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CECIL COUNTY, MARYLAND

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1 April 2018

Pete K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P. O. Box 548
Hanover, MD 21076

RE: Cecil County's FY 2019 Transportation Priorities

Dear Secretary Rahn:

Cecil County Government submits this letter to articulate its transportation priorities to your department for FY 2019. We continue to recognize not only our mutual challenges but also our opportunities to better determine our transportation future, here in the northeast transportation corridor.

In recognition of the important relationships among transportation and air quality, congestion mitigation, and providing more livable and sustainable communities with better linked land use and transportation, we have established four broad categories of actions and improvements, as follows:

- I-95 Corridor Access and Mobility Enhancement Improvements
- Public Transportation Improvements
- US 40 Corridor and Intersection Improvements
- US 1/222/301 Toll Coordination and Truck Weight Actions

Based upon those categorical priorities, our specific top five priorities are as follows:

- 1) Implement a new I-95 interchange in the area of Belvidere Road.
- 2) Extend MARC Penn Line commuter rail service from Perryville to connect to Philadelphia's SEPTA R-2 regional service.

- 3) Enhance I-95 and US 40 toll discounts for Cecil County residents and, especially, Cecil County businesses.
- 4) Improve the MD 213/ US 40 intersection, with adequate bicycle and pedestrian accommodation.
- 5) Establish a mid-county transportation hub in the North East area.

I-95 Corridor Access and Mobility Enhancement Improvements

Our highest categorical priority this year is access and mobility enhancements along the I-95 corridor. As you are aware, Cecil County is the only Eastern Shore county¹ in the Northeast Corridor, and it is the only Maryland I-95 Northeast Corridor county whose accessibility and economic viability is impeded by a toll. Therefore, inasmuch as every dollar of I-95 toll revenue that goes elsewhere (e.g., the Intercounty Connector) represents an inordinate Cecil County contribution to State transportation priorities, it is eminently reasonable that some of the I-95 toll revenues ought to come back to Cecil County in support of mutual County and State I-95 priorities. Thus, our specific I-95 corridor access and mobility enhancement project requests are as follows:

1. Implement a new I-95 interchange in the area of Belvidere Road.
2. Enhance I-95 and US 40 toll discounts for Cecil County residents and businesses. The EZ Pass toll collection system could serve as the technological platform from which this could be effectuated.
3. Widen MD 272 to four lanes, bike lanes and sidewalks between US 40 and I-95.
4. Examine potential improvements to MD 222 between US 40 and MD 275 to enhance vehicular LOS and to accommodate bicycles and pedestrians.

Public Transportation Improvements

Our second highest categorical 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 connect with Philadelphia's SEPTA R-2 regional – 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. Implementation of fixed route transit service between Newark and Aberdeen until the commuter rail link is established.
4. The establishment of a mid-county multi-modal transportation hub in the North East area.

¹ As defined by the Maryland Department of Planning (MDP).

US 40 Corridor and Intersection Improvements

Our third highest categorical priority is intersection upgrades/geometric improvements along the US 40 corridor. US 40 helps provide access to the entire Eastern Shore via MD 213, and it supplies vital system redundancy to I-95 through the County. US 40 and I-95 actually serve as the spine of our road 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 commuter rail service and public transportation, this state- and regionally-significant intersection would be our highest priority. Improvements should accommodate bicycles and pedestrians.
2. Improve the MD 222/ US 40 intersection, with adequate bicycle and pedestrian accommodation.
3. Improve the MD 272/ US 40 intersection, with adequate bicycle and pedestrian accommodation.
4. In conjunction with the access management plan, improve all US 40 intersections to include acceleration and deceleration lanes. Safety concerns at those intersections continue, especially with increasing traffic volume, and especially with an increasing mix of motor vehicles, bicycles and pedestrians. Of particular concern are the following US 40 intersections with County roads:
 - Cedar Corner
 - Jackson Station
 - Marley Road
 - Nottingham Road
 - Red Toad Road
 - Wells Camp Road
5. Road improvements on MD 222 (US 40 – MD 275) in the interest of enhanced access and mobility and better congestion management.
6. Rail crossing safety improvements at the Elk Mills Road (CSX), Frenchtown Road (NS), Jackson Station Road (CSX), Otsego Street (NS), Rail Lane (CSX), and Rowland Drive (NS) rail crossings.

US 301 Toll Diversion Coordination Actions

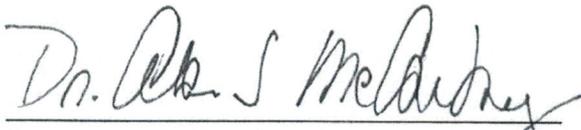
Our fourth highest categorical priority is the continuation of coordination with DelDOT regarding its plans to convert US 301 into a limited access toll road in New Castle County. Expected toll evasion could threaten the distinctive character and sense of place in Cecilton, Chesapeake City, Elkton, and 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 the County's roads. Likewise, truck weight scale evasion could have similar impacts along the US 1/222/301 corridors. In conjunction with this priority, our project requests are as follows:

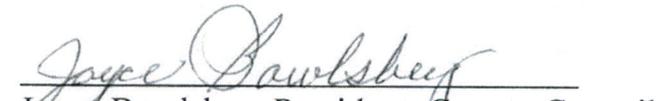
1. Continued coordination with DeIDOT in the planning of US 301 improvements in New Castle County, Delaware.
2. Stepped-up enforcement of truck weight limits along the US 1/222/301.

In summation, as our economy continues to rebound, we will again face growing traffic volumes that will test our efforts to ameliorate air quality, mitigate traffic congestion, and provide more sustainable and viable communities – especially in the Amtrak/I-95 Northeast Corridor.

Thank you for your consideration of Cecil County's transportation priorities.

Sincerely,


Dr. Alan McCarthy, County Executive


Joyce Bowsbey, President, County Council

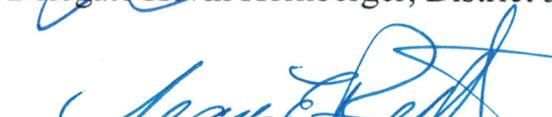
Cecil County's State of Maryland Delegation


Senator Linda Norman, District 35


Senator Stephen S. Hershey, Jr. District 36

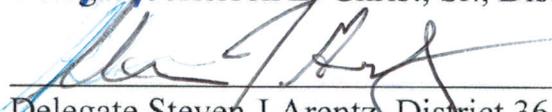

Delegate Kevin Hornberger, District 35-A


Delegate Andrew P. Cassilly, District 35-B


Delegate Teresa Reiley, District 35-B


Delegate Jefferson L. Ghrist, Sr., District 36


Delegate Jay A. Jacobs, District 36


Delegate Steven J. Arentz, District 36