



Office of the County Executive
STEUART PITTMAN

May 17, 2022

Mr. James F. Ports Jr., Secretary
Maryland Department of Transportation
7201 Corporate Drive
Hanover, MD 21076

Dear Secretary Ports:

Thank you for the opportunity to provide comments on Anne Arundel County's FY 23 list of priorities for the FY 2023-28 Consolidated Transportation Program ("CTP"). We are encouraged that six of the ten top-ranked projects from the FY22 project-based scoring required by the Maryland Open Transportation Investment Decision Act are located in Anne Arundel County, reflecting the need to move forward with these priority projects. With Maryland facing a record financial surplus and a significant influx of federal infrastructure funding, we are optimistic that Anne Arundel County and the state as a whole face a unique opportunity to address many of our longstanding transportation challenges.

In prior years, the COVID-19 pandemic had a dramatic effect on our community. This, combined with telework eligible employees, has reduced some peak travel demand on freeway facilities and regional transit services during the pandemic. While telework will continue and become an increasingly common feature for a portion of our workforce, many of our essential workforce, which do not have telework capabilities, remain vitally important. Transit use has begun to grow closer to pre-pandemic levels. Essential workers often have no other choice but to take transit, walk, bike, or drive, which has the resulting effect of increased use of our local facilities. These workers have highlighted the need for local infrastructure in our community, and the shifts away from only larger freeway improvements to funding more local facilities and services. Even faced with the pandemic, Anne Arundel County has experienced explosive population growth, with accompanied residential development boosting us to the fourth largest jurisdiction in the state.

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Anne Arundel County continues to make significant progress in our transportation planning. As you are aware, in 2019, Anne Arundel County adopted *Move Anne Arundel!*, the County's Transportation Functional Master Plan, with the adopted vision, that "Anne Arundel County will provide a safe, efficient, equitable, sustainable, and multimodal transportation system that provides residents, travelers, and visitors with connectivity and choice." Building upon that effort, in 2021, Anne Arundel County adopted an updated General Development Plan ("GDP") that formally incorporates *Move Anne Arundel!* as the transportation element of that plan. The GDP, Plan 2040, includes development policy areas as *Transit Oriented Development* areas and *Critical Corridors*, which seek to leverage and improve existing transportation infrastructure. Many of our high-priority project requests in this priority letter are encompassed in one of these important development policy areas.

We kicked off the Walk & Roll! Bicycle Pedestrian Master Plan public comment period on January 25, 2022. We also initiated our Vision Zero plan public comment period and aspire to have it adopted by Summer of 2022. Increasing the safety of our roadways and transportation system for our residents and visitors is paramount for us. We intend to apply for Highway Safety Improvement Program funds this year as a result of our Vision Zero plan development process.

In order to further enhance our transit system, the Maryland Transit Administration ("MTA") awarded us grant funding to complete our inaugural Anne Arundel Transit Development Plan. We kicked off the process this March and aim to have a completed five-year plan that will identify our priorities for the county's transit system. In prior years, we completed a joint plan as part of Central Maryland, but this is the first time we will be developing a plan tailored uniquely for our county.

Transportation and transit services are at the forefront of workforce development, economic development, and environmental sustainability. As the Chair of the Baltimore Regional Transportation Board and a member of the Regional Transit Plan of the Central Maryland Commission, it is clear that transportation is key to connecting our future. We believe that as a region we need to continue to work with our partners to advance detailed and specific studies on the priority corridors identified in the final Regional Transit Plan ("RTP") published in October 2020, and regularly and continually engage with jurisdictional staff and elected officials to implement the RTP and strategic actions identified in the plan. The RTP has generated 30 "Potential Regional Transit Corridors," that were defined through a collaborative process with the Commission members, including Anne Arundel County, and other local jurisdictions. Corridors were identified defining specific routes, service patterns, alignments, levels of service, potential stations, or transit mode of travel. Additional transit assets were identified because they demonstrated transit demand justifying infrastructure, service, and/or technology improvements, and have regional significance, often providing connectivity between jurisdictions, which is key to the vitality of being the Best Place For All in Anne Arundel County.

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The following projects below are identified in *Move Anne Arundell!*, Central Maryland Transit Development Plan, and Central Maryland Regional Transportation Plan *as well as highlighted projects of significant importance*, that comprise our immediate priorities for state funding in the upcoming CTP.

Roadway and Bridges

1) Maryland 3 (Crain Highway), from Saint Stephens Church Road to MD 32/I-97. The County has allocated over \$1,000,000 towards design, and programmed almost \$20,000,000 in right-of-way and construction funding in the County's Capital Improvement Program for an improvement to add capacity between St Stephen's Church Road and MD 32, including intersection improvements and biped facilities. The County and the State Highway Administration ("SHA") have reached an agreement to initiate design and are sharing costs to 30% design. The County requests that SHA continue to fund the remaining design efforts all the way through right-of-way acquisition to construction.

