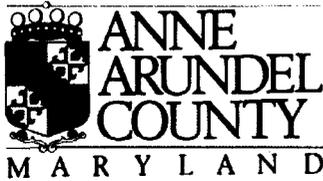
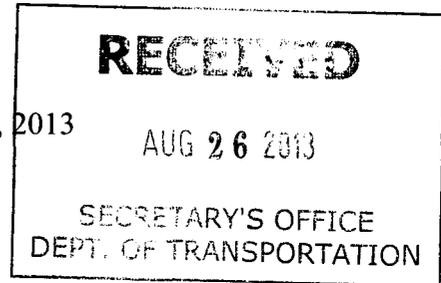


Planning



County Executive Laura Neuman
P.O. Box 2700, Annapolis, MD 21404
410-222-1821

August 20, 2013



The Honorable James T. Smith, Jr.
Secretary, Maryland Department of Transportation
7201 Corporate Drive
PO Box 548
Hanover, MD 21076

Dear Secretary Smith:

Enclosed is Anne Arundel County's FY 2014 Priority Projects List for your consideration for inclusion in the FY 2014 through FY 2019 *Consolidated Transportation Program*. The County believes that this list should serve as a guide to assist the Department in advancing necessary transit, capacity, safety and enhancement projects in accordance with the Transportation Article, Sections 8-610 through 8-613.1 of the Annotated Code of Maryland. This list reflects an update of the County's previous FY 13 Priority Letter, dated April 2012.

I look forward to continued cooperation of, and partnership with, your Department. As you know the roads in Anne Arundel County are subject to traffic generated by the multiple State-owned facilities (BWI-Thurgood Marshall, portions of the Port of Baltimore, the Chesapeake Bay Bridge, The State Capital and many State agencies) as well as the continuing growth of the National Security Agency (NSA), the location of the U.S. Cyber Command (USCYBERCOM) at Fort George G. Meade and the aftermath of the Base Realignment and Closure Recommendations of 2005 (BRAC). Due to a lagging economy and insufficient funding of the Transportation Trust Fund, many needed transportation projects that were previously identified have not been constructed.

Anne Arundel County is home to many of the State's most important private contractors and commercial activity centers which support BRAC, NSA, USCYBERCOM and Fort Meade and are important contributors to the County's economic health and, in particular, the job growth that is necessary to sustain the State's economic vitality. Providing safe and efficient access to these assets remains as an important and still unmet need.

Despite significant reductions in highway-user revenues, the 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 are still hoping to partner with the Department to build improvements on Mountain Road (MD 177) at Woods Road. We also completed 30- percent plans for multiple intersections around Fort Meade and hope to partner with the Department to construct necessary improvements to reduce congestion near Fort Meade.



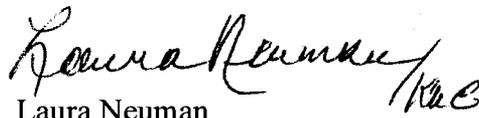
MD 175 remains the County's highest primary road priority to support the anticipated BRAC-generated growth in employment at Fort Meade as well as the NSA and USCYBERCOM. With the FONSI in hand, we request that the Department fund full design and construction of the interchange with the Baltimore-Washington Parkway (MD 295) and complete the 30-percent design of the selected alternative, as this alignment is experiencing development pressure even during the economic downturn. Private sector developers are completing improvements along MD 175, and constructing the interchange will add more value to that effort.

Also, we ask that the Department complete planning and design of the segment of the John Hanson Highway (US 50-US 301) from east of Rowe Boulevard (MD 70) to Governor Ritchie Highway (MD 2) to provide relief to daily recurring congestion, improving access to the State's Capital and its necessary medical facilities.

As noted, the County has fully funded the activities of the Maryland State Highway Administration to complete the EA of the MD 198 Corridor from MD 32 to the Baltimore-Washington Parkway. This corridor is also important for access as is MD 198, since much of the BRAC-generated travel originates in Northern Virginia, or the ICC. In various forums, State officials have noted the importance of this facility in meeting the travel demand challenge created by BRAC, Fort Meade growth and other development in Central Maryland. We need SHA to complete the EA, identify a project that could advance to construction and obtain the necessary environmental clearance from the Federal Highway Administration. MD 198 remains the County's highest priority on the secondary system and we look forward to working with MDOT to advance this project.

Our priority list is enclosed. The attached list identifies those projects: transit and highway; primary and secondary facilities; conservation; preservation; and safety which are our priorities to maintain the mobility of our residents, visitors and work force and to improve the accessibility to important activity centers. We hope to maintain a mutually beneficial working relationship with you and your Department.

Sincerely,


Laura Neuman
County Executive

Enclosure

cc: Maryland House and Senate Delegation
Members of County Council
Karen L. Cook, Esq., Chief Administrative Officer
Christopher Phipps, Director, Department of Public Works
Larry R. Tom, Planning & Zoning Officer
Carole Sanner, Assistant Planning & Zoning Officer
George Cardwell, Planning Administrator

TRANSPORTATION PRIORITIES

TRANSIT

DEVELOPMENT/EVALUATION PROGRAM

T.1 Central Maryland Transit Operations Facility

Howard County has acquired the parcel on which the Central Maryland Transit Operations Facility (a combined effort of MTA, Howard and Anne Arundel Counties since 2003) will be located. We ask that MTA continue to provide funds for construction of the facility, and its expertise during that process, as well as capital and operating assistance for necessary bus service to support the region. The need for the facility has been identified by adopted planning documents of the State as supporting transit operations in a major growth area. The facility will help the County provide more cost effective transit service supporting the anticipated development spurred in part by BRAC, NSA/USCYBERCOM, and other employment growth and development in the western area of the County by reducing operating expenses for all transit operators. Supporting transit by reducing operating costs meets all five Maryland Transportation Plan (MTP) goals of Quality, Safety, Preservation and Performance, Environmental Stewardship and Connectivity. The project is recommended in the Transit Development Plans, prepared for and approved by the Maryland Transit Administration, for both Counties.

