



June 9, 2017

Mr. Peter K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Drive
Hanover, MD 21076

Dear Secretary Rahn:

Thank you for the opportunity to present Anne Arundel County's transportation priorities for FY 2018 for inclusion in your next Consolidated Transportation Program in accordance with Chapter 725, Acts of 2010. The enclosed list reflects an update to Anne Arundel County's FY 2017 priority letter and list dated April 1, 2016.

Anne Arundel County's vision is to be "the best place to live, work, and start a business in Maryland." In support of that vision, our priorities include maintaining strong transportation infrastructure that enables our citizens and employers to get to places of employment, commerce and recreation. We are also committed to mobility management strategies that will increase safe and reliable options for travel.

Despite significant reductions in highway user revenues during the prior State Administration, Anne Arundel County has remained a good partner in funding the necessary studies and construction to improve State infrastructure. These efforts have included funding planning studies for Annapolis Road (MD 175) and the Environmental Assessment (EA) for Fort Meade-Laurel Road (MD 198). We have funded improvements to Central Avenue (MD 214) at Muddy Creek Road (MD 468) in Mayo, completed improvements on Hog Neck Road (MD 607) at MD 100 in Lake Shore, and have partnered with the Department of Transportation to make improvements to Mountain Road (MD 177) at Woods Road.

The topography of Anne Arundel County, with our many peninsulas, relies heavily on State roads for bicycle connections. In 2015, Anne Arundel County launched an important priority to build a safe, interconnected network of bike routes, including off-road trails, on-road bike lanes, and dedicated bike lanes. In 2016, we established the Anne Arundel County Bicycle Advisory Commission, which includes an SHA representative. We have continued capital and maintenance funding to accelerate buildout of our network based on our 2013 Pedestrian/Bicycle Master Plan Update and the guidance of our new Commission. Our letter this year continues

Anne Arundel County's emphasis on bicycle routes to schools, employment, shopping, and to tourism and transit destinations. We have attached a request letter from the County Bicycle Advisory Commission for your consideration.

The following are Anne Arundel County's ten highest transportation priorities:

1. *Annapolis Road (MD175)*: This project remains Anne Arundel County's "highest priority" on the primary system. The project is necessary to support the increasing travel demand at and around Fort Meade as a result of changes in installation security, increases in activity at the post, and development occurring around the installation. We ask for funding for final design, right-of-way, and construction for each of the phases, including a bicycle/pedestrian trail for the full project length. This funding should progress in a systematic way, as to be designing the next phase as one phase is under construction until the entire corridor is complete.
2. *Robert Crain Highway (MD 3)*: This road is the only north-south local access roadway in Anne Arundel County between MD 197 in Laurel and MD 178 in Crownsville. This local highway carries over 70,000 vehicles per day, including a large amount of commuter traffic, and is becoming an economic generator of its own. We are requesting a Planning and Environmental Study of the segment from north of Waugh Chapel-Riedel Road to MD 32, to address congestion and recommend improvements to the local parallel County road connections. Consistent with the selected alternative, this segment must also include pedestrian and bicycle facilities. The construction of this segment will promote the five goals of the Maryland Transportation Plan (MTP).
3. *John Hanson Highway (US 50)*: This is the major highway serving the Washington, D.C. Metropolitan Area, Chesapeake Bay Bridge, Eastern Shore, and City of Annapolis. Portions of the facility, especially from MD 665, across the Severn River Bridge to Governor Ritchie Highway (MD 2) experience recurring congestion. SHA's previous feasibility study recommended improvements to US 50 at the Severn River Bridge, and we are requesting construction of this improvement. We ask the Department to complete the bridge improvements over the Severn River as programmed and complete planning to address the entire congested segment of the John Hanson Highway (US 50-US 301) from I-97 to Governor Ritchie Highway (MD 2) in order reduce congestion and to improve access to the State Capital and its medical facilities.
4. *Mountain Road (MD 177)*: Anne Arundel County recently completed a corridor study of Mountain Road from Solley Road to Edwin Raynor Boulevard to assess traffic operations and safety needs. The study indicated a need to improve the entire corridor for bicycle/pedestrian safety as well as corridor and intersection specific improvements for vehicular traffic. Likewise, a July 2015 Arterial Congestion Management Study was completed by SHA and identified a major need for corridor improvements as well. The majority of this corridor is within a Commercial Revitalization District and an important component of the project would address access management, bicycle/pedestrian facilities, and streetscaping. Encouraging redevelopment of this corridor would enhance the economic vitality of Pasadena, and our jurisdiction has already funded design and right-of-way costs. We are requesting State Highway Administration (SHA) take the project

lead and contribute towards construction funding in coordination with Anne Arundel County's efforts.

