

DAVID R. CRAIG
HARFORD COUNTY EXECUTIVE

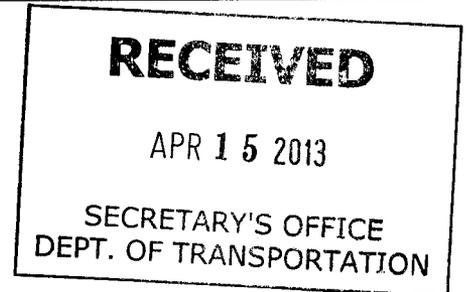


220 S. MAIN STREET
BEL AIR, MD 21014

OFFICE OF THE COUNTY EXECUTIVE

March 29, 2013

Mr. Darrell B. Mobley
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 Secretary Mobley:

Harford County has once again established a list of transportation priorities that focuses on immediate projects. 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. Coordination with the County's municipalities is reflected in these priority projects.

In order to meet the continuing needs of BRAC, we believe the following projects should be considered the highest priority for the State due to their importance to BRAC and Aberdeen Proving Ground. Specifically, the intersection improvements of:

- MD 715/US 40/Old Philadelphia Road
- 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 Aberdeen Proving Ground 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

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~ Preserving Harford's past; promoting Harford's future ~

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to improve access, mobility and safety for passenger and freight traffic as well as connectivity for pedestrian, bicyclists and transit. The MD 22 Corridor Study was completed in September 2012 and identified short, medium and long term solutions to persistent traffic issues, and the short term solutions in particular should be considered as soon as practicable. As also identified 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 interchanges. In addition, an upgrade to the intersection of Business US 1/MD 24 inside the Town of Bel Air is identified, including improvements for bicycle and pedestrian circulation. This is a key intersection within the Town's transportation system and serves as a major crossroad in the County.

Harford County's goal is for efficient and convenient transit and rail service that addresses local and regional needs. 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. A new multimodal train station and 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 and with a wide open pedestrian underpass structure that connects the neighborhood to the east of the tracks with downtown and the area to the west of the tracks and replaces the pedestrian overpass structure. Other priorities for the Aberdeen TOD include additional parking and a US 40 "Green Boulevard". With the completion of the Edgewood Train Station, the priority shifts toward making MD 755 a complete street with the completion of Phase II of the MD 755 streetscape project.

Improving access to and from the Perryman Peninsula has been studied for several years and continues to be a top priority. A roundabout is proposed at the MD 159/Old Philadelphia Road intersection which serves as the access to the Perryman Peninsula.

We would like to thank the Maryland Department of Transportation for the continued support it has provided while meeting the transportation needs of the area. Construction of the Edgewood MARC Train Station is just about completed, and construction funding for the US 40/MD 715 interchange and Phase I of the US 40/MD 7/MD 159 intersection has been secured and are currently under construction.

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

Cordially,



David R. Craig
Harford County Executive



William K. "Billy" Boniface
Harford County Council President



Del. Richard K. Impallaria
Chairman, Harford County Delegation

cc: Aaron Tomarchio, Chief of Staff
Timothy F. Whittie, Director, Department of Public Works
H. Hudson Myers, III, Deputy Director, Department of Public Works
Jeffery M. Stratmeyer, Chief Engineer, Department of Public Works
Cheryl Banigan, Chief Transportation and Traffic Engineer, Department of Public Works
C. Pete Gutwald, Director, Department of Planning and Zoning
Anthony S. McClune, Deputy Director, Department of Planning and Zoning

11) Additional Comments/Explanation: The improvement to these intersections are essential to the transportation network's ability to handle the continued stress to the infrastructure leading to APG.

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: BRAC Intersections Improvements
- 2) Submitting Jurisdiction: Harford County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD 715/US 40; US 40/MD 159/MD 7; MD 22/MD 132; MD 22/MD 462; MD 22/Beards Hill Road; US 40/MD 155; US 40 @ MD 22; US 40/MD 543 - See Attached Map
- 4) Anticipated cost and funding source (approximate if available): Federal and State Funding; \$33.4 Million - MD 715/US 40 (Funded and Under Construction); \$31.7 Million - US 40/MD 159/MD 7 (Phase I Funded and Under Construction); \$9.8 Million (DAR Request) - MD 22/MD 132(R/W Funded); \$20.4 Million (DAR Request) - MD 22/MD 462 (Engineering and R/W Funded); \$14.1 Million - MD 22/Beards Hill Road (Engineering and R/W Funded); \$14.5 Million - US 40/MD 155; \$35 Million - US 40/MD 22; \$2.4 Million - US 40/MD 543
- 5) 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 provides access to Aberdeen Proving Grounds (APG). These improvements will allow the road network to handle traffic better and improve access and mobility for passenger, freight and transit vehicles, bicyclists and pedestrians. Need - Maryland has received thousands of new jobs and hundreds of families to APG and the Harford County Community as a result of BRAC (Base Realignment and Closure). Improving these critical intersections is the first step to improve safety and ease congestion. Construction is underway on the upgrade to the US 40/MD 715 interchange from a partial interchange to a full interchange and on phase one of the US 40/MD 159/MD7 intersection improvement. Construction is set to begin on the MD 22/MD 132 project in FY 14.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No Project located outside of MPO boundaries:
- 7) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: These intersection upgrades 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.

- 8) In county priority letter? Yes No
- 9) 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.
- 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: 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: 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: These intersections serve 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) have been identified by SHA as secondary candidate safety improvement locations (CSIL). Another improvement (US 40/MD 715) upgrades an interchange from a partial interchange to full interchange and eliminates a dangerous u-turn movement.

