MD 175 and US 1/MD 175 Interchange projects. We are requesting funding to support continued comprehensive traffic modeling and design alternatives that will be needed to understand the scope and interrelated impacts of this project.
- **MD 175, US 1 to Dorsey Run Road.** We are requesting funding for the widening and reconstruction of MD 175 to Dorsey Run Road. These improvements are needed to support and complement the development of the US 1/MD 175 interchange and completion of the Dorsey Run Road improvements to MD 100.
- **US 29 interchange between Broken Land Parkway and MD 175.** We are requesting the initiation of project planning for the US 29/Downtown Columbia interchange. The redevelopment of Downtown Columbia is consistent with State of Maryland Smart Growth principles. However, to provide sufficient travel mobility to facilitate downtown redevelopment, a partial or full movement interchange on US 29 between the Broken Land Parkway and MD 175 interchanges is essential to maintain capacity on US 29 and comply with prior SHA/Howard County MOU's for capacity on US 29 and Broken Land Parkway.

As directed in your Administration's CTP guidance, Howard County's transportation priorities, as attached, have received the endorsement of the leaders of the Howard County Council and the State Legislative Delegation.

Thank you for considering Howard County's priority transportation needs.

Sincerely,


Allan H. Kittleman
County Executive

Attachments

Secretary Rahn

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Copy: Howard County Delegation
 Howard County Council Members
 Howard County Public Transportation Board Members
 Dennis Schrader, Deputy Secretary, MDOT
 Don Halligan, Director, Planning and Capital Programming, MDOT
 Heather Murphy, Deputy Director, MDOT
 Melinda B. Peters, Administrator, SHA
 Douglas Simmons, Deputy Administrator, SHA
 Greg Slater, Director, Planning and Preliminary Engineering, SHA
 Mary Dietz, Chief Regional & Intermodal Planning Planner, SHA
 Mark Crampton, District Engineer, District 7 SHA
 John Concannon, Assistant District Engineer, District 7, SHA
 Tara Penders, Regional Planner, SHA
 Robert L. Smith, Administrator, MTA
 Henry Kay, Deputy Administrator, Planning and Engineering, MTA
 Diane Ratcliff, Director, Office of Planning, MTA
 Elizabeth Kreider, Director, Local Transit Support, MTA
 Kristy Mills, City Administrator, City of Laurel
 George Cardwell, Office of Planning, Anne Arundel County
 Todd Lang, Director of Transportation, Baltimore Metropolitan Council
 Diane Wilson, Chief of Staff
 Jahantab A. Siddiqui, Deputy Chief of Staff
 Lonnie R. Robbins, Chief Administrative Officer
 Sandy Schrader, Director of Intergovernmental Affairs
 Stephen Rice, Labor Relations Coordinator
 Deidre McCabe, Director of Communications
 Andy Barth, Press Secretary to the County Executive
 James Irvin, Director, Department of Public Works
 Mark DeLuca, Deputy Director, Department of Public Works
 Tom Butler, Deputy Director, Department of Public Works
 Steve Sharar, Chief, Division of Transportation & Special Projects, Department of Public Works
 Kris Jagarapu, Chief, Division of Traffic Engineering
 John Powell, Administrator, Office of Transportation
 Marsha S. McLaughlin, Director, Department of Planning and Zoning
 Ben Pickar, Planning Supervisor, Office of Transportation

File: CTP Priority Letter FY 2016 – FY 2021

ATTACHMENT A: PEDESTRIAN PRIORITIES**#1 Priority**

US Route 1 Southbound from Whiskey Bottom Road heading south to the County Line (approximately 2,500 feet in length).

- The starting point would be just south of Whiskey Bottom Road heading south to the County Line.
- There is no sidewalk and the County would like to provide both pedestrian and bicycle access. Our thought is that by restriping the lanes, both a designated bike lane and sidewalk with driveway entrances can be provided with little or no right-of-way acquisition. The present driving lanes could be narrowed to 11 feet wide and the right most lane could be converted to a 7 feet bike lane with a curb and 5 feet sidewalk.
- North Laurel is within both a Sustainable Community designation and a Priority Funding area.
- This section of sidewalk is location #51 on the Howard County Pedestrian Master Plan

#2 Priority

US40 Eastbound from Chatham Lane to St. Johns Lane and including the St. Johns Lane intersection (approximately 1500 feet in length).