2) Maryland 2 (Ritchie Highway), northbound from US 50 to Arnold Rd. As with MD 3, the County has allocated over \$1,000,000 towards design and programmed over \$14,000,000 in right-of-way and construction in the County's Capital Improvement Program ("CIP") for an improvement to add capacity and address safety along MD 2 northbound from US 50 to Arnold Road, including intersection improvements and biped facilities. The County and SHA have reached an agreement to initiate design and are sharing costs to 30% design. The County requests that SHA continue to fund the remaining design efforts all the way through right-of-way acquisition to construction.

3) MD 170, from MD 100 to MD 174. The County has established a CIP project to both contribute county transportation impact fees and developer contributions towards the construction of this project. We are grateful for SHA restarting the project and finishing the design and right-of-way acquisition, and look forward to partnering on the utility relocation and construction phases of this project.

4) MD 175 Sidewalk. The County is committed to working with the Innovative Contracting Division to install sidewalks along MD 175 from MD 170 to the Sappington Station roundabout. This sidewalk segment is the highest priority of numerous segments that the County and State are working on together to construct. The County has provided design funding for this project so that there is no delay in implementation. The County is requesting that the County investment be returned with state funding towards construction.

5) MD 214. The County has allocated over \$1.5 million in the County's Capital Improvement Program towards this project with an additional \$12 million programmed for the improvement to add capacity on MD 214 from MD 468 to the east of Loch Haven Road. The County and the SHA have signed an agreement for the County to fund the complete design of the project and are working on an amendment for expanded improvements based on the State's

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recommendations. The County requests the continued allocation of sufficient SHA resources dedicated to managing each phase of this project to ensure timely delivery of the project with each Project Task Agreement (“PTA”), but also recognition of the County’s expenditures on this state facility. With the upcoming availability of federal funding towards transportation infrastructure and the County’s willingness to participate in upgrading state infrastructure, the County requests the state participate in the funding of the right-of-way and construction of this project.

6) MD 665/Aris T. Allen Boulevard at Forest Drive. This intersection is a key gateway to the Forest Drive section of the City of Annapolis and Annapolis Neck beyond. Both the City and the County are requesting State assistance towards an intersection improvement at Aris T. Allen, Chinquapin Round Road, and Forest Drive. The County has recently completed a Parole Mobility Study with recommendations for this intersection and the City has improvements identified from its Forest Drive Sector Study. The County and SHA are taking a similar approach to this intersection as is in process with the MD 2, MD 3, and MD 214 projects with regards to project development and would ask for design assistance as well as assistance with future phases as the project progresses.

7) MD 198 from MD 295 to MD 32. This alignment has experienced increased development over the past several years. A study completed in 2015 supported the widening of the alignment, and we request that the project be designed and implemented, in order to relieve congestion and improve connectivity.

8) I-97 from MD 50 to MD 32. This alignment has experienced increased development over the past several years. There was a TSMO study completed in 2020 which supported adjustments to the alignment. We request that the project be designed and implemented, in order to relieve congestion and improve connectivity.

9) Bay Bridge. The most disruptive traffic backups in our county take place on Route 50 East before the Bay Bridge. First, we would like to thank the State for investing in all-electric tolling and the automatic lane closure system.

We believe that more can be done to prevent summer weekend eastbound travelers from attempting to bypass the backups by using adjacent roads in our neighborhoods, including signage and remote controlled barriers to prevent eastbound re-entry at Oceanic Boulevard during traffic backups.

Longer-term, it is critically important that the next phase of the NEPA study be conducted in cooperation with Anne Arundel and Queen Anne’s County planners, so that impacts on our residents are fully considered.

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Transit

1) Parole Transportation Center. The County recently completed a feasibility study to provide a regional transit center for the state capital, Annapolis, in the Parole area. With the completion of the study, the County has allocated design funds and programmed construction funds in the draft budget and capital improvement program for this effort. As work proceeds with acquiring the land to construct the center, the County is counting on state support for the center that will assist in both County and MTA operations. The County is pursuing grant funding, and the State's support in that endeavor makes the planned multimodal center a much more attractive candidate project. We appreciate the letter of support from MDOT-MTA for the RAISE grant application and look forward to partnering to pursue LowNo and Buses and Bus Facilities funds for additional projects.

2) LOTS funding. We are thankful for the coordination with MTA staff on the completion of the Regional Transit Plan for Central Maryland as well as in the inclusion of county staff in ongoing efforts towards a Statewide Transit Plan, which includes vital corridor studies that promote inter-regional connectivity. We also appreciate the State providing the regional bus and rail service in the County, but more resources are needed to provide adequate local bus services to link both county residents to the regional system as well as out-of-county residents to county employers, including perhaps the extension of rail to other communities in the County. In addition to maintenance of, or preferably increased, Locally Operated Transit System ("LOTS") funding through current funding mechanisms, we are requesting state assistance in developing a revenue stream specifically for counties. This dedicated transit-funding stream could allow the County to partner with the Washington Metropolitan Area Transit Authority ("WMATA") and MTA to extend local services into the County as well as provide expanded coverage, frequency, and span of service by both the county and city of Annapolis-operated transit systems. We want to highlight that the investment by the State into our capital operations is not commensurate with the fact that we are the second most populous county in the region and fourth most populous county in the state. We have actively committed the current CARES Act funding to our operations, which are currently fare-free, but those funds will be exhausted before the end of FY 2024. We require an infusion of operations funds to add new services, increase frequency on our existing lines, and expand our successful microtransit call and ride services countywide. Both the County and the City are committed to transitioning to electric vehicles, including the City's innovative electric ferry proposal, and are requesting state assistance with this transition, both in terms of vehicles and adequate charging infrastructure.