T.2 Annapolis/Parole Intermodal Facility

This transit facility, included in previous Priority Letters since 2005, is envisioned to be located in Annapolis or Parole and to support the current and increasing transit demand within the Annapolis/Parole area and to serve as a hub for transit service connecting the Washington and Baltimore areas, plus Fort Meade and BWI. Purpose and Need for the facility is well documented in MDOT funded studies (conducted in 2002 through 2004) of the Annapolis/Parole Area and recommended in both the City of Annapolis and the County's Transit Development Plans. Current park and ride capacity in the Annapolis/Parole area is insufficient to meet the increasing demand caused by motor fuel price increases and recurring congestion. City of Annapolis is received planning funds to conduct pre-NEPA analysis and is supported in that effort by the County. Supporting greater access to transit meets all five MTP goals. We are seeking design funds to help implement recommendations of the planning study.

T.3 MARC Service Capacity and Accessibility Improvements

At the request of MDOT, the Anne Arundel County Council in Resolution 48-11 designed an area of approximately 750 acres around the Odenton MARC Station as a Transit Oriented Development Area. To improve accessibility to the MARC system, garages must be constructed in Odenton, which has the largest number of boardings for any suburban station in the system. The garage increases accessibility, serves as a focal point for transit to support development at Fort Meade, and the Odenton Town Center, and reduces the sprawl and inefficiency of surface lots scattered throughout Odenton.

T.4 Commuter Bus

With the growing price of auto operation, as well as the aging of the workforce, investment in more commuter bus routes and parking facilities is necessary. The County appreciates funding for construction to enlarge the Davidsonville (MD 424) park and ride lot, and the increase in commuter bus service between Severna Park and Washington, DC. We seek funds to increase commuter bus service connecting the County with the Baltimore and Washington Metropolitan Area, thus supporting all five of the MTP goals and recommendations in the Transit Development Plan.

HIGHWAYS

DEVELOPMENT AND EVALUATION PROGRAM

The roadway segments displayed below will require the initiation or completion of project planning studies before the actual system improvements can be constructed. These projects are included in the Highway Needs Inventory (HNI) and on the Long Range Plan of the Baltimore Region and are recommended in the County's *General Development Plan* (2009).

MCP 1: Annapolis Road (MD 175) from Baltimore-Washington Parkway (MD 295) to Telegraph Road (MD 170): Multilane Reconstruct: This project remains the 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 as well as development occurring around the installation. We ask for 30 percent design of the selected alternative and to advance the final design of the interchange at MD 295. The bridge design and construction will compliment privately funded efforts on either side of the interchange providing a continuous improvement between National Business Park and Fort Meade's Rockenbach Road Access Control Point.

MCP 2: 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 Metropolitan Area, the 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 established a probable Purpose and Need for the capacity increase. We ask that recommended improvements to US 50 at the Severn River Bridge be funded for project planning, design and construction. Advancing this segment meets the goals identified in 2007 by elected officials in both Anne Arundel and Queen Anne's County.

MCP 3: Fort Meade Road (MD 198) from Baltimore-Washington Parkway to Patuxent Freeway (MD 32): The project is necessary to meet current and anticipated travel demand occurring as a result of development in Laurel, BRAC at Fort Meade and at the NSA and US Cyber Command and to maintain safe traffic flow. Because MD 198 is the County's highest priority on the secondary system, the County is funding the environmental assessment and seeks the timely identification of short-term improvements. We ask that SHA rapidly complete the environmental studies and initiate 30 percent design on the selected alternative, both to meet an identified need as well as do its part in our partnership. The DRAFT Environmental Assessment has identified the Purpose and Need for this project and all resource and regulatory agencies have concurred. 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.

MCP 4: Robert Crain Highway (MD 3) from the Prince George's County Line to Patuxent Freeway (MD 32/I-97): Improvements in this corridor are necessary to meet the growing travel demand due to increasing residential and employment growth to the south of the alignment and increases in population and job growth in and around Fort Meade and BWI Airport. The Environmental Impact Statement identified Purpose and Need for improvements and we recommend advancing the six-lane segment from north of Waugh Chapel-Reidel Road to MD 32 into final design and construction. We believe that this segment has independent utility, will reduce recurring congestion and reduce the number of potential crashes associated with recurring congestion. Consistent with the selected alternative, this segment will also include pedestrian and bicycle facilities. The construction of this segment will promote the five goals of the MTP.

MCP 5: Patuxent Freeway (MD 32) from MD 175 to I-95: Growth in east-west travel coupled with planned expansion of the NSA, Fort Meade, US Cyber Command and their contractor base will only exacerbate recurring congestion and the need for increased capacity. We recommend initiation of project planning and request that managed lanes 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 with large population areas in Annapolis and Columbia and will also promote the five goals of the MTP.