5. *William Preston Lane, Jr. Memorial (Bay) Bridge*: Currently, there is only one crossing of the Chesapeake Bay between Richmond and Baltimore: the Chesapeake Bay Bridge along US-50/301. The recently completed MDTA Report on the existing bridge highlighted significant capacity concerns in the future. We thank the State for funding a NEPA Study to assess alternatives. However, there is no funding currently in place, which is crucial to beginning any phase of work necessary to complete the bridge in a timely manner. Due to the regional significance of this facility, the legislative work needed to create the funding mechanism for any necessary improvements must begin now.
6. *Odenton MARC Station TOD*: At the request of MDOT, the Anne Arundel County Council in Resolution 3-15, designated an area of approximately 750 acres around the Odenton MARC Station as a Transit Oriented Development Area. Improving access to the Odenton MARC Station and its more than 50 daily trains is our highest transit priority, and Anne Arundel County requests that MDOT identify funding to replace the existing surface spaces with structured parking. The station should also include safe bike routes and bike racks to encourage the hundreds of commuters who drive less than two miles daily to the station to utilize other modes of transportation. This would also facilitate safe bike travel to the new Pepper Road bicycle gate at Ft. Meade. As a good partner, Anne Arundel County has created a Tax Increment Financing District to assist in funding the cost of the garage(s).
7. *Baltimore and Annapolis (B&A) Trail Connector*: The County has received a Bikeways Grant for design of the connection of the Broadneck Trail to the B&A Trail. The trail system will offer safe connections among public recreation areas, Anne Arundel Community College, and the B&A Trail across MD 2. We are requesting continued funding for design and construction of the entire Broadneck Peninsula Trail facility with the highest priority being providing safe crossing of MD 2.
8. *WB&A Trail Pedestrian Bridge (Anne Arundel to Prince George's County)*: The WB&A Trail is a planned nine mile paved recreational trail from Odenton to the Patuxent River on the abandoned Washington, Baltimore and Annapolis Railroad right-of-way. In addition to the local and regional benefits of this Trail, it is also a critical component of the East Coast Greenway and the American Discovery Trail. Phases one, two and three of the Trail are operational from Odenton to the Patuxent River at the Anne Arundel County border. The final phase of this ten foot wide, paved recreational Trail consists of a bridge over the Patuxent River, which would connect with to the WB&A Trail in Prince George's County. Anne Arundel County and Prince George's County is requesting State or Federal assistance with the construction of this bridge in FY18 at the 80 percent funding level.
9. *Annapolis/Parole Intermodal Center*: The need for this transit facility has been well documented and studied, most recently by the Baltimore Regional Transportation Board to serve the Annapolis/Parole area. This facility would serve as a hub for transit service by connecting the Washington and Baltimore areas, as well as Fort Meade and BWI.

Route 2 and Route 450 bisect the area and are in need of bicycle accommodations for travel within and to/from the Parole Town Center. We are requesting funding for planning, land acquisition, design and construction.

10. *Davidsonville Road (MD 424) from Crain Highway MD 3 to Defense Highway (MD 450)*: This segment of MD 424 is highly developed with residential subdivisions along this section with a large commercial corridor at MD 3 and existing schools and parks at various locations along the way as well. We are requesting construction funds for sidewalks along MD 424.

While the projects above represent our highest priorities, our complete priority list is enclosed with all our requested projects categorized by mode of travel. The attached list identifies roadway, transit and active transportation projects needed to maintain mobility for our residents, visitors, and work force as well as to address the six goals in the Maryland Transportation Plan. We are eager to continue the mutually beneficial working relationship between your Department and Anne Arundel County.