3) Transit-Oriented Development (TOD). Transit-Oriented Development is critical to Smart Growth and Transportation Strategy. As Anne Arundel County is the home to both regional rail and light rail stations, the County is primed to work with MDOT to achieve these goals.

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TODs tend to be dense developments that include a mix of commercial, retail, and housing uses assembled in a way that is pedestrian and bike-friendly. By bringing mixed-uses together around transit stations, TOD enables citizens to live, work and play, within an easy walk to transit. The County looks to work with MDOT to establish state and local designations for TOD for MARC and light rail stations in Anne Arundel County. We believe these stations would be an added benefit to having the designation.

In late 2020, Anne Arundel County worked with the Greater Washington Partnership to create a report on Transit-Oriented Development potential that could be unlocked at stations in Anne Arundel. We also recently passed legislation to modify our code to include supportive guidance for pedestrian oriented development standards through Articles 17 (Subdivision & Development) and 18 (Zoning).

Anne Arundel County has identified multiple areas that are currently in the process of establishing development potential around MARC train stations. We have ranked them in priority order for designation.

First, we have a great interest in furthering the development of TOD at the Cromwell Light Rail Station. This would include an express bus along Route 97 to close the transit gap between Annapolis and the end of the light rail line. This concept is supported by our most recently drafted Central Maryland Transit Development Plan (TDP) and we will continue exploration and implementation of this as we move forward with the initiation of our Anne Arundel County Transit Development Plan which kicks off in Spring of 2022.

Second, the BWI MARC Train Station has a concept plan for development. It will be tied to the mixed use development that is planned there.

Third, the Laurel Racetrack MARC Station development potential has strong support for the proposed station renovations at the Laurel Racetrack MARC Station, as plans are currently being reviewed by CSX.

As currently planned, this opportunity represents a very cost-effective approach to increasing MARC ridership. Laurel Racetrack MARC and BWI MARC train stations are important drivers of economic development and place-making in Anne Arundel County. Each of these projects would benefit from the requested TOD designations, accompanied by MDOT-MTA serving as the lead agency for funding, design, and construction of station renovations to support TOD development. Furthermore, Anne Arundel County remains open to exploring multi-jurisdictional funding contributions to provide additional support to this project.

4) Odenton MARC Garage. As a state-designated Transit-Oriented Development (“TOD”), development at the Odenton MARC Station is key to the continued success of the station. The County is partnering with the Maryland Department of Transportation (“MDOT”) on the construction of a garage on the west lot while commuter parking numbers are still lower. We are

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asking for cooperation and coordination on the construction of a County maintained and operated structured parking facility on State property at the station that would increase parking capacity and facilitate transportation-oriented development on the remainder of the parcel. The County has already established a Tax Increment Financing (“TIF”) District to provide funding towards the parking garage and has allocated \$750,000 from the Odenton TIF district towards the design of a facility this year and has additional money to contribute towards the construction. The County is asking for the State to contribute resources towards the effort.

5) I-97 Express Bus from Cromwell Station to Parole Transit Center. The initiation of an express bus along Route 97 from Cromwell Station to Parole Transit Center would close the transit gap between Annapolis and the end of the current light rail spur. This concept is supported by our most recently drafted Central Maryland TDP and Central Maryland Regional Transportation Plan. It would also reduce congestion along a route that is one of the most congested in the county according to the most recent TSMO study. We will continue exploration and implementation of this as we move forward with the initiation of our 2023-2027 Anne Arundel County Transit Development Plan which kicked off in Spring of 2022.

6) Transportation Operations Facility. We have initiated a feasibility study for the purchase of land and construction of a new full service transportation operations facility. The facility requires several acres of land to accommodate a maintenance building with service bays, bus lifts, bus wash bays, and material storage, as well as an attached administration building, training space, meeting space, drivers lounge, showers, lockers and general administrative offices, and cubicles/flex space. Other site amenities will include surface parking for buses, autos, bus chargers, a canopied fueling station, transformer, an emergency generator, a wash water recovery system and water booster pump. We ask for your support pending the results of the feasibility study.

7) Advance two of the CMRTP corridor studies: Union Station (DC) to Annapolis (Corridor 24) and from Cromwell Station (Glen Burnie) to Annapolis (Corridor 3). The proposed Regional Transit Corridors share several common features that distinguish them from other proposals in the Plan. Each has or is projected to have sufficient ridership demand to support all-day, frequent transit. Further, these corridors also require additional infrastructure investment to fully support successful transit. These investments may include dedicated right-of-way, signal priority, shelters or stations, and other customer amenities. These corridors are also identified in the Draft Statewide Transit Plan.