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: 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 measurement of effectiveness. An MD 22 Multimodal Corridor Study was completed recently which examined multimodal solutions to enhance the movement of people, goods and services throughout the corridor including through the MD 22 BRAC intersections.

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: These intersections are projected to fail without being upgraded. Congestion leads to increased emissions and greenhouse gases. The proposed intersection improvements will help to alleviate congestion which in turn lessens the air quality impacts.

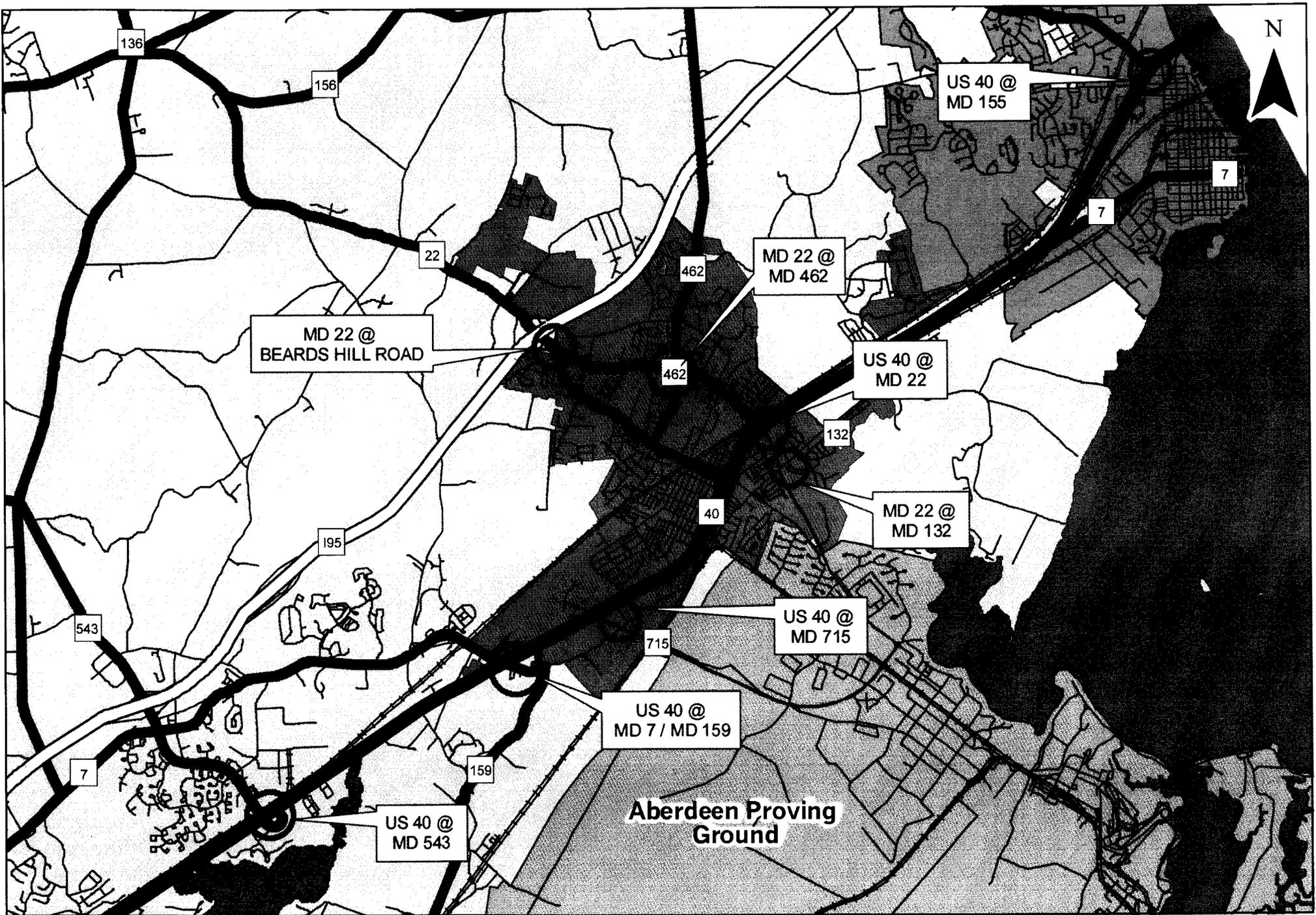
Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

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

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

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The US 40, MD 715 and MD 22 corridors are important local and regional links for passenger and freight and serve as gateways onto APG. 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.



1 in = 1 miles

Source: Harford County Department of Planning and Zoning, 2012

HARFORD COUNTY TRANSPORTATION PRIORITY CRITICAL INTERSECTION PROJECTS



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 22 from APG to MD 543
- 2) Submitting Jurisdiction: Harford County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): From APG to MD 543 - See Attached Map
- 4) 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/Schucks Road; \$70 million - MD 22 Road and Intersection Improvements from west of MD 136 to east of MD 155; \$0.5 Million - HOV capacity 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 - Queue Jump capacity at MD 22/MD 543; N/A - Bus Stop amenities where applicable; N/A - Access Management upgrades near Thomas Run Station and at Beards Hill Shopping Center.
- 5) 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 passenger 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 from MD 543 to 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.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No Project located outside of MPO boundaries: _____
- 7) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: A multimodal MD 22 corridor improvement 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.

- 8) In county priority letter? Yes No
- 9) 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.
- 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: 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: 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: 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 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: BMC's travel forecast projects the MD 22 corridor to operate under congested conditions from MD 543 to 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: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

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

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.