Sincerely,



Steven R. Schuh
County Executive



John J. Grasso
Council Chairman

Enclosures

cc: Members, Anne Arundel County Senate and House Delegation
Members, Anne Arundel County Council
Mark D. Hartzell, Chief Administrative Officer
Christopher J. Phipps, Director, Department of Public Works
Larry R. Tom, Planning & Zoning Officer
Ramond A. Robinson, Transit Officer
Brian Ulrich, Planning Administrator

ROADWAY PROJECTS

Anne Arundel County residents experience an inordinate amount of congestion on their daily commute, the majority of which occur on major freeway segments connecting the County to both the larger Metropolises of Baltimore and Washington, D.C., and to major regional employers within Anne Arundel County. The requests below indicate freeway segments that experience "severe congestion" as indicated on the latest Anne Arundel County Peak Hour Congestion Maps prepared by SHA.

(#1 overall priority) **Annapolis Road (MD 175) from Baltimore-Washington Parkway (MD 295) to Telegraph Road (MD 170) - Multi-Lane Reconstruct:** This project remains Anne Arundel County's "highest priority" on the primary system. The project is necessary to support the increasing travel demand at and around Fort Meade as a result of changes in installation security, increases in activity at the post, and development occurring around the installation. We ask for funding for final design, right-of-way, and construction for each of the phases, including a bicycle/pedestrian trail for the full project length. This funding should progress in a systematic way, as to be designing the next phase as one phase is under construction until the entire corridor is complete.

(#2 overall priority) **Robert Crain Highway (MD 3) from the Prince George's County Line to Patuxent Freeway (MD 32/I-97):** This road is the only north-south local access roadway in Anne Arundel County between MD 197 in Laurel and MD 178 in Crownsville. This local highway carries over 70,000 vehicles per day, including a large amount of commuter traffic, and is becoming an economic generator of its own. We are requesting a Planning and Environmental Study of the segment from north of Waugh Chapel-Riedel Road to MD 32, to address congestion and recommend improvements to the local parallel County road connections. Consistent with the selected alternative, this segment must also include pedestrian and bicycle facilities. The construction of this segment will promote the five goals of the Maryland Transportation Plan (MTP).

(#3 overall priority) **John Hanson Highway (US 50) from the William Preston Lane, Jr. Memorial Bridge to I-97- Severn River Bridge:** This is the major highway serving the Washington, D.C. Metropolitan Area, Chesapeake Bay Bridge, Eastern Shore, and City of Annapolis. Portions of the facility, especially from MD 665, across the Severn River Bridge to Governor Ritchie Highway (MD 2) experience recurring congestion. SHA's previous feasibility study recommended improvements to US 50 at the Severn River Bridge, and we are requesting construction of this improvement. We ask the Department to complete the bridge improvements over the Severn River as programmed and complete planning to address the entire congested segment of the John Hanson Highway (US 50-US 301) from I-97 to Governor Ritchie Highway (MD 2) in order to reduce congestion and to improve access to the State Capital and its medical facilities.

(#4 overall priority) **Mountain Road (MD 177) from Solley Road to Edwin Raynor Boulevard:** Anne Arundel County recently completed a corridor study of Mountain Road from Solley Road to Edwin Raynor Boulevard to assess traffic operations and safety needs. The study indicated a need to improve the entire corridor for bicycle/pedestrian safety as well as corridor and intersection specific improvements for vehicular traffic. Likewise, a July 2015 Arterial Congestion Management Study was completed by SHA and identified a major need for corridor improvements as well. The majority of this corridor is within a Commercial Revitalization District and an important component of the project would address access management, bicycle/pedestrian facilities, and streetscaping. Encouraging redevelopment of this corridor would enhance the economic vitality of Pasadena, and our jurisdiction has already funded design and right-of-way costs. We are requesting State Highway Administration (SHA) take the project lead and contribute towards construction funding in coordination with Anne Arundel County's efforts.

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(#5 overall priority) William Preston Lane, Jr. Memorial (Bay) Bridge: Currently, there is only one crossing of the Chesapeake Bay between Richmond and Baltimore: the Chesapeake Bay Bridge along US-50/301. The recently completed MDTA Report on the existing bridge highlighted significant capacity concerns in the future. We thank the State for funding a NEPA Study to assess alternatives. However, there is no funding currently in place, which is crucial to beginning any phase of work necessary to complete the bridge in a timely manner. Due to the regional significance of this facility, the legislative work needed to create the funding mechanism for any necessary improvements must begin now.