Bicycle-Pedestrian

1) Anne Arundel County Trail Network. The County’s trail system serves as the backbone of the County’s bicycle network. The State has been integral in providing the funding assistance for pieces of this system including the Broadneck Peninsula Trail, South Shore Trail, WB&A Trail, and BWI Trail Extension. The County is asking the State to streamline the review process for those projects in the permitting phase. We are also asking for the implementation of an MOU to

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establish ownership, maintenance, and other responsibilities among the various governmental bodies in anticipation of the ultimate construction of various segments of the trail network, similar to the existing MOU for the BWI Trail. This is of particular importance near and through federal lands (along MD 175 at Fort Meade and MD 435 through the Naval Academy) and state properties near BWI with the BWI Loop and trail extension north along the light rail tracks, and will be necessary to acquire grants for implementing the design, right-of-way, and construction of those segments of the regional trail network. We intend to apply for Highway Safety Improvement, TAP, SRTS and Bikeways grants to achieve build-out of this network in this fiscal year and future years.

Regional Priorities

As a member of the Baltimore Regional Transportation Board, we are very invested in cost effective, systematic, and regionally integrated approaches, to addressing multimodal congestion, mobility, and safety in the Baltimore region. Therefore, we have identified several regional priorities:

- We strongly support funding and implementing the regional transit corridors in the State's Regional Transit Plan, and request MDOT advance planning, design, and operational funding, in coordination with our local and regional transit systems, to meet the goals and priorities in the Regional Transit Plan. MDOT should ensure public transit can provide equitable and high quality service to all public transit riders, particularly our transit dependent community members, regardless of whether they are served by the State or local system or need to travel between two systems for essential services. As a member of the Baltimore Regional Transportation Board we are especially interested in the interjurisdictional east-west corridors (#16 and #17) and north-south corridors (#1 and #6) and corridors within our county (#2, #3, #4, #26, #28, #30, #24, and #25), but our highest priorities would be the key corridors of # 3, # 4, and #28. Supporting those, creating an interconnective link between Cromwell Light Rail along Interstate 97 to Parole Transit Center would complete the gap for our entire region to access our state capitol.
- Transportation Systems Management and Operations (TSMO) strategies offer cost effective and considered approaches that leverage our investments in the existing transportation system. We strongly support funding and implementing TSMO strategies, particularly in MDOT SHA TSMO System corridors 1, 2, 3, 4, 9, 10, 11, and 13, and are particularly interested in how these strategies can address the region's freight bottlenecks.
- We strongly support funding and implementing bike and pedestrian projects, particularly cross border projects, to enhance safety and provide expanded multi-modal options.
- To facilitate this interjurisdictional coordination, we would prioritize the following multi-jurisdiction corridors/projects that fall within our jurisdiction discussed in the subsequent portion of our letter.

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The above high priority list is not simply a project wish list from our County, but rather a well-thought out prioritization of projects that the County has and is actively investing local county dollars toward. The County seeks to continue to leverage the combined resources of the County and State to provide a greater level of service to our shared constituents.

While the above list enumerates the County's highest priorities, we have provided a more exhaustive list of projects that the County and City of Annapolis are requesting some level of participation from the State below the signature of this letter, many of which also have county funds committed.

Sincerely,



Steuart Pittman
County Executive

cc: Members, Anne Arundel County House and Senate Delegations
Members of the Anne Arundel County Council
Gavin Buckley, Mayor, City of Annapolis
Matt Power, Chief Administrative Officer
Lori Rhodes, Chief Administrative Officer for Land Use
Samuel D. Snead, Director, Office of Transportation
Christopher J. Phipps, Director, Department of Public Works
Steven Kaii-Zeigler, Planning and Zoning Officer
Brian Ulrich, Transportation Planning Administrator, Office of Transportation

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COMPLETE LIST OF PROJECTS

The projects below are categorized into modes following the format of the County's recently adopted Transportation Master Plan, *Move Anne Arundel!*

IMPROVING REGIONAL CORRIDORS AND MAKING COMMUTES MORE RELIABLE

In general, the County is requesting that the Controlled Access Highways; the ones listed below and others such as MD 32, MD 100, and MD 10; should be optimized in a way that attracts traffic off of more local routes like MD 2, MD 3, MD 450, MD 214 and others. This doesn't always have to include traditional additional travel lanes but could include HOV lanes, transit improvements, and other TSMO strategies. We are specifically requesting money expended to advance the following projects.

- **Maryland 3 (Crain Highway), from Saint Stephens Church Road to MD 32.** The County is requesting continued cooperation and specifically state administration of the County proposal to complete 3rd lanes in both directions missing between Reidel Road and MD 32, as well as associated intersection and biped improvements. This would be part of a larger overall system of identified needs along this area of MD 3 between the Prince George's County Line and MD 32 identified as a part of your recent TSMO analysis.
- **I-97 from US 50 to MD 32.** This segment is a bottleneck on I-97, and the interchange areas with both freeways can also get quite congested during peak times creating delay problems, as well as associated crashes as identified in the State's Mobility Report and TSMO Strategic Plan. The Baltimore Regional Transportation Board has a proposed project to provide managed lanes in this segment, included in the most recently adopted Long-Range Transportation Plan, *Maximize 2045*. The County is asking that phased improvements begin to improve conditions now, as implementation could take years to complete.
- **MD 295 from I-195 to MD 100.** A Finding of No Significant Impact ("FONSI") was issued for this project in April of 2011, and this project has been requested in priority letters from the County ever since, with no construction thus far. This project includes an interchange at Hanover Road to improve access to BWI Airport and would also assist in the economic development of the area. The County recently completed a design to preserve a corridor for the Hanover Road extension that was a part of this project and is actively pursuing the right of way acquisition. We are specifically asking that the MD 295 and associated interchange project be funded with state dollars.
- **US 50 from the Prince George's County Line to the Chesapeake Bay.** There are several issues in this area, including the most congested area between I-97 and MD 2, but also the Bay Bridge at the eastern edge of US 50 in the County (covered in the next bullet). We are requesting the beginning of preliminary engineering for the addition of