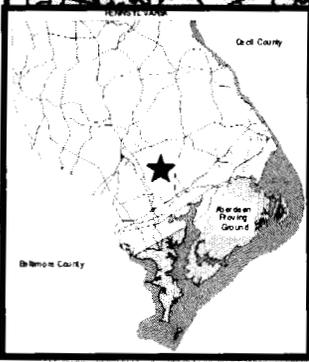
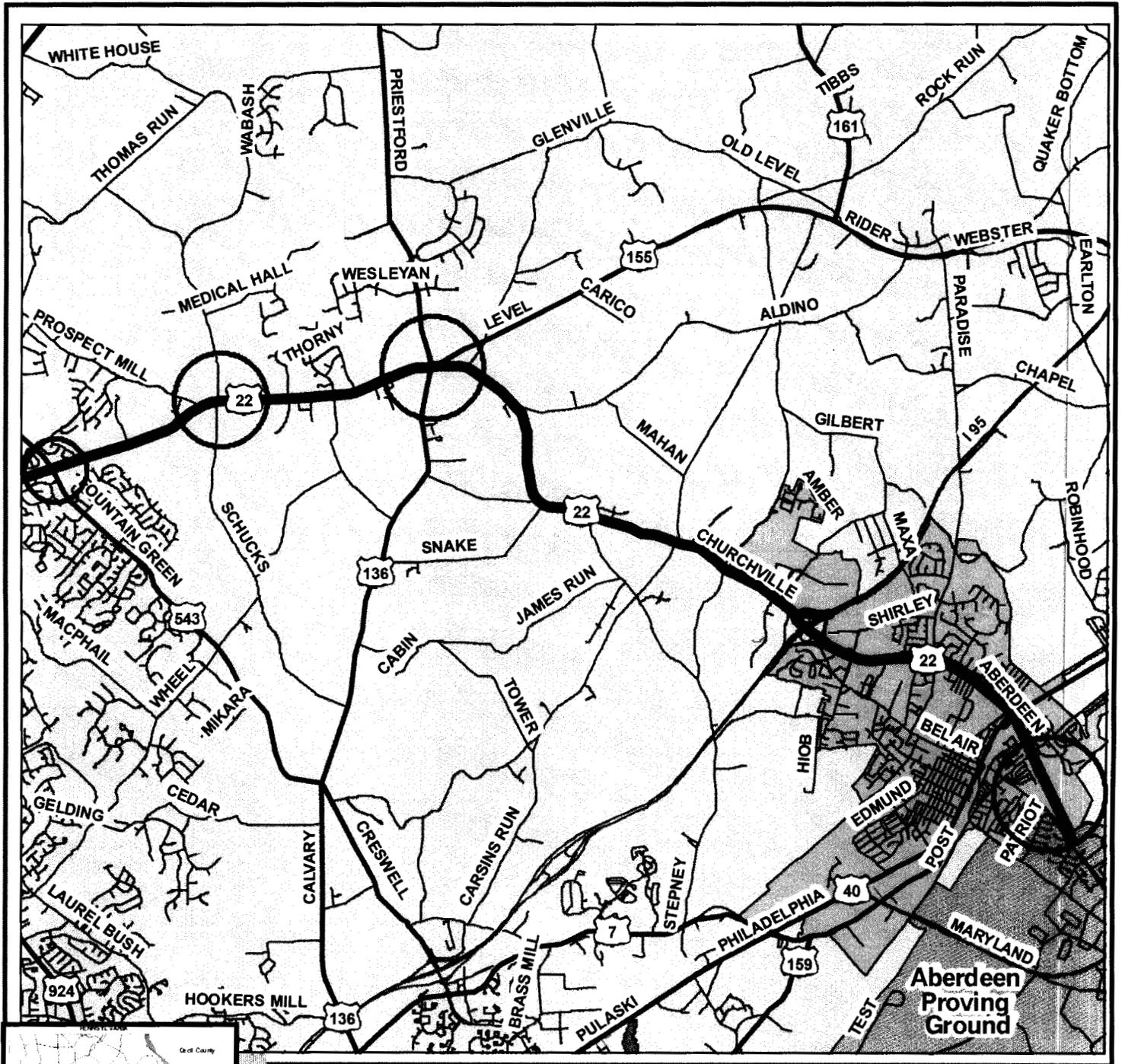
If checked, please describe how the project supports the goal and objectives: Improving this corridor in a multimodal way will enhance the movement of people, goods and services. MD 22 serves as a gateway corridor for commuters and freight traffic to the Town of Bel Air, the City of Aberdeen, and APG.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

- 11) 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 study was recently completed and provides improvements for all modes of travel over a short, medium and long term timeframe.

HARFORD COUNTY TRANSPORTATION PRIORITY MD 22



1 in = 1.25 miles



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

- 1) Name of Project: US 1 Bel Air Bypass
- 2) Submitting Jurisdiction: Harford County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): US 1 Bypass from MD 147/Business US 1 (Baltimore Pike) to Business US 1 (Conowingo Road) - See Attached Map.
- 4) 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).
- 5) 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 safety and operations of the corridor, ease congestion and improve air quality for existing and future travel demand.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No Project located outside of MPO boundaries: _____
- 7) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: 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.
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: Project is located inside the Priority Funding Area and the County's Development Envelope

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: 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: 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: The US 1/Bel Air Bypass serves commuters from northern Harford County to employment centers in Baltimore County, Baltimore City and other 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 have been installed to provide safety.

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: 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 interchanges and 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.