MCP 6: Baltimore-Washington Parkway (MD 295) from MD 100 to I-95: This section of MD 295 has become more congested with the increased activity at BWI, Fort Meade, and Arundel Mills. The Environmental Assessment identified Purpose and Need for improvements and has received Location Approval. Design and construction of this corridor improvement should include the Hanover Road interchange and the Hanover Connector Road from the Parkway to Aviation Boulevard (MD 170), as well as separated pedestrian and bicycle facilities connecting the Patuxent Valley State Park to BWI Trail. Investment in constructing this priority will promote the five goals of the MTP.

SYSTEM PRESERVATION/HIGHWAY SAFETY PROJECTS

The following should be studied to identify the necessary improvements needed to improve motorist safety and relieve congestion, or to take advantage of previous design studies, advancing those improvements to construction. Construction of these projects is consistent with the adopted goals of the MTP.

Office of Economic Adjustment-funded BRAC Intersection Study. 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 intersections should be advanced to final design so that the effort made to date is not lost:

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

Solomons Island Road (MD 2) from the Calvert County Line to Central Avenue (MD 214). North-south travel is increasing along this roadway, but we do not wish to widen MD 2 beyond what is needed to safely accommodate turning movements at major intersections. We appreciate the projects that are being advanced along MD 2 at Fairhaven Road (MD 423), Owensville Road (MD 255), Harwood Drive and Owensville Sudley Road and we request funding for

- Mount Zion-Marlboro Road (MD 408) and Bayard Road (MD 422), where we seek construction funds for a new slip ramp and design of long term improvements.

Governor Ritchie Highway (MD 2) at Earleigh Heights Road-Magothy Bridge Road, we are requesting construction funds.

Bay Front Road (MD 258) at MD 794 combined with Southern Maryland Boulevard (MD 4) at Talbot Road, we are seeking funds for safety improvements

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

COMMUNITY SAFETY AND ENHANCEMENT PROGRAM

The following projects, when funded for construction, will help revitalize these redeveloping communities by improving pedestrian circulation. Supporting revitalization in the State's mature communities is 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 for design of a pedestrian and bicycle compatible corridor connecting Glen Burnie with the State's light rail investment, which is consistent with the goals and policies of the MTP.

Belle Grove Road (MD 170) from MD 648 to the Baltimore City Line, we are seeking planning and design funds for the section from I-895 to Baltimore City Line, so that the corridor is complete.

Deale-Churchton Road (MD 256) from Bay Front Road East (MD 258) to Rockhold Creek Streetscape, we are seeking planning and design funds for the balance of the project.

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 recommendations in the City of Annapolis West Annapolis Study.

West Street (MD 450) between MD 2 and Admiral Drive, we are seeking planning/design funds to reduce congestion, improve pedestrian and bicycle compatibility, and enhance a major gateway to the State's Capitol, which are consistent actions with the goals and policies of the MTP.

SIDEWALK PROGRAM

The following projects will assist in connecting neighborhoods with schools, rail stations and activity centers. They will provide residents with an alternative 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.

Ridgley Avenue (MD436) from Taylor Avenue to Arundel Place

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

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

Camp Meade Road (MD 170) from Cabin Branch Lane to North Linthicum Light Rail

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

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

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

Davidsonville Road (MD 424) from MD 3 to Defense Highway (MD 450)

Defense Highway (MD 450)

- Tarrytown Avenue to Good Hope Road
- Solomons Island Road to Admiral Drive

TRAILS/BIKEWAYS

Broadneck Peninsula Trail: Additional funding is necessary for Phase II of this project, which consists of a Class I paved hiker-biker trail approximately 1.2 miles in length. This phase of the project extends from Green Holly Drive to Bay Dale Drive, running parallel with College Parkway, where it will connect with an existing County trail at Bay Dale Drive. It will also connect to Phase IA of the Broadneck Trail, which extends from Green Holly to Cape St. Claire Road and Walnut Ridge Road. Phase I is currently under construction with completion scheduled for summer 2013. Phase II is currently in the design process with bid documents expected by December 2014. The County has submitted a TAP grant application to SHA for 80 percent of the estimated construction costs for Phase II. Phase III of the Broadneck Peninsular Trail is programmed for design in FY 2019 with anticipated construction in FY 2021. The County would welcome TEP or TAP funding assistance for this phase which will extend the Trail from Bay Dale Drive to Peninsula Farm Road along the north side of College Parkway.

FY 2014 Anne Arundel County Priorities Letter, August 2013

WB&A Trail: Phase V of this Trail consists of a bridge over the Patuxent River to connect to the WB&A Trail in Prince Georges County. The bridge will be located where Phase III of the Trail intersects the Patuxent River. Phase III of the Trail from Conway Road to the bridge location is currently in design by the developer of the Two Rivers subdivision. That developer will construct the Trail as part of the subdivision's infrastructure. Anne Arundel County has received a Bikeways Program grant for 80 percent of the estimated cost for bridge design. Prince George's and Anne Arundel Counties will share equally the 20 percent match. SHA will manage the design effort for the bridge. Both counties would welcome State or Federal assistance with the design and construction of this bridge, which is a critical component of the East Coast Greenway and the American Discovery Trail.