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HOV lanes through the corridor as well as the immediate addition of more frequent transit, including regional service to New Carrollton to connect the County to rail to Washington D.C in addition to enhanced commuter service to the Mall area. The interchange issues with I-97 and MD 2 also warrant immediate review.

- **Bay Bridge.** The County remains concerned about next steps for the Chesapeake Bay Bridge and continues to request more direct County involvement as a key stakeholder along with our equally concerned and affected partner, Queen Anne's County. The most disruptive traffic backups in our county take place on Route 50 East before the Bay Bridge. We would like to thank the State for investing in all-electric tolling and the automatic lane closure system. It is critically important to fund the next phase of the NEPA study, to identify alignments within the Selected Corridor Alternative identified during the Tier 1 study. We also are requesting a share of the toll revenues to improve local traffic issues that affect both sides of the bridge due to the regional traffic that attempts to use local roads to bypass congestion. Lastly, the County is specifically requesting operational improvements such as congestion pricing to manage the demand and its associated impacts on the County roads surrounding the Bay Bridge that are adversely impacted by the summer weekend traffic as a higher priority that can have immediate impacts on the surrounding communities as well as travelers. We believe that more can be done to prevent summer weekend eastbound travelers from attempting to bypass the backups by using adjacent roads in our neighborhoods, including signage and remote controlled barriers to prevent eastbound re-entry at Oceanic Boulevard during traffic backups. Longer-term, it is critically important that the next phase of the NEPA study be conducted in cooperation with Anne Arundel and Queen Anne's County planners, so that impacts on our residents are fully considered.

UPGRADING COUNTY CORRIDORS AND STRENGTHENING COMMUNITY CORES

We also have important needs on non-controlled access, but highly important, arterials in the County. For every State-owned corridor/area listed below the County has expended funds to study needed improvements and is proposing to, or has already allocated funds towards construction improvements as well. The County is asking that the State also dedicate construction funds to the following projects.

- **Maryland 2 (Ritchie Highway), from US 50 to Arnold Road.** The County appreciates the coordination on the design for the first phase of improvements along this corridor, and continues to advocate for financial assistance to complete the design and for the construction of the 3rd northbound lane from US 50 to Arnold Road. The County has allocated design money and programmed construction dollars towards improving this state roadway to improve travel on this key corridor. This would only be the first phase of much larger scale improvements needed north to MD 10 and eliminate the alternating 2 to 3 lane sections in both directions.

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- **Odenton MARC Garage.** The County remains committed to Transit-Oriented Development in the travel shed of the Odenton MARC Station. As such the County has programmed funds for structured parking at the station in addition to requiring denser development nearby. The County is asking that the State make short-term improvements to the property purchased at 1401 Annapolis Road by providing a temporary gravel lot and continue our coordination to provide structured parking on the west side of the Station. We are also asking for additional Locally Operated Transit System funding to provide improved and more frequent bus service to reduce parking demand and provide needed services associated with TOD.
- **MD 170, from MD 100 to MD 174.** We are encouraged that the design has been restarted for this project and will fully fund the design and right-of-way portions of this project. The County remains committed to contributing local funds towards the utility relocation and construction phases of this project.
- **MD 214, from MD 468 to east of Loch Haven Rd.** The County appreciates the coordination on this project with the signing of the agreement for the County to fully fund the design portion of this project. The County has also allocated the necessary funding for the right-of-way and construction phases of this project due to the importance of access to and from the Mayo peninsula but would appreciate any funding assistance that can be provided towards these phases of the projects.
- **MD 175, from MD 295 to MD 170.** This project has been in the priority letter for many years. And a series of improvements have been constructed or are under construction. The interchange improvement project at MD 295 has been delayed but is finally getting closer to construction. However, there is also the final segment of improvements that were identified as a part of #AA4361 from Bluewater Blvd to the south. The remaining improvements south into Odenton Town Center, previously shown in previous CTP's as "Engineering underway from Mapes Rd. to Nevada Ave" have been defunded and all work stopped. County hopes these improvements will regain funding and the needed improvements identified in the study will be constructed including a realignment of the eastbound MD 32 off ramp in accordance with the Odenton Town Center Master Plan.
- **MD 177, from Outing Avenue to Edwin Raynor Blvd.** The County has been provided the Preliminary Investigation design and cost estimate. Continued community involvement is necessary as issues with access and parking are addressed while still providing the necessary safety and multimodal improvements. While the County does not have the funding necessary to progress this project to the next phase, the planned improvements remain important to the County and we remain committed to providing those improvements in the future. The County is requesting the State assist in efforts to find alternative ways to fund these improvements.
- **MD 713, from MD 175 to Arundel Mills Boulevard.** The County completed a study, with participation from SHA District and Planning Staff, for this segment of the roadway. The recommended improvements are a multilane divided boulevard style facility with bicycle and pedestrian accommodation. The County is requesting that the State begin to fund the initial elements necessary to ultimately provide improvements in this corridor.

