President Brian L. Lockhart, District 3

Vice President Rebecca J. Demmler, District 2

Commissioner James T. Mullin, District 1

Commissioner Wayne L. Tome, Sr., District 4

Commissioner Robert J. Hodge, District 5

Planning

Alfred C. Wein, Jr.
County Administrator

Board of County Commissioners
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410.996.5200
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CECIL COUNTY GOVERNMENT

County Commissioners' Office
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3 June 2009

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

RE: Cecil County's FY 2010 Transportation Priorities

Dear Acting Secretary Swaim-Staley:

The Board of County Commissioners of Cecil County is pleased to again have the opportunity to articulate its transportation priorities to your department. The Board sees FY 2010 as a time of fiscal challenges as well as significant opportunities. We remain mindful of the anticipated and potentially huge impacts that the region's BRAC-related jobs growth will have on all modes in our transportation network.

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

1) Extend the MARC Penn Line commuter rail service from Perryville to Elkton, Newark, and Wilmington;
2) Improve the MD 213/ US 40 intersection; and
3) Road improvements on MD 222 (US 40 – MD 275) in the interest of enhanced access and mobility and better congestion management.

Our complete set of transportation priorities, by category, is as follows:

Public Transportation

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

1. The extension of MARC Penn Line commuter rail service from Perryville to Elkton, Newark, and Wilmington. This would be an extension of existing service on existing right of way.
2. The extension of SEPTA R2 regional rail service from Newark (current terminus) to Elkton. This, too, would be an extension of existing service on existing right of way.
3. Limited Amtrak service at the Elkton station.

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4. Implementation of bus stops along MD 279 to support Route 65 DART transit service.
5. Implementation of fixed route transit service between North East and Aberdeen for at least the duration of the Hatem Bridge resurfacing project on US 40.
6. Exploration of implementation of fixed route transit service between Newark and Aberdeen for at least the duration of the Hatem Bridge resurfacing project on US 40, or until the commuter rail link is established.

US 40 Corridor and Intersection Improvements

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

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

I-95 Corridor Access and Mobility Enhancements

Our third highest priority this year is access and mobility enhancements along the I-95 corridor. Our specific I-95 corridor access and mobility enhancement project requests are as follows:

1. In coordination with DelDOT, relocate the toll plazas on I-95.
2. Implement a new I-95 interchange between Interchanges 93 (MD 222) and 100 (MD 272).
3. Widen MD 222 to five lanes between US 40 and MD 275.
4. Widen MD 272 to four lanes between US 40 and I-95.

US 301 Toll Diversion Coordination

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

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

In summation, as the economy gradually recovers, Maryland and Cecil County will again face more development pressure and growing traffic volumes that will test our efforts to ameliorate air quality, mitigate traffic congestion, and provide more sustainable and viable communities. This will be especially

true in the Amtrak/I-95 Northeast Corridor. In the context of that challenge, and the necessity of all of the cited priorities notwithstanding, we want to clearly emphasize that the extension of the existing MARC Penn Line commuter rail service, improvement to the US 40 – MD 213 intersection and access management plans for US 40 and MD 222 are Cecil County's very top transportation priorities for FY 2010.

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

Sincerely,

The Board of County Commissioners of Cecil County

Brian L. Lockhart, President

Rebecca J. Demmler, Vice President

Robert J. Hodge, Commissioner

James T. Mullin, Commissioner

Wayne L. Tome, Sr. Commissioner

Cecil County Delegation

original signature attached
Delegate Michael D. Smigiel, Sr.

Delegate David D. Rudolph

original signature attached
Senator E. J. Pipkin

original signature attached
Senator Nancy Jacobs

original signature attached
Delegate Richard A. Sossi

original signature attached
Delegate Mary-Dulaney James

original signature attached
Delegate Mary Roe Walkup

original signature attached
Delegate B. Daniel Riley