Fort Meade Road (MD 198) from Baltimore-Washington Parkway to Patuxent Freeway (MD 32): The project is necessary to maintain safe traffic flow and meet both current and anticipated travel demands as a result of development in Laurel, BRAC at Fort Meade, the NSA, and US Cyber Command. Because MD 198 is Anne Arundel County's "highest priority" on the secondary system, Anne Arundel County has funded the environmental assessment and seeks the timely identification of short-term improvements. We ask that SHA rapidly complete the Environmental Studies and initiate the 30 percent design on the selected alternative. The MD 198 Project Planning Study has a finding of "No Significant Impact" dated August 2015. Improved connection to one of the largest concentrations of employment in the State is consistent with policies of the State and promotes the goals of the MTP.

Baltimore-Washington Parkway (MD 295) from MD 100 to I-195: This section of MD 295 has become increasingly congested with increased activity at BWI, Fort Meade, and Arundel Mills. Although a FONSI was signed by FHWA, SHA recently indicated it would not update the NEPA until the project was closer to receiving construction funding. This project should be phased with the Hanover Road interchange and the Hanover Road Extension, from the Parkway to Aviation Boulevard (MD 170) as the highest priority. Anne Arundel County has funded a breakout project between Ridge Road and Stoney Run Road through construction in the current CIP. We are requesting that the interchange be funded for design and construction and anticipate the potential of developer contributions to help fund the improvement in a possible public/private partnership.

Patuxent Freeway (MD 32) from I-97 to the County Line: Growth in east-west travel coupled with planned expansion of NSA, Fort Meade, US Cyber Command and their contractor base will exacerbate recurring congestion and enhance the need for increased capacity. We recommend initiation of project planning and request that managed lanes be considered as part of that process. Construction of improvements along MD 32 will provide more efficient multi-modal connections between one of the largest employment sites in the State to large population areas in Annapolis and Columbia. Congestion is steadily increasing in this corridor and it is imperative to address these concerns before critical breakdowns occur.

Hog Neck Road (MD 607) from Mountain Road to Fort Smallwood Road: This short segment of roadway between the MD 173 and MD 177 corridors serves as a bottle neck. Anne Arundel County funded planning studies as well as design and construction plans for the MD 100/MD 607 intersection with extended capacity to the northbound approach of its intersection with MD 177. The intersection at Mountain Road continues to experience accidents and recurring congestion. Anne Arundel County has acquired a right-of-way north of Mountain Road that would facilitate a second northbound lane. Anne Arundel County and the Arterial Congestion Management Study agree that improvements at this location will address both concerns. Intersection improvements to northbound travel, at the intersection with MD 177, should be the first phase in an overall corridor improvement. We are requesting design and construction funding for the intersection improvement and planning money for the corridor study.

Intersection Improvements needed to support BRAC Recommendations: Anne Arundel County, in partnership with SHA, completed studies in 2009 developing 30 percent plans for various intersections near Fort Meade. We believe that these State maintained intersections should be advanced to final design, especially in light of the finalization of the Enhanced Use Lease Project, located at Fort Meade.

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

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MD 214 on the Mayo Peninsula: Anne Arundel County is conducting a traffic study to assess the needs of MD 214 on the Mayo Peninsula from MD 468 (Muddy Creek Road) east to the end of the Peninsula. We are requesting SHA participation as a member of the project management committee and future funding to address the deficiencies identified by the study.

MD 100 at Coca Cola Drive: Anne Arundel County seeks funding to conduct appropriate planning and preliminary design, and to evaluate traffic operation conditions at the interchange to determine the extent of improvement necessary to address recurring queue formation.

Aris T. Allen Boulevard (MD 665) at Riva Road: Anne Arundel County is beginning a planning study to address the recurring congestion at this gateway to Annapolis and Parole. We request State participation in the County's study and for any recommendations resulting from the study become eligible for funding with future CTP's.

Intersection improvement at Aris T. Allen, Chinquapin Round Road, and Forest Drive: Anne Arundel County recently completed a traffic study entitled Major Intersections and Important Facilities along several of the County's peninsula areas, including the MD 665/Forest Drive corridor. Using a single intersection analysis, the intersection LOS was determined to be satisfactory. However, since observed queueing and known issues were not reflected in the Synchro analysis, we have determined that the tools used were not appropriate to analyze the intersection and corridor. Anne Arundel County and the City of Annapolis are currently partnering to review study options along the corridor, specifically at this intersection with the potential to create a more in-depth traffic model. We request SHA assistance in the creation of the model with the idea that any recommendations from the completed study would be eligible for planning and design money in future CTP's.