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- **MD 450, from Rutland Rd to MD 424.** The County appreciates the money set aside for culvert repair in this corridor to address flooding issues that have closed this road numerous times. However, a more comprehensive project to address the drainage issues is warranted, but the County is also requesting assistance in the connection of local roadways to provide alternative travel ways during closures.
- **MD 424, from south of MD 450 to MD 3.** The County appreciates the State's coordinated efforts with the County with regards to sidewalk improvements in this corridor. The County also appreciates efforts to assist the school system on improvements related to the construction of Crofton High School. The County is further asking for assistance with the intersection of MD 450 and MD 424 which is a bottleneck. The County is asking for a detailed analysis at the intersection to determine what may need to be done to improve this bottleneck as the situation will only worsen with the opening of the new high school this fall. Planning coordination is necessary to determine the long-term needs of this intersection.
- **MD 198, from MD 295 to MD 32.** The project is necessary to meet both current and anticipated travel demands occurring as a result of development in Laurel, BRAC at Fort Meade, at the NSA and US Cyber Command to maintain safe traffic flow. Anne Arundel County funded the environmental assessment and the MD 198 Project Planning Study has a Finding of "No Significant Impact", dated August 2015. Design of a break-out project was begun but stalled due to a lack of construction funding. The County is asking for the entire improvement be funded for construction as the improved connection to one of the largest concentrations of employment in the State is consistent with Adopted Plans and policies of the State and promotes the goals of the MTP.
- **Governor's Bridge Road Bridge.** This historic bridge is a border bridge between Prince George's and Anne Arundel Counties linking the communities of Bowie and Davidsonville. The Counties partnered on an alternatives analysis for the rehabilitation of this bridge that has been closed for over 5 years because of the deterioration of the structure. An in-kind replacement is Anne Arundel's preferred alternative, however given the limited federal aid for bridge reconstruction in both counties and higher pressing needs for the use of those funds we are left looking for other sources of funding to supplement the County's contribution towards the replacement of this historic bridge. We are asking for the State to help identify funding sources that could provide construction money towards the rehabilitation of the bridge.

ADVANCING NEW MODELS OF TRANSIT

The County would like to congratulate the State on the success of the commuter bus program in Anne Arundel County. The success of the program causes the County to request additional services that are in demand from our residents. The County has also recently expanded its local transit service portfolio, taking over routes previously operated by RTA and the City of Annapolis. With that in mind, the County is looking to provide even greater services to its

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residents but requests state funding associated with that as well. The County's masterplan guides our request in both Regional and Local Transit Services.

- **REGIONAL SERVICES**

- **Regional Transit Plan.** The RTP published in October 2020 is a plan for improving public transportation in the region over the next 25 years.; We are regularly and continually engaging with State, County staff and elected officials to implement the RTP and strategic actions identified in the Plan. Your continued partnership is appreciated.
- **Transit-Oriented Development.** While the County's top priority is the only state-identified TOD in the County at the Odenton MARC Station, the County's draft General Development Plan has identified TOD potential at several MARC and light rail stations throughout the County. We are actively working with MTA staff to obtain a designation at the BWI MARC Station, as well as at the Cromwell Light Rail Station. Whether a specific designation is required to obtain state assistance with these other efforts or not, the County remains committed to working with MDOT on these various areas to provide transit-supportive development as well as transportation services. Efforts vary by station, but key locations include BWI, Laurel Park, and Cromwell stations, and specific assistance is needed for each of these station areas.
- **Parole Transportation Center.** The County programmed funding in its CIP to make the necessary improvement based on the completed feasibility study for a new Transportation Center in Parole, which would serve commuter bus service to Washington D.C. and Baltimore, and allow for improved local services to feed the commuter service. The County is still requesting state assistance in the funding of the construction of this Center of regional importance, as well as in the operational aspects, to make the local and state-provided regional transit systems as seamless as possible for our users.
- **Glen Burnie & Annapolis to New Carrollton.** With the reduced services from WMATA, it is even more important now to provide new commuter services from Glen Burnie and Annapolis to New Carrollton and vice versa for a better connection to Prince George's County and the Capital Region.
- **Annapolis to Ft Meade/Columbia.** A commuter bus service between the State capital and the region's largest employment center is a gaping hole in the region's commuter services. The County is requesting immediate commuter bus service to Fort Meade and future connection to Columbia.
- **Chesapeake Bay Passenger Ferry.** This project would establish a passenger ferry between numerous ports along the Chesapeake Bay and would promote tourism by allowing visitors to reach multiple destinations by boat. A collaborative effort between several counties and municipalities has occurred to prepare a feasibility study to evaluate vessel parameters, terminal sites, operational and maintenance needs, tourism and economic strategies, and system partnerships.