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

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

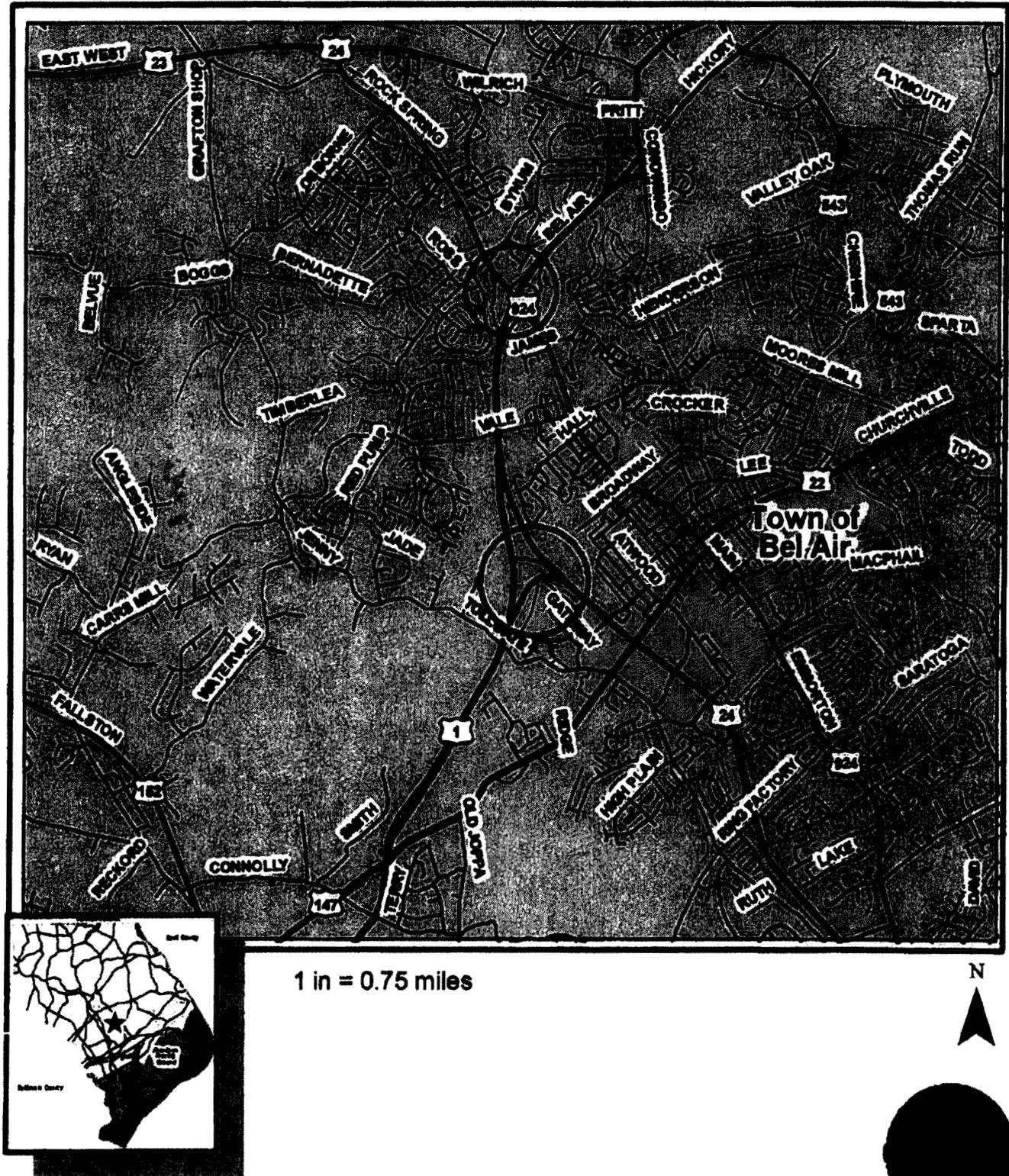
Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The 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. The bypass is served by an MTA commuter bus, and a Park and Ride lot is 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.

- 11) Additional Comments/Explanation: Project Planning is complete for the section of the Bel Air Bypass from MD 147 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



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: Business US 1/MD 24
- 2) Submitting Jurisdiction: Harford County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Business US 1/MD 24 - See Attached Map
- 4) Anticipated cost and funding source (approximate if available): N/A - Business US 1/MD 24
- 5) 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 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.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No Project located outside of MPO boundaries: _____
- 7) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: 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.
- 8) In county priority letter? Yes No
- 9) 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.
- 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: 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: 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: MD 24 essentially creates a barrier to bicycle and pedestrian circulation. Upgrades to the 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 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 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: 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: 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: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