- Provide a sidewalk along the south side of US40 between Chatham Road and St. Johns Lane (a missing link is the pedestrian system).
- At the St. Johns Lane intersection, provide ADA improvements including corrected ramps and crosswalks with audible pedestrian signals. This intersection has sidewalks along St. Johns Lane to both the south and north (having been completed recently). With the above connection to the west there would be a good pedestrian link with nearby transit connections.
- Ellicott City is within a Priority Funding Area.
- This section of sidewalk is location #207 on the Howard County Pedestrian Master Plan.
- This sidewalk would serve a busy commercial area along US40 and allow local residents to the south of US 40 pedestrian access to US 40 services and retail, as well as transit.

#3 Priority

US1 Southbound from Crestmount Road to 200 feet north of Cedar Ave. (approximately 700 feet in length)

- Provide a missing sidewalk link from the end of the existing sidewalk along US1 at Crestmount Road to the end of the existing sidewalk about 200 feet north of Cedar Lane (in front of the Red Roof Inn).
 - There is a hill in front of the Red Roof Inn but there may be a possibility to carry the sidewalk up to the top of the hill rather than build a retaining wall along the frontage.
 - The County is willing to work with the adjacent property owners regarding obtaining the necessary r/w or easement.

Secretary Rahn

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- Jessup is within a Priority Funding Area.
- This section of sidewalk is location 27 on the Howard County Pedestrian Master Plan
- This sidewalk would serve an area that is growing and already has pedestrian traffic.

#4 Priority

MD 99 Old Frederick Road (south side) from Raleigh Tavern to connecting sidewalk east of Weatherburn (approximately 600 feet).

- This section of sidewalk is the Howard County School System's top priority for sidewalk installation.
- This section of sidewalk is Location #203 on the Howard County Pedestrian Master Plan (MD 99 from Old Mill to Marriottsville Road).

#5 Priority

Guilford Road from the soon to be constructed Howard County Housing Commission's Day Resource Center to US 1. The Day Resource Center will be located approximately 600 feet east of Stayton Drive.

- This section of sidewalk is Location # 42 on the Howard County Pedestrian Master Plan, and includes the completion of a sidewalk on Guilford Road to the Anne Arundel County border.

ATTACHMENT B: BICYCLE PRIORITIES

Summary of Facility Recommendations for State Roadways in Howard County

Road Name	Route Number	Existing Conditions	General Facility Recommendations	Specific Facility Recommendations	Short Term	Long Term
Route 1	US 1	Very little space, variable lane widths, high traffic volumes and speeds.	Cycletracks	One way cycletracks each side, colored bike lanes thru interchanges	Bike Lanes and Buffered Bike Lanes based upon space available and truck traffic.	Cycletracks
	MD 32	Wide Shoulders, a few locations where shoulders disappear. Challenging interchanges.	Wide Shoulders	8-12 foot shoulders, safety treatments thru interchanges	Wide Shoulders	Median Path north of I-70
Columbia Pike	US 29	Wide Shoulders; challenging interchanges.	Wide Shoulders	8-12 foot shoulders, safety treatments thru interchanges	Wide Shoulders	Coordinate bicycle accommodations with BRT
Ridge Road	MD 27		Shared Roadway	Safety Treatments and 3-4' shoulders where feasible.	Same	Consistent 5' Shoulders
Baltimore Pike	US 40	Varies--wide but inconsistent shoulders east of Normandy Drive and west of Greenway Drive. No accommodations in the middle.	Combination	Cycletracks west of 29, median path through 29 interchange, cycletracks and buffered bike lanes east of 29	Same	Same
Woodbine Road	MD 94		Shoulders	4'-5' shoulders, spot safety treatments	Same	Same
Roxbury Woods Road	MD 97	Variable shoulder, 3-5' in most areas.	Shoulders	4'-6' shoulders		
Old Frederick Road	MD 99	Some shoulder west of Rodgers to St. John's way; short stretch of bike lanes	Bike Lanes and Shared Roadway w/ Safety Treatments	Consistent 5' Bike Lane or Shoulder; safety treatments west of Marriotsville Road	Same	Consistent 5' Bike Lane or Shoulder
Rouse Parkway/Savage Road	MD 175	Wide Shoulders in some areas, difficult interchanges.	Combination	Median Path; Wide Shoulders (10-12'); buffered bike lanes or cycletracks; some segments have no facility recommendations.	Same	May need a parallel, high speed bikeway with grade separations at interchanges.
Dorsey Road, Meadowridge Road, Montgomery Road	MD 103	Inconsistent shoulder width, 0-3 feet.	Bike Lanes and Cycletracks	Bike Lanes east of Long Gate Parkway; cycletracks from Long Gate Parkway to St. Johns Way/US 29 interchange.	Same	May need buffered bike lanes.
Waterloo Road	MD 104	Wide, but imbalanced shoulder	Sharrows & Bike Lane	Balance the shoulder space and provided bike lanes.	Sharrows	Buffered Bike Lanes
Clarksville Pike, Old Annapolis Road, Waterloo Road	MD 108	Varies tremendously--narrow shoulders in some areas, none in others, new substandard bike lanes near Snowden River Parkway.	Combination	Shoulders 4-6' south of Clarksville; sidepath and shoulders Clarksville to US29; colored bike lanes, shared use path, one way cycletrack, bike lanes, buffered bike lanes to 175.	Sharrows, Spot Safety Treatments, 4-6' Shoulders, Standard Bike Lanes.	Combined On-Road and Off-Road accommodations.