TRANSIT

(#6 overall priority) **MARC Service Capacity and Accessibility Improvements:** At the request of MDOT, the Anne Arundel County Council in Resolution 3-15, designated an area of approximately 750 acres around the Odenton MARC Station as a Transit Oriented Development Area. Improving access to the Odenton MARC Station and its more than 50 daily trains is our highest transit priority, and Anne Arundel County requests that MDOT identify funding to replace the existing surface spaces with structured parking. The station should also include safe bike routes and bike racks to encourage the hundreds of commuters who drive less than two miles daily to the station to utilize other modes of transportation. This would also facilitate safe bike travel to the new Pepper Road bicycle gate at Ft. Meade. As a good partner, Anne Arundel County has created a Tax Increment Financing District to assist in funding the cost of the garage(s).

(#9 overall priority) **Annapolis/Parole Inter-Modal Facility:** The need for this transit facility has been well documented and studied, most recently by the Baltimore Regional Transportation Board to serve the Annapolis/Parole area. This facility would serve as a hub for transit service by connecting the Washington and Baltimore areas, as well as Fort Meade and BWI. Route 2 and Route 450 bisect the area and are in need of bicycle accommodations for travel within and to/from the Parole Town Center. We are requesting funding for planning, land acquisition, design and construction.

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Commuter Bus: With increasing traffic congestion in the region as well as a continually aging workforce, investment in commuter bus routes and parking facilities is necessary. Anne Arundel County is appreciative of previous funding for enlarging the Davidsonville (MD 424) Park and Ride lot and the increase in commuter bus service between Severna Park and Washington, DC. Likewise, the recent restoration of the Annapolis to Baltimore commuter bus service as a part of the Baltimore Link Program is much needed and appreciated. However, more help is needed. The job centers of Fort Meade, Arundel Mills and BWI support commuting Baltimore residents through MARC, Light Rail and MTA Bus service. However, commuting Anne Arundel County residents are under-served. Either private or RTA and/or Annapolis Transit commuter service from Annapolis and the Glen Burnie area would provide Anne Arundel County residents better access to Anne Arundel County jobs centers. In addition, for the commuter going from Annapolis to New Carrollton, service should be reinstated or a partnership established to expand the private service currently operating that route. We seek funds to improve commuter bus service.

BWI MARC Station TOD: The County seeks support for a State TOD designation for the BWI MARC Station and surrounding area. In addition to the MDOT Headquarters office and recent office development on Ridge Road, this area contains several unimproved properties comprising approximately of 110 acres collectively that are being planned for new mixed use development that would include multifamily residential, retail, hotel and office uses. Pedestrian connections from the planned development to the BWI MARC Station will provide opportunities for increased transit ridership on both the MARC Commuter Rail and the Baltimore Light Rail, including connections to Baltimore and Washington D.C. A State TOD designation would provide potential prioritization for funding and other resources, alternative financing options, or increased marketing strategies to facilitate the development.

Transit Need - Increased LOTS funding: Anne Arundel County provides local transit funding through partnerships with RTA and Annapolis Transit to provide service to parts of the County. Unfortunately, State funding has been flat despite Federal funds to the Metropolitan area. We are requesting additional money be disbursed to the LOTS and Anne Arundel County in particular to maintain the same level of service and expand services provided by both transit agencies. Investment in local transit is needed to address an aging fleet, improve headways, and upgrade amenities such as Electronic Fare Media that works with MTA's planned electronic fares and real time travel data. This investment would assist expansion of local services to areas that do not have MTA or local service currently. Anne Arundel County has increased local funding and is requesting that the State provide an increase in their disbursements to Anne Arundel County for transit.

BICYCLE/PEDESTRIAN/STREETScape IMPROVEMENTS

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

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

West Street (MD 450) between MD 2 and Admiral Drive. 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, improve biker safety, and enhance this major gateway to the State's Capital.

Belle Grove Road (MD 170) from MD 648 to Ritchie Highway (MD 2). We are seeking planning and design funds for the section from I-895 to the Baltimore City Line including completion of the northward extension of the new bike route on MD 170 south of MD 648.

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Taylor Avenue (MD 435) from Rowe Boulevard (MD 70) to end of State maintenance. We are seeking design funds to create a pedestrian and bicycle compatible corridor connecting the State employment complex with adjoining communities consistent with the goals and policies of the MTP and prior recommendations in the City of Annapolis West Annapolis Study.