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

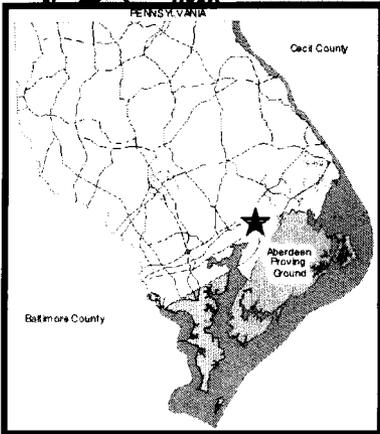
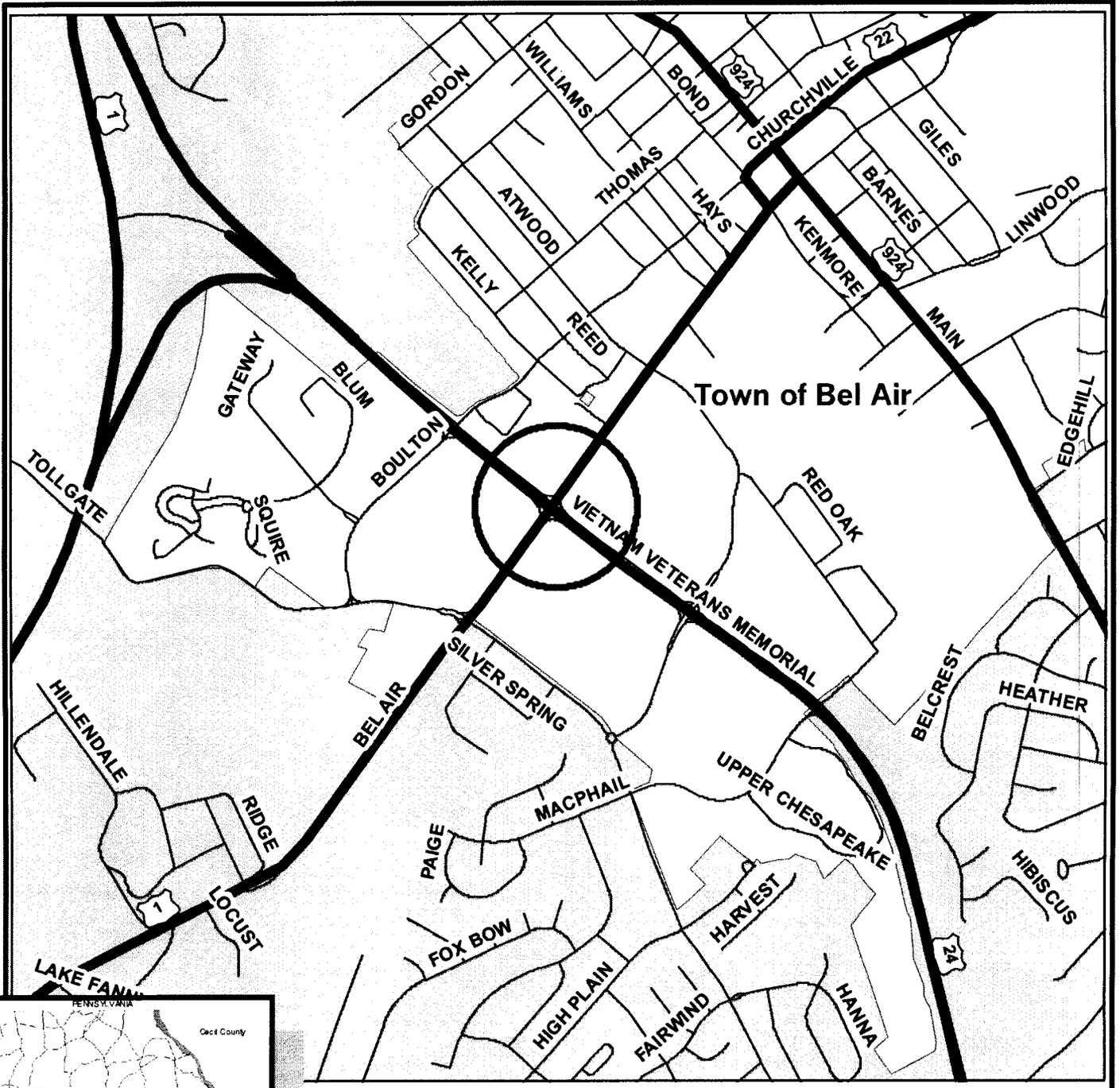
Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

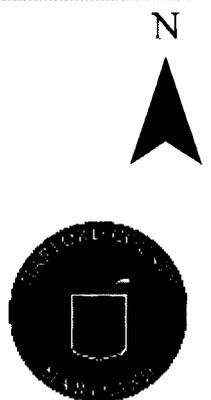
If checked, please describe how the project supports the goal and objectives: The improvement to the Business US 1/MD 24 commercial intersection inside the Town of Bel Air, improves access to this shopping district and for local and regional commuters throughout the road network. This intersection is located approximately 0.5 miles from the Town's Main Street. In addition, the Harford Mall located at this intersection is a transfer hub for Harford Transit LINK.

11) Additional Comments/Explanation: 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 MD 24 @ BUSINESS US 1



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

- 1) Name of Project: Aberdeen Multimodal Train Station/Transit Oriented Development (TOD)
- 2) Submitting Jurisdiction: Harford County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Existing location - US 40 @ MD 132/Bel Air Road - See Attached Map
- 4) Anticipated cost and funding source (approximate if available): \$46.2 Million - New Train Station; \$2.6 Million - Additional Parking; N/A - US 40 "Green Boulevard"; \$36 Million - Station Square East and West Plaza which replaces the existing pedestrian overpass with an enhanced (10-foot high by 30-foot wide) pedestrian underpass and a green, terraced plaza/amphitheater
- 5) 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 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
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No Project located outside of MPO boundaries: _____
- 7) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The Aberdeen Multimodal 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 Multimodal Train Station is consistent with the City of Aberdeen

Comprehensive Plan. The City of Aberdeen has adopted an Aberdeen TOD Plan as well as the Station Square Feasibility Study.