ATTACHMENT B: BICYCLE PRIORITIES (Continued)

Priority Intersections Involving State Roads

No.	Approach Leg 1		Approach Leg 2		Approach Leg 3	
	Street Name	Route #	Street Name	Route #	Street Name	Route #
1	Washington Blvd	1	Levering Ave.			
2	Washington Blvd	1	Guilford Rd			
3	Washington Blvd	1	Howard St			
4	Washington Blvd	1	Whiskey Bottom Rd			
5	Washington Blvd	1	Meadowridge Rd	103	Meadowridge Rd	103
6	Columbia Pike	29	Old Annapolis	108		
7	Columbia Pike	29	John Hopkins Rd			
8	Patuxent Fwy	32	Dorsey Run Rd			
9	Patuxent Fwy	32	Clarksville Pike	108		
10	Patuxent Fwy	32	Cedar Lane			
11	Baltimore National Pike	40	Coventry Court Dr			
12	Baltimore National Pike	40	Bethany Lane		Centennial Lane	
13	Baltimore National Pike	40	N. Chatham Rd			
14	Baltimore National Pike	40	Ridge Rd			
15	Baltimore National Pike	40	Rogers Ave			
16	Roxbury Woods Rd	97	Burntwoods Rd			
17	Roxbury Woods Rd	97	Baltimore National Pike	I-70		
18	Route 100	100	Waterloo Rd	104		
19	Route 100	100	Meadowridge	103		
20	Montgomery Rd	103	Columbia Pike	US 29		
21	Montgomery Rd	103	Old Columbia Pike			
22	Montgomery Rd	103	Long Gate Pkwy			
23	Montgomery Rd	103	South Haven Drive			
24	Montgomery Rd	103	Brightfield Rd		Meadowridge Road	103
25	St Johns Lane	103	Columbia Road		St Johns Lane	
26	Clarksville Pike	108	Columbia Rd			
27	Clarksville Pike	108	Cedar Lane			
28	Clarksville Pike	108	Elliots Oak Rd			
29	Clarksville Pike	108	Centennial Lane		Beaverbrook Rd	
30	Clarksville Pike	108	Harpers Farm Rd			
31	Clarksville Pike	108	Trotter Rd		Meadow Vista Way	
32	Clarksville Pike	108	Linden Linthicum Ln			
33	Clarksville Pike	108	Clarksville Square Dr			
34	Clarksville Pike	108	Great Star Dr			
35	Clarksville Pike	108	Auto Dr			
36	Clarksville Pike	108	Ten Oaks Rd			
37	Clarksville Pike	108	Guilford Rd			
38	Old Annapolis	108	Mellenbrook Rd			
39	Old Annapolis	108	Waterloo Rd	108	Waterloo Rd	104
40	Waterloo Rd	108	Old Montgomery Rd			
41	Waterloo Rd	108	Mayfield Ave			
42	Waterloo Rd	108	Rouse Pkwy	175		
43	Scaggsville Rd	216	All Saints Rd			
44	Scaggsville Rd	216	Leishear Rd			
45	Scaggsville Rd	216	Ice Crystal Dr			
46	Scaggsville Rd	216	Columbia Pike	Route 29		
47	Scaggsville Rd	216	Maple Lawn Blvd			
48	Cedar Lane		Grace Dr	Near MD 32		
49	Cedar Lane		Guilford Rd	Near MD 32		
50	Johns Hopkins Rd		Montpelier Rd	Near US 29	Old Columbia Rd	
51	Johns Hopkins Rd		Old Columbia Rd	Near US 29	Hammond Pkwy	
52	Long Gate Pkwy		Route 100 Exit Ramp	MD 100		
53	Long Gate Pkwy		Meadowbrook Ln	MD 100		
54	Sanner Rd		Guilford Rd	Near MD 32	Cedar Lane	