South Shore Trail: The County is making considerable progress with the design of Phases I and II of the South Shore Trail. Phase I, which extends from Waterbury Road to MD 3 (Crain Highway) along the former WB&A railroad right-of-way, is the recipient of a SAFETEA-LU earmark grant and is scheduled for construction during summer 2014. Phase II, from MD 3 to Sappington Station Road is the recipient of a TEP grant and is scheduled for construction in spring 2015. The County's Capital Budget includes funds for preliminary engineering in FY 2018 for Phases III and IV. At some point after FY 2018, the County would appreciate any grant assistance available for design and construction of these additional phases. Phase III will extend the Trail from Bestgate Road in Annapolis to the Eisenhower Golf Course along MD 178 (Generals Highway). Phase IV will extend the Trail from that location to Waterbury Road and complete the Odenton to Annapolis connection.

FY 2014 Anne Arundel County Priorities Letter, August 2013
MDOT Forms Appendix

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 175: MD 295 to MD 170
- 2) Submitting Jurisdiction: Anne Arundel county
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD 295 (BW Parkway) to MD 170 (Telegraph Rd)
- 4) Anticipated cost and funding source (approximate if available): \$213 Million (Federal/State)
- 5) Description of project purpose and need (up to one paragraph): Complete 30% design across entire corridor having received FHWA concurrence and final design and construction for new interchange at Baltimore-Washington Parkway. Purpose and Need established by prior Environmental Assessment document. Interchange connects two privately funded improvements along MD 175 west and east of MD 295 and creates a more efficient connection to Fort George G. Meade, a major employment and economic center for the State with more than 55,000 permanent jobs.
- 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: NO
- 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: YES
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: in PFA supports one of the largest employment concentrations in the State.
- 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: See above. Improvement to MD 175 connects 55,000 jobs with major transportation facilities.

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: Interchange and roadway improvements reduce travel time due to elimination of recurring congestion, reduce crash potential due to reduction in congestion and provide for more efficient evacuation of Fort Meade in the event that such a contingency becomes necessary.

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 in interchange and roadway modernize typical section of MD 175, provides roadway improvements reducing ongoing maintenance expenses and creates greater value for other previously constructed public and private improvements to the roadway.

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: MD 175 improvements provide a more efficient connection to Fort Meade and Odenton Town Center which are State recognized employment and commercial centers and reduce emissions created by recurring congestion.

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.

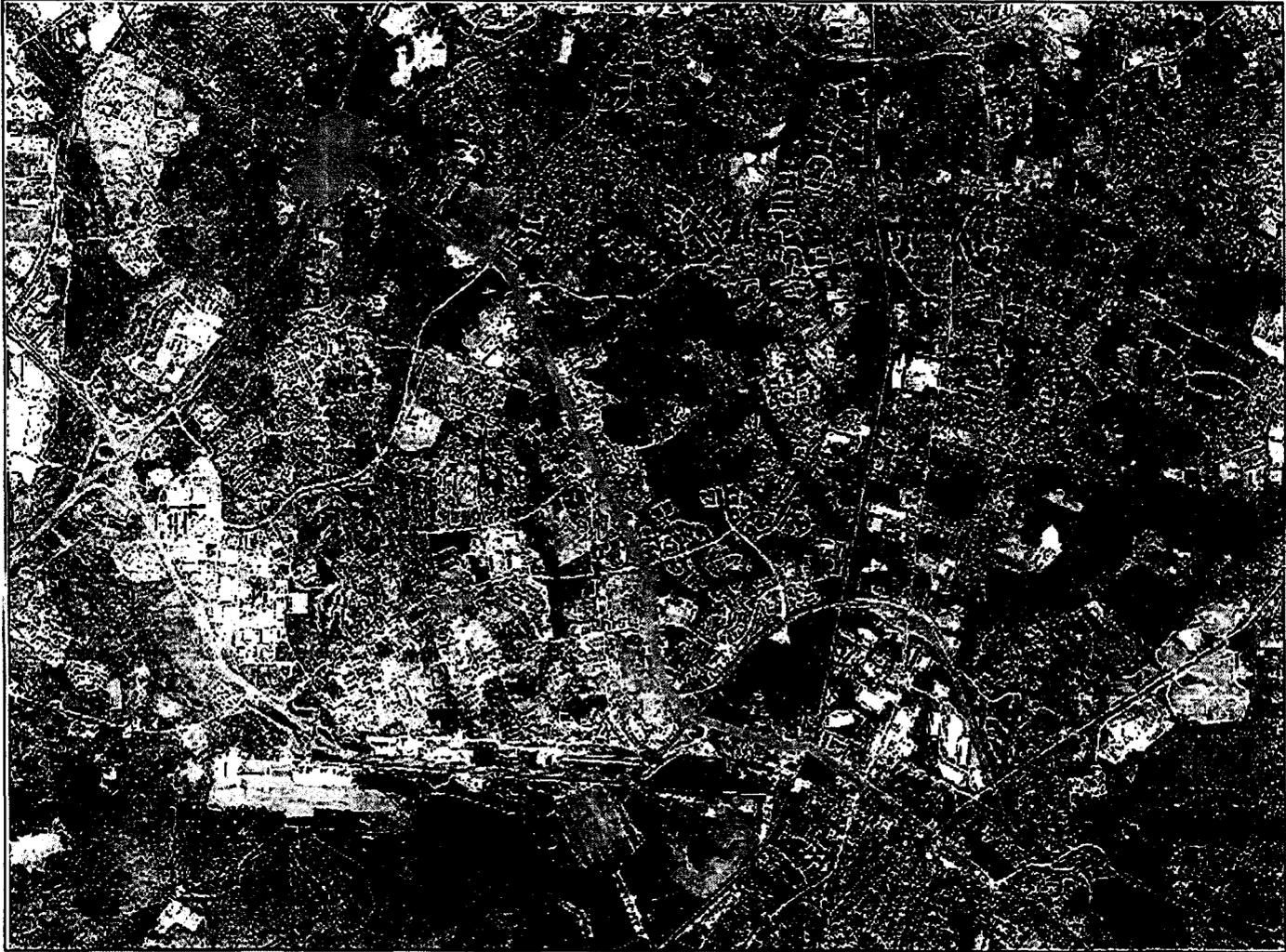
Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: MD 175 improvements consistent with the NEPA recommendation expand network capacity while supporting growth in employment, commercial and residential development consistent with State and County plans.