- 8) In county priority letter? Yes No
- 9) 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.
- 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: The Aberdeen Multimodal Train Station 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: 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 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 side 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 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: 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: 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: 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: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

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

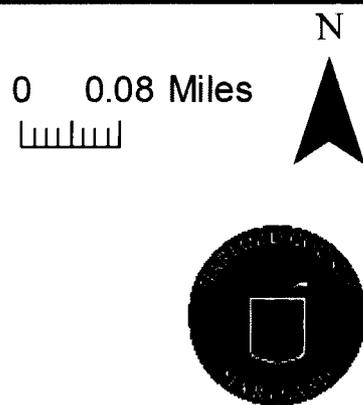
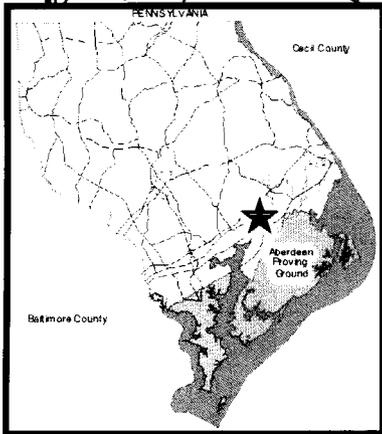
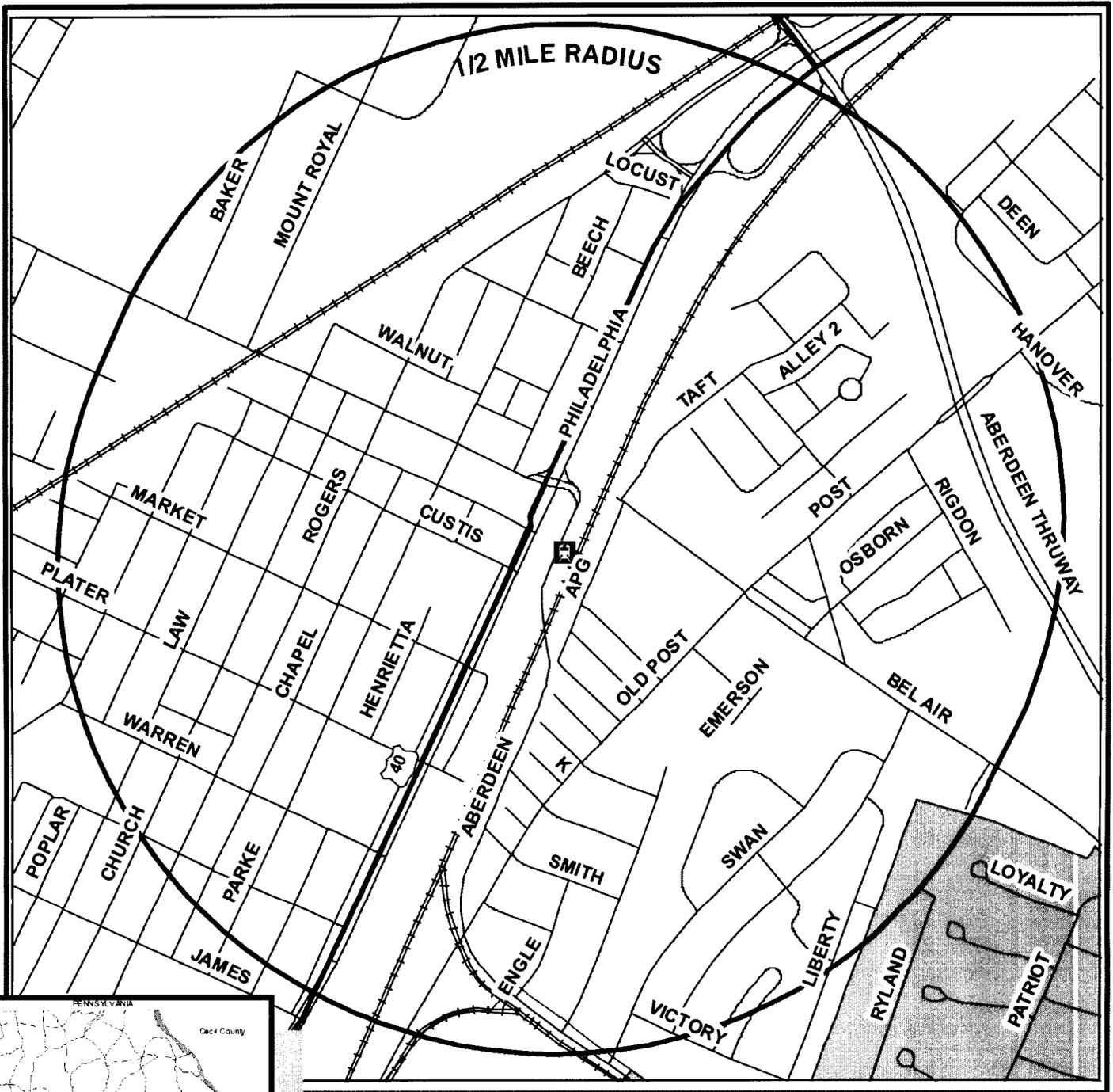
Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The Aberdeen Multimodal Train Station supports an overall sustainable transportation network that addresses 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.

11) Additional Comments/Explanation: Final reports for the Aberdeen TOD and the Aberdeen Station Square Feasibility Study were completed in 2012.

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

- 1) Name of Project: MD 755 Streetscape
- 2) Submitting Jurisdiction: Harford County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD 755 from Willoughby Beach Road to the Edgewood MARC Train Station - See Attached Map
- 4) Anticipated cost and funding source (approximate if available): \$2.5 Million - MD 755 Streetscape (Engineering and Right-of-Way Funded).
- 5) 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 begins at MD 24. Need - The Edgewood Community 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 APG-Edgewood Area.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No Project located outside of MPO boundaries: _____
- 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: The MD 755 Streetscape Project fulfills Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment. The 2010 Harford County Transportation Plan identifies, where appropriate, roadways to be designed as Complete Streets. In 1999 the Edgewood Community worked with Harford County to develop a "Main Street" Planning Study for MD 755.
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: Streetscapes are key components to creating Complete Streets. This project is located inside the priority funding area and inside the County's development envelope.
- 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: MD 755 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: 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: 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 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 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: Connectivity is improved for pedestrians, bicyclists, freight, transit users, as well as commuters to APG-Edgewood Area or commuters using the MARC Edgewood Train Station.