SIDEWALK PROGRAM

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

(#10 overall priority) **Davidsonville Road (MD 424)** from Crain Hwy (MD 3) to Defense Hwy (MD 450)

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

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

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

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

Arundel Mills Boulevard (MD 713) from Ridge Road to Dorsey Road (MD 176)

Dorsey Road (MD 176) from Arundel Mills Boulevard (MD 713) to Candlewood Road

Annapolis Road (MD 175) - MD 170 to Sappington Station Circle

Ritchie Highway (MD 2) from Ordinance Road to Warfield Road

Solomons Island Road (MD 2) from Admiral Cochran Drive 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

Ridgley Avenue (MD 436) from Taylor Avenue to Bestgate Road

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

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

MD 393 (Old Solomons Island Road) from Solomons Island Road to MD 450 (West Street)

NOISE WALL PROGRAM

State Highway Administration staff had previously provided Anne Arundel County a list of eligible communities for Type II barricade installation. We are aware that currently no funding has been allocated towards Type II noise walls. However, we are requesting this list be updated and funding restored. The County understands that this would require a 20% local match.

BICYCLE TRAILS

(#7 overall priority) **Baltimore and Annapolis (B&A) Trail Connector:** The County has received a Bikeways Grant for design of the connection of the Broadneck Trail to the B&A Trail. The trail system will offer safe connections among public recreation areas, Anne Arundel Community College, and the B&A Trail across MD 2. We are requesting continued funding for design and construction of the entire Broadneck Peninsula Trail facility with the highest priority being providing safe crossing of MD 2.

(#8 overall priority) **WB&A Trail Pedestrian Bridge (Anne Arundel to Prince George's County):** The WB&A Trail is a planned nine mile paved recreational trail from Odenton to the Patuxent River on the abandoned Washington, Baltimore and Annapolis Railroad right-of-way. In addition to the local and regional benefits of this Trail, it is also a critical component of the East Coast Greenway and the American Discovery Trail. Phases one, two and three of the Trail are operational from Odenton to the Patuxent River at the Anne Arundel County border. The final phase of this ten foot wide, paved recreational Trail consists of a bridge over the Patuxent River, which would connect with to the WB&A Trail in Prince George's County. Anne Arundel County and Prince George's County is requesting State or Federal assistance with the construction of this bridge in FY18 at the 80 percent funding level.

South Shore Trail Phase Two: The South Shore Trail is a planned fourteen mile paved recreational trail from Odenton to Annapolis located on the South Shore Line of the former WB&A Railroad right-of-way. Phase One, which extends from Waterbury Road to Hansel Drive near Route 3 (Crain Highway) is the recipient of a Federal SAFETEA-LU Earmark Grant and is scheduled for construction in the Spring of 2017. The County continues to make progress with the design of phase two which extends from Bonheur Drive to Sappington Station Road. Each of these paved Trail segments will be approximately two miles in length and ten feet wide. Phase Two will be submitted to the SHA as a Transportation Alternatives Program (TAP) Grant request in May of 2017. The estimated construction cost of Phase Two is \$4,875,000 and the grant request will be \$3.9 million. This project is perceived to be eligible for a Bikeway Program Grant or a Transportation Enhancement Program Grant. State or Federal funding assistance at the 80 percent program level would make this project a reality.

Broadneck Peninsula Trail Phase Three: The Broadneck Peninsula Trail is a proposed nine mile paved recreational trail from Maryland Route 2 to Sandy Point State Park located on the north side of College Parkway. Phase One from Green Holly Drive to Old Cape Saint Claire Road was constructed with a Federal SAFETEA-LU Grant in 2013. Phase Two from Green Holly to Bay Dale Drive is in design and is fully funded with a Federal TAP Grant and a local match. Anne Arundel County would greatly benefit from future TAP funding assistance for Phase Three, which will extend the Trail from Bay Dale Drive to Peninsula Farm Road, along the north side of College Parkway. Phase Three of the Broadneck Peninsula Trail is programmed for design in FY 2017 and FY18, with anticipated construction in FY 2019. The estimated construction cost is \$4,625,000. Anne Arundel County would welcome State or Federal assistance with the construction of this trail section at the 80 percent funding level. Anne Arundel County will submit a TAP request in May of 2018 in the amount of \$3.7 million.