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The partners are seeking MDOT's support for establishment of a passenger ferry system for the entire Chesapeake Bay region. This project would meet the MTP goal that addresses community vitality and economic prosperity by establishing an alternative mode of transportation that supports tourism and economic development.

- **LOCAL SERVICES**

- **Increased LOTS Funding.** The Transit Development Plan provides a 5-year plan of expanded local transit service. The County is committed to increasing the coverage, frequency, and span of service, but cannot do this without state assistance. The County is specifically asking for financial assistance from the state in this effort.
- **Fort Meade Shuttle.** Associated with the Odenton Town Center TOD designation and the largest employment area in the region, the County is requesting additional funds to increase the span and frequency of the Ft. Meade transit services that the County has attempted to maintain since the State discontinued the pilot shuttle.
- **BWI Shuttle consolidation.** BWI operates an extensive shuttle program serving the airport, while both MTA and the County also operate local bus service in the area. It would be optimal to combine resources to serve both BWI Airport travelers and employees, and other area services such as Arundel Mills and the surrounding employers, with a more robust service. The County is specifically asking the State to combine services and funding into a more seamless program for all users in the area.

BUILDING A CONNECTED BICYCLE NETWORK

Anne Arundel County currently has three off-road trails in design and/or construction. We are actively working to complete the entirety of the Broadneck Trail, complete Phase 2 of the South Shore Trail, and the bridge for WB&A Trail's Patuxent River crossing, all within the next two years.

- **Broadneck Peninsula Trail.** Completing the Broadneck Trail, specifically Phases IB, III, and V, is the top off-road Trail priority. The Broadneck Trail will ultimately stretch from MD Route 2 (Ritchie Highway) to Sandy Point State Park for a distance of nine miles. Phase IA is currently open. Phase IB, from College Parkway to Bay Head Road, is under design. Phase II is complete, with a majority of construction funded by a Transportation Alternatives Program Grant. Phase III of the Broadneck Peninsula Trail, from Bay Dale Drive to Peninsula Farm Road, will begin construction in April. Phase IV was completed by the Department of Public Works and connects Phase III at the Anne Arundel Community College with the B&A Trail. Phase V from Bay Head Park to Sandy Point State Park is also in design. Because Phase IB is connected to Phase V, the County is working on both phases as a single project. Construction of Phases IB and V is

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anticipated to begin in late 2022 and be completed in 2023. Spurs to community attractors like schools will also be designed and built out following the significant completion of the spine.

- **South Shore Trail.** The County's second priority in the off-road trail category is the South Shore Trail. This 14-mile trail, once completed, will connect Annapolis to Odenton. Phase I, near Hansel Drive at Millersville Road to Waterbury Road, opened in May 2019. Phase II, from Sappington Station Circle in Odenton to Bonheur Drive in Gambrills, is currently at the contract document stage. A TAP grant for the construction of Phase II was awarded to the County, and we hope to start construction of Phase II in the second half of 2022. Phase IV is currently in design, and the County will again pursue federal TAP funding in May of 2023 to advance Phase IV of the South Shore Trail. Construction for Phase IV is anticipated in the spring of 2024 through the summer of 2025. At this time, Phase III and V are not programmed, but the Department of Recreation and Parks anticipates beginning Phase III design in the summer of 2023. The County is specifically requesting TAP funding to construct the next phase of this trail, eventually connecting the City of Annapolis to Odenton via the abandoned WB&A railroad. We are applying for TAP in FY23 and 25 to support the construction of Phases III and IV. Spurs to community attractors like schools and parks will also be designed and built out following the significant completion of the spine.
- **WB&A Trail Bridge.** When the bridge, which begins construction in April, is complete, this 9-mile project will link the South Shore Trail in Odenton over the Patuxent River to an existing rail trail in Prince George's County. Phases 1 to 3 are fully complete and operational; roughly half of Phase 4 is open. Phase 5 is the bridge that will connect the WB&A Trail from Anne Arundel County over the Patuxent River into Prince George's County. This trail has great significance to the region, as it is a missing regional link from the 2009 Maryland Trails: A Greener Way to Go vision, as well as the East Coast Greenway and American Discovery trails. Spurs to community attractors like schools will also be designed and built out following the significant completion of the spine.
- **Odenton to Baltimore City.** The County appreciates the funding of the Odenton to BWI Trail study through the Bikeways fund. With the project completion, future requests for construction funding may be tied to that study. Continuing north from the existing BWI Trail spur, the County appreciates the financial assistance in funding the design of the Light Rail trail, taking the current design at Preliminary Investigation (30%) to final construction documents. The County is also working with the Greater Baybrook Alliance's plans to extend a shared-use path from this location into the City via the Baybrook Connector. SHA participation in both of these efforts from a staff review perspective is necessary to produce fundable construction projects, and the County will be looking for additional funds to complete the connections.
- **Baltimore-Annapolis Boulevard (MD 648) from Cromwell Light Rail Station to Arundel Expressway (MD 10).** We are seeking funds to finalize the design and to construct a compatible pedestrian and bicycle corridor connecting Glen Burnie with the State's Light Rail investment. Recent discussions with SHA staff have raised questions

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for the need for bicycle accommodations, but the County is adamant about needing both bicycle and pedestrian improvements along this corridor.