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: Investing in this Complete Street streetscape 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 the access to the train station will assist in handling the existing and anticipated growth. An increase in transit ridership also means lower VMT.

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

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

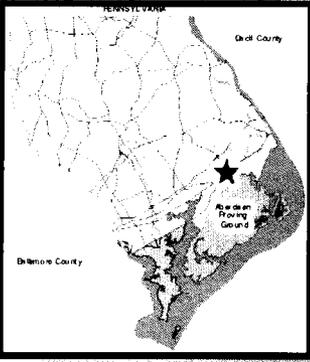
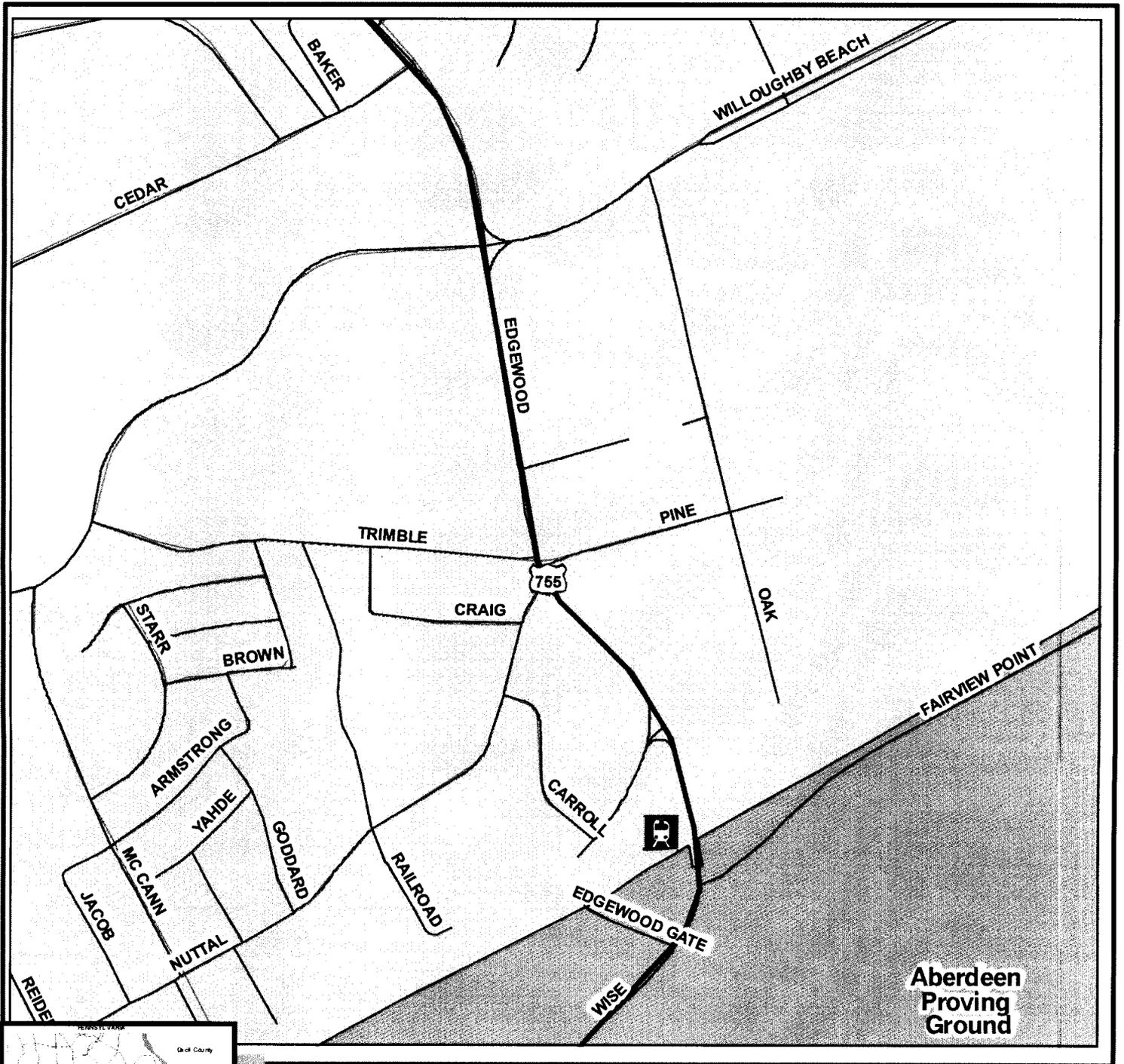
Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

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

11) Additional Comments/Explanation: This project is currently funded for Engineering and Right-of-way only. Phase I from MD 24 to Willoughby Beach Road has been constructed and the Edgewood MARC Train Station was recently completed.

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



1 in = 0.1 miles

N



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 159/Old Philadelphia Road Perryman Access
- 2) Submitting Jurisdiction: Harford County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD 159/Old Philadelphia Road - See Attached Maps.
- 4) Anticipated cost and funding source (approximate if available): N/A - MD 159/Old Philadelphia Road (\$385,000 allocated State and Federal funds in the CTP for Improvement Project Study to provide improved access).
- 5) Description of project purpose and need (up to one paragraph): Purpose - A roundabout is proposed 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 this projects is to provide operational and safety improvements to this intersections. This improvement allows the road network to handle traffic better and improve access and mobility for passenger, freight, transit, bicyclists and pedestrians. Need - Improving this critical intersection is the first step to improve safety and ease congestion. This roundabout will improve traffic circulation by controlling the access and egress from the side street in a safe and efficient manner.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No Project located outside of MPO boundaries: _____
- 7) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This roundabout fulfills Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment. The improvement will include the transfer of the road to the County after construction.
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: The intersection is located inside the State designated Priority Funding Area and inside the County's Development Envelope and complies with principles of Smart Growth.

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: Providing a roundabout at this intersection will improve travel times for commuters and freight traffic and will lessen congestion on the side streets. Access to APG and the distribution centers in Perryman will be improved.

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: Roundabouts are proven to prevent and reduce the severity of intersection crashes because traffic enters and exits through right turn movement only. Slower travel speeds occur at a roundabout compared to other types of intersections. The MD 159 corridor is a primary access point to APG which is the County's largest employer and is vital to our nation's defense, providing testing, research and development.

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 construction of roundabouts at this intersection enhances the projected LOS which is a key measurement of effectiveness. Without signalization and stop control devices, traffic will continue to flow which increases person throughput. In addition, the maintenance and operation of a roundabout is substantially less than a traffic signal.

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: The MD 159/Old Philadelphia Road intersection is 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: 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.

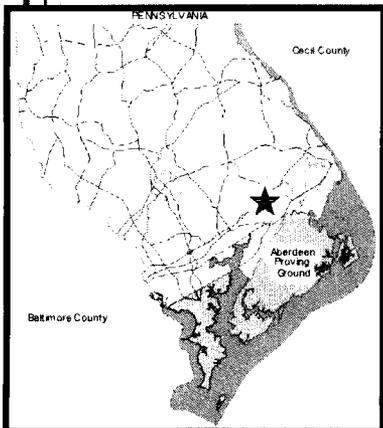
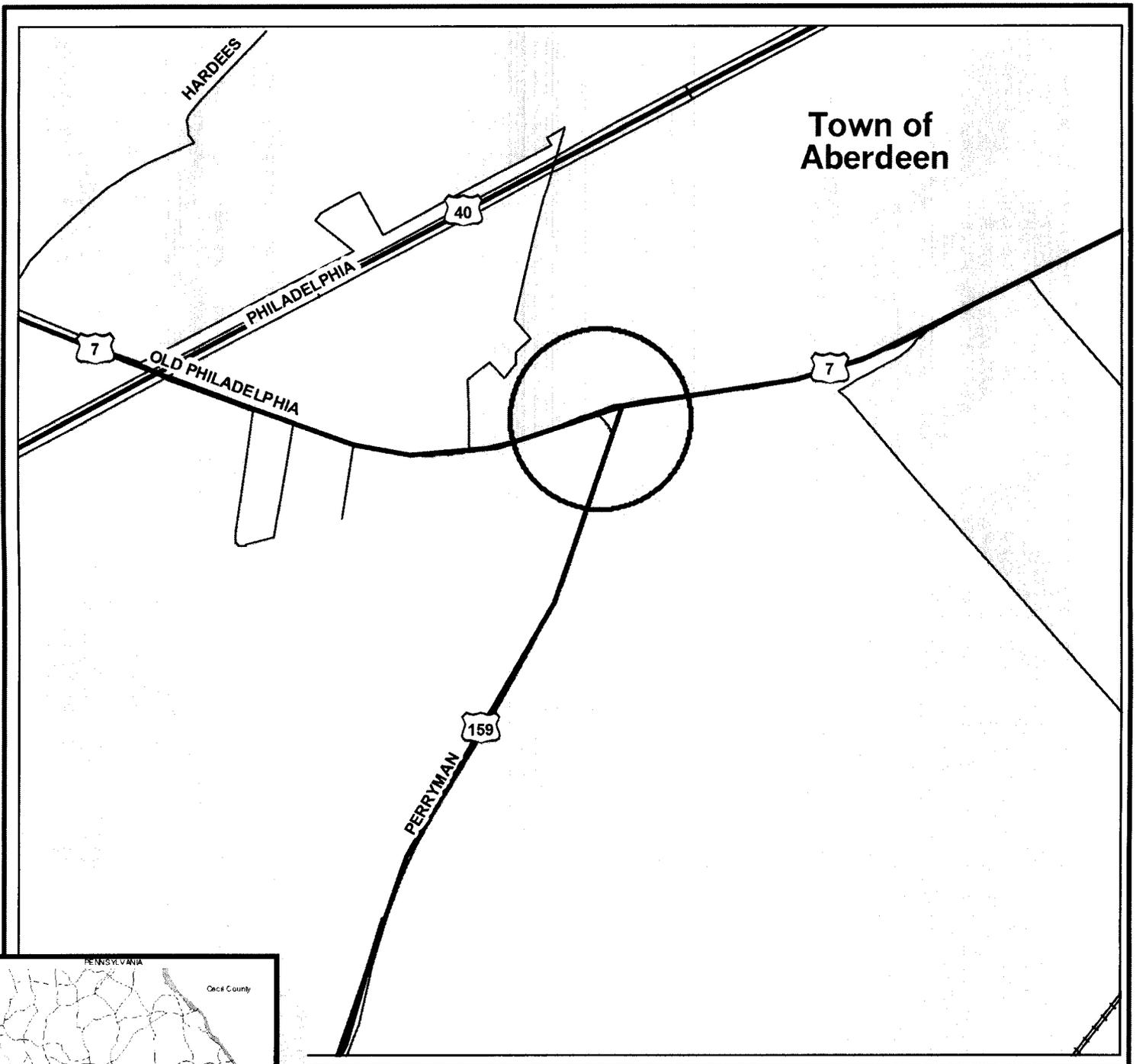
Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

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

11) Additional Comments/Explanation: Current plans to construct a roundabout at this intersection are on hold due to funding.

HARFORD COUNTY TRANSPORTATION PRIORITY MD 159 @ OLD PHILADELPHIA ROAD



1 in = 0.11 miles