11) Additional Comments/Explanation: County's highest priority since 2004.

MD 175: MD 170 to Baltimore Washington Pky



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: John Hanson Highway (US 50-301): I97 to William Preston Lane Jr. Memorial Bridge
- 2) Submitting Jurisdiction: Anne Arundel County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): US 50-301 from I-97 to Bay Bridge
- 4) Anticipated cost and funding source (approximate if available): \$317 M
- 5) Description of project purpose and need (up to one paragraph): This segment of US 50 experiences recurring congestion mostly due to lack of adequate receiving lanes as well as poor access control due to use of auxiliary lanes permitting weave/merge/diverge actions throughout. Specific recommendation is to advance previous feasibility study conducted by SHA to reconstruct the approaches and deck of the Severn River Bridge from Ridgely Avenue to Governor Ritchie Highway (MD 2) providing for four east bound travel lanes with three west bound travel lanes reducing PM peak period recurring congestion.
- 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: NO
- 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: Project more efficiently supports travel demand generated by State's capital in Annapolis, development of Parole Town Center, US Naval Academy, and through demand using the Bay Bridge.
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: Provides key infrastructure connecting Maryland's Eastern Shore with its capital and State recognized town center development.
- 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: Improvements along US 50-301 will reduce daily recurring congestion which is only more apparent during peak demand periods for beaches and other amenities on Maryland's Eastern Shore, much of which were provided by or promoted with State funding.

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 along US 50 between I-97 and the Bay Bridge will reduce recurring congestion leading to crashes and recurring incidents, limiting the ability for emergency vehicles accessing Anne Arundel Medical Center, and creating time loss for goods movement from the Port of Baltimore and BWI-Thurgood Marshall International Airport to population centers on the Eastern Shore.

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: Designing and constructing the improvement noted above improves the efficiency of a major transportation facility (US 50-301) without the need to identify other crossings of the Severn River with all the community and environmental impacts associated with such a decision.

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: Improvements identified will offer more efficient connection to the State Capital, Parole Town Center, hospital and employment centers already identified and supported by the State. Reduction in recurring congestion will reduce vehicular-generated emissions contributing to identified poor air quality in the region.

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.

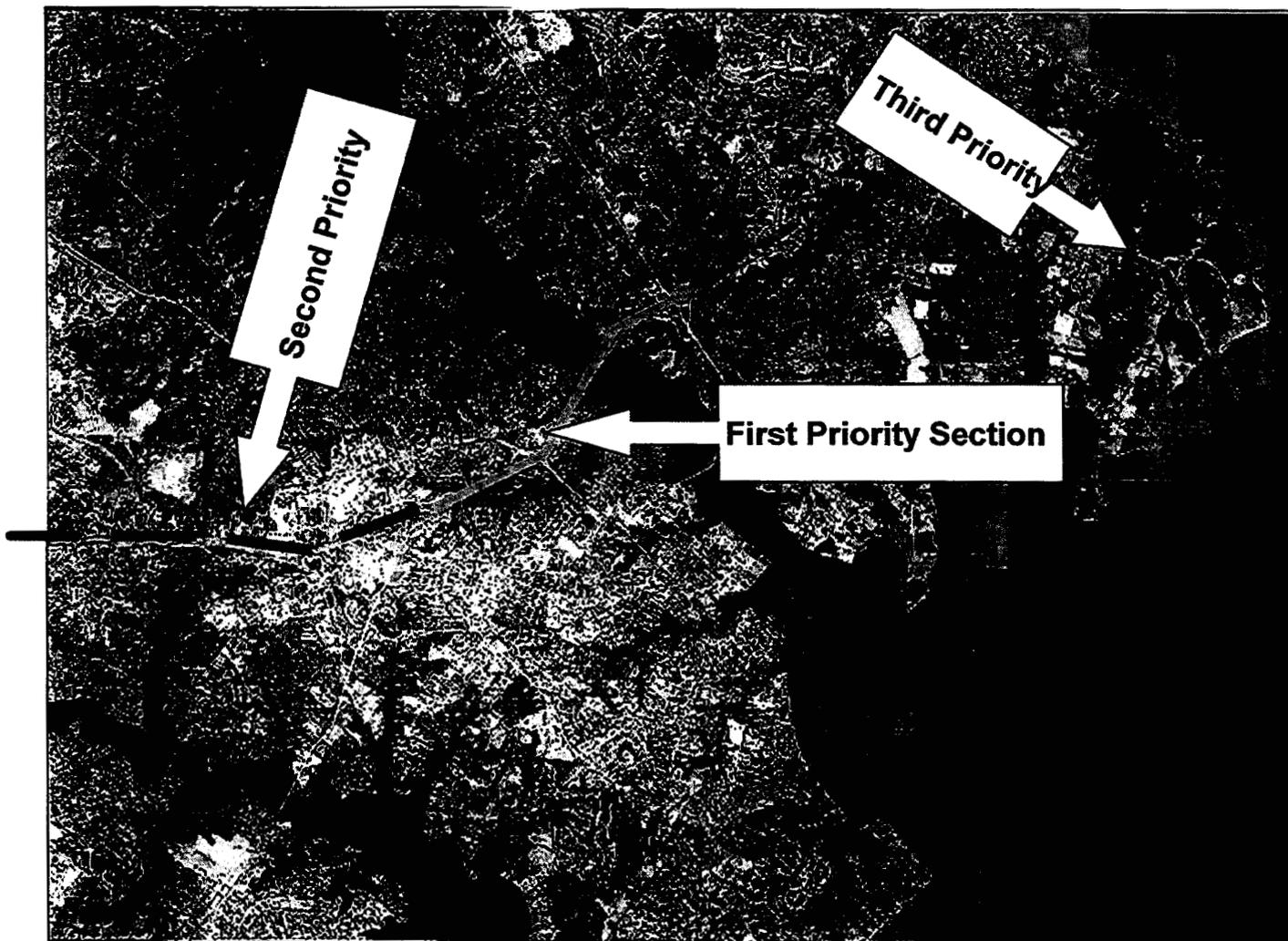
Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: Improvements to US 50-301 will add capacity to reduce congestion and will enable bus transit operations (MTA 950 and potentially others) to enjoy travel time benefits now lost through recurring congestion. US 50-301 is the lifeline route to Maryland's Eastern Shore and that region's connection to employment and governmental services located on the western shore.

11) Additional Comments/Explanation: Previously identified in County Priority Letters and supported by Queen Anne's County.

US 50-US 301: MD 70 to MD 2-Annapolis



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: Fort Meade Rd (MD 198): Baltimore Washington Pky to Patuxent Fwy (MD 32)
- 2) Submitting Jurisdiction: Anne Arundel County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Baltimore Washington Pky to Patuxent Fwy (MD 32)
- 4) Anticipated cost and funding source (approximate if available): \$255 Million
- 5) Description of project purpose and need (up to one paragraph): MD 198 serves as a major access roadway from Laurel and the Baltimore Washington Pky (BWP) to Fort Meade and the National Security Agency on the Fort with a current combined employment estimate of 55,000 jobs and an anticipated growth of an additional 20,000 jobs over the next two decades making it one of the largest employment concentrations in the State. Along the roadway are two bridges spanning the Patuxent River, currently in poor condition and requiring upgrades. The roadway's interchange with the BWP, a facility on the National Register of History Places, will also require upgrades to support planned growth at Fort Meade and other development being advanced to support activities at Fort Meade. The project currently has a draft Environmental Assessment which is being funded by Anne Arundel County and has had a Location/Design Public Hearing in November 2011.
- 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: YES
- 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: MD 198 is identified as a principle arterial on adopted County plans, it also is a facility on which pedestrian and bicycle facilities are located based on adopted County Plans and serves to connect Fort Meade and Odenton area with Maryland City and Laurel by spanning the BWP. Growth occurring at Fort Meade according to Federal Action and growth occurring at Odenton which is an adopted Transit Oriented Development Area by the Maryland Department of Transportation require capacity increases along MD 198 to maintain an adequate level of service.
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: The project is located within a PFA and connects major employment and residential areas in the County.

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: Project supports the quality of service goal by providing an improved connection promoting better, more efficient access to one of the largest employment concentrations in the State and reduces forecast congestion due to increasing travel demand.

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: Project supports the safety and security goal by reducing crash potential due to peak period congestion, increasing the efficiency of freight movement between MD 32 and I-95 via Laurel and Fort Meade, and offers greater capacity to support emergency response activities to Fort Meade, a very sensitive and potentially high value target.

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 present bridges spanning the Patuxent River along MD 198 are in need of substantial upgrade and are not currently designed in response to changes in the Patuxent River floodplain and flow. The capacity of the roadway needs to be expanded to meet forecast travel demand.

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: See responses above regarding bridge issues as well as the opportunities to permit extensions of Green Corridors along the Patuxent Wildlife Refuge area connecting them to tributaries of the river.

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: See prior responses. Capacity increases in this roadway segment allow for more efficient connections between major employment and residential developments offering access to desirable, high paying jobs for more communities in northern Prince George's County as well as access from the recently opened Intercountry Connector.

- 11) Additional Comments/Explanation: Project has been identified through the BRAC process by the County and the Governor's BRAC Subcabinet. Anne Arundel County seeing the need for this project is currently funding all planning efforts and looks to the State to be a good partner and continue to advance this project through design and into construction.

MD 198: Baltimore Washington Pky to MD 32



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: Robert Crain Hwy (MD 3): Prince George's County Line to Patuxent Fwy (MD 32)
- 2) Submitting Jurisdiction: Anne Arundel County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Prince George's County Line (Patuxent River) to Patuxent Freeway (MD 32)
- 4) Anticipated cost and funding source (approximate if available): \$492 Million
- 5) Description of project purpose and need (up to one paragraph): Project has been subject to an Environmental Impact Statement and held its Location/Design Public Hearing in March 2004. Purpose and Need was determined by SHA and received concurrence by resource agencies in an earlier time frame. The project provides an important connection between Bowie an area of over 50,000 residents with Fort Meade (over 55,000 jobs), BWI-Thurgood Marshall Airport (over 12,000 jobs plus the State's principle airport) and other employment and economic areas of opportunity.
- 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: Project spans MPO boundary into Prince George's County in the MWCOG area.
- 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: Project is identified as a principle arterial on adopted County Plans. It is also identified as a pedestrian/bicycle corridor linking multiple communities with trails in both counties.
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: Project is located within a PFA and has been reviewed by MDOT and MDP and received their support following those reviews.
- 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: Project has Final Environmental Impact Statement completed and has the support of FHWA and the various resource agencies. Project will increase capacity, reduce crash potential, provide for safer bicycle and pedestrian use along the corridor and increase efficiency of multimodal connections between Prince George's County, Crofton, Fort Meade/Odenton and BWI.

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: Project will increase capacity along the only possible north-south corridor between Prince George's County, Fort Meade (one of the largest employment concentrations in the State), BWI (a major state transportation asset) and Odenton (an adopted TOD by MDOT).

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: Project will increase capacity along a crucial corridor in an anticipated growth area of the State. Improvements will provide greater efficiency from prior State investments in 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: Project will provide increased capacity, reduced crash potential without requiring construction along a new alignment which would increase potential for intrusion and environmental degradation of the Patuxent floodplain. The selected alternative in the FEIS has concurrence from State and Federal resource agencies.

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.

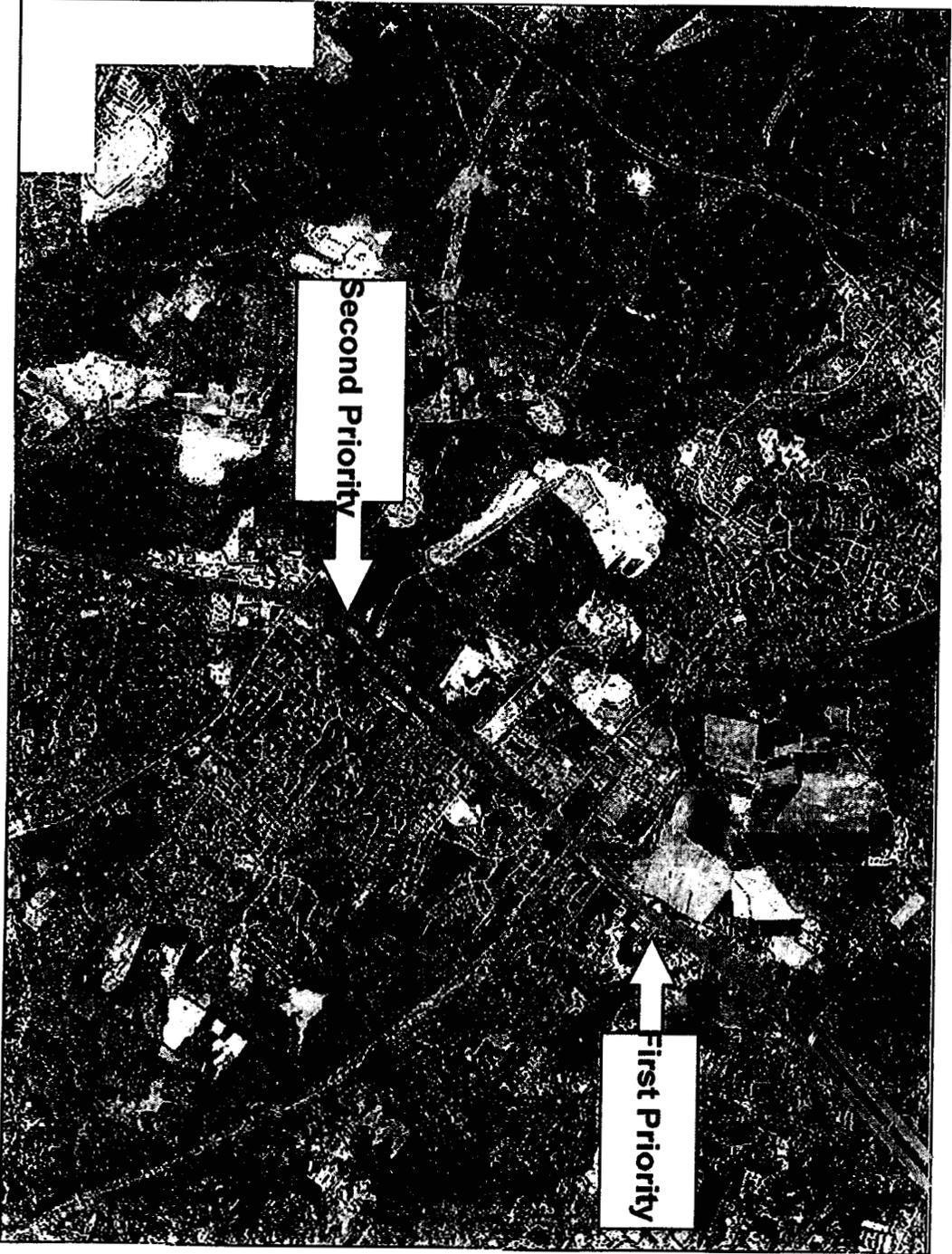
Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: See prior responses. MD 3 is the only north-south corridor in which capacity improvements can be provided allowing for more efficient travel between residential and commercial activity centers in northeastern Prince George's County, Fort Meade/Odenton and BWI.

- 11) Additional Comments/Explanation: Project has been identified in County Priority Letters for a decade. Project has a completed FEIS. A smaller segment (Waugh Chapel-Reidel Rd to MD 175) could be advanced to final design and construction. This would support travel between Crofton, Fort Meade and BWI/Odenton without encumbering substantial costs associated with Patuxent River crossings and interchanges required further south along the corridor.

MD 3: US 50-US301 to MD 32



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: Patuxent Freeway (MD 32): I-95 to Annapolis Road (MD 175)
- 2) Submitting Jurisdiction: Anne Arundel County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): I-95 in Howard County to Annapolis Road (MD 175)
- 4) Anticipated cost and funding source (approximate if available): \$1.3 Billion
- 5) Description of project purpose and need (up to one paragraph): Project when constructed would provide more efficient connection between I-95 and Fort Meade/Odenton MARC station, reducing recurring congestion during peak periods and crash potential. The project could be a segment of a larger network of managed lanes providing opportunities for transit/vanpool/ridesharing strategies reducing east-west travel demand between the Penn Line (a major transit corridor), Fort Meade-National Security Agency-National Business Park (a major employment center of over 60,000 jobs presently) with Columbia and its employment concentrations.
- 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: NO
- 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: Project increases capacity along an identified freeway facility in the adopted County Plan. MD 32 provides a continuous freeway connection between Fort Meade/NSA/National Business Park with other employment and residential concentrations in Odenton (an adopted TOD by MDOT) and Columbia.
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: In PFA. See responses above regarding compatibility with adopted Plans and policies of both the County and the State.
- 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: Project would increase capacity and offer opportunity to introduce managed lanes along with a future network of managed lanes creating a network for transit technologies such as express bus and BRT along with vanpool, subscription bus and other rideshare strategies connecting major employment areas with major residential and commercial areas within Central Maryland as well as I-95.

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: Project provides increased capacity, reduced crash potential, reduction in recurring congestion and connections between major employment, residential and commercial centers within Central Maryland along with the Penn and Camden Lines of the MARC system.

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: MD 32 between I-95 and the Baltimore Washington Pky (BWP) was constructed to provide a more efficient connection between major employment concentrations and I-95. It was initially constructed as a CD system with the assumption of adding needed through lanes at later time. Current CD system is subject to recurring congestion due to density of interchanges thereby reducing the efficiency of the facility during peak demand periods. To better achieve the desired results of the initial construction, the additional through lanes are needed.

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: Project would construct capacity where it is most needed to support current and forecast travel demand rather than adding capacity in a new location creating the potential for land use changes away from the present corridor.

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: See responses above regarding intermodal connectivity (I-95, Camden, Penn Line MARC, BWP) and accessibility to major employment and residential centers within Central Maryland. It provides greater parallel capacity reducing demand along MD 175 between I-95 and BWP and, through better routeing, reducing heavy truck intrusion into existing neighborhoods along MD 175

- 11) Additional Comments/Explanation: Need for the project was identified in the FEIS for Campus Development at Fort Meade which will permit construction of additional facilities to support an increase in 6500 direct personnel along with contractors for NSA and US Cyber Command. Project was previously requested in prior Construction Priority Letters.



MD 32: I-95 to MD 175

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: Baltimore Washington Pky (BWP, MD 295): MD 100 to I-195
- 2) Submitting Jurisdiction: Anne Arundel County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): I-195 at BWI to MD 100 meeting existing six lane section, plus Hanover Road extension from Howard County to MD 170 at BWI.
- 4) Anticipated cost and funding source (approximate if available): \$277 Million (Federal/State)
- 5) Description of project purpose and need (up to one paragraph): Project has completed EA/FONSI with detailed purpose and need approved by FHWA and with concurrence of State and Federal resource agencies including FAA. Project is necessary to increase capacity and provide lane continuity between Baltimore City and County with BWI-Thurgood Marshall, Arundel Mills, Fort Meade/NSA/National Business Park employment centers combining practically 100,000 jobs in the forecast. The project also provides a new interchange with BWP (MD 295) permitting direct access to a major facility by BWI and its rental car facility promoting the airport's claim to be "...easy come...easy go...".
- 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: NO
- 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: Project is identified in adopted County Plans as a six-lane freeway facility (BWP, MD 295) with an interchange at Hanover Road, a four-lane principle arterial providing a direct connection between BWP and BWI improving access to a major State transportation asset.
- 8) In county priority letter? Yes No
- 9) Smart Growth status and explanation: Project is located within a PFA, supports existing and planned commercial development located at and around BWI, a major State transportation facility.
- 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: Project provides a consistent six-lane freeway section between Baltimore City and Fort Meade (MD 175) supporting planned employment and residential concentrations in Central Maryland. Lane continuity will reduce recurring congestion, improve travel times and reliability and reduce crash potential. It will also enhance access to BWI which is the State's major airport and an important transportation asset.

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: See responses above. BWI, Maryland's Port in Baltimore and the associated light industrial-warehousing development located around BWI require efficient access, lane continuity, and elimination of recurring congestion both for the movement of goods as well as the accessibility to these facilities and concentrations of employment. Lane availability and continuity promotes emergency response as necessary to the airport and to Fort Meade, a high value target.

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: Project will provide construction of additional north-south travel lanes along MD 295 connecting with prior construction above I-195 and south of MD 100 providing for lane continuity. It will also add an interchange at Hanover Road and widen and connect the Hanover Road alignment between Howard County and BWI providing access to the Consolidated Rental Car Facility and other airport operations including the Mid-Field Cargo Facility. These improvements will increase the efficiency of facilities previously constructed

and presently maintained by both the