- **Arundel Mills Boulevard (MD 713) from Arundel Way to MD 176.** The Local Development Council (“LDC”), through the County Capital Budget, is funding the design of a shared-use path along the east side of MD 713. The MOU between the State and the County currently takes the design to Preliminary Investigation. The County requests assistance in both funding and project implementation to take the project through construction.
- **Dorsey Road (MD 176) from MD 170 to MD 713.** As with the MD 713 shared use path project, the LDC, through the County Capital Budget, is funding the design of a shared-use path along the north side of MD 176 from the existing BWI Trail near the intersection of MD 170 (Aviation Boulevard) west, tying into the MD 713 improvements proposed. Similarly, the agreement with the State only takes the design through PI, and we are looking for support to continue the project through construction.
- **Odenton to Arundel Mills.** As work progresses on the BWI to Arundel Mills connections, missing are two short shared use path segments to connect Odenton to Arundel Mills, that although not the direct connections needed, would fill in some vital missing gaps and provide lower-traffic stress to cyclists. Improvements to both Milestone Parkway (from Clark Rd to the Shared Use Path being constructed on MD 175) and Bluewater Boulevard (between the current SUPs on MD 175 and where the current Bluewater SUP ends at Portland Station Lane/Regiment Way) would fill in two small gaps (1500’ & 2200’ respectively) in the network. We appreciate the design funding obtained through the last Bikeways funding and look forward to opportunities to continue the collaboration through right-of-way and construction funding.
- **West Street (MD 450) Corridor from Parole Town Center at MD 2 to Church Circle.** The City of Annapolis has an ongoing sector study in this area and we are seeking planning, design, and construction funds to reduce congestion, improve pedestrian and bicycle compatibility, and enhance this major gateway to the State’s Capital. The safest bike/walk route is by extending the Poplar Trail west to MD 2, and east to Calvert Street or Church Circle. With a safe crossing at MD 2 and MD 450, it would connect to the side path that goes under US 50 to Anne Arundel Medical Center where it would meet the South Shore Trail.
- **MD 450 at USNA Bridge along King George St toward City Dock and also to and along Taylor Avenue (MD 435) to Westgate Circle.** The County has signed an agreement with SHA for design funds to create a pedestrian and bicycle compatible corridor, connecting the B&A Trail and existing bike lanes on the United States Naval Academy Bridge with the State Capitol and employment complex, downtown Annapolis, and the West St. corridor/Poplar Trail, with connections to adjoining communities and the Naval Base along MD 648 consistent with the goals and policies of the MTP, and prior recommendations in the City of Annapolis Bike/Ped Master Plan. We anticipate needing assistance with the right-of-way and construction of the segment under design, as well as future phases of these improvements.

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MAKING COMMUNITIES MORE WALKABLE

The three areas of focus regarding the pedestrian element of the County's Transportation Masterplan revolve around providing safe routes to school, identifying public facilities in locations where facilities exist (or are less expensive to provide), and building out the County's Town Centers of Parole, Odenton and Glen Burnie. The following are high-priority sidewalk projects that accomplish one or more of the goals above and that the County is currently working with the State to construct. The County is specifically asking for construction funds for the following projects, and any other expenditures that are needed to take these projects to construction:

- **Annapolis Road (MD 175)** - MD 170 to Sappington Station Circle
- **Central Avenue (MD 214)** from just east of Solomons Island Road (MD 2) to Mayo Road (MD 253)
- **Fort Smallwood Road (MD 173)** from Duval Highway to just beyond Sunset Park
- **West Street (MD 450)** from MD 178 (Generals Highway) to MD 2 (Solomons Island Road)
- **Nursery Road (MD 168)** from Hammonds Ferry Road to Baltimore- Annapolis Boulevard (MD 648)
- **Reece Rd (MD 174)** from Town Center Blvd Extension (at Meade Heights Elementary) to Pioneer Drive
- **Crain Highway (MD 3 Business)** from I-97 to Green Branch Lane
- **New Cut Road** from I-97 to the end of state maintenance 150' north of Upton Road

The remaining projects are also important, however the County does not currently have funds designated for these projects and asks that the State place these projects at the top of the priority, should additional funds beyond the projects listed above become available.

- **Ritchie Highway (MD 2)** from Ordinance Road to Warfield Road
- **Solomons Island Road (MD 2)** from Tarragon Lane to Forest Drive
- **Mountain Road (MD 177)** from Garland Road to Long Point Road
- **Defense Highway (MD 450)** from Tarrytown Avenue to Good Hope Road
- **Ridgely Avenue (MD 436)** from Taylor Avenue to Bestgate Road
- **West Street (MD 450)** from Solomons Island Road to Admiral Drive
- **Old Solomon's Island Rd (MD 393)** from Solomon's Island Road (MD 2) to West Street (MD 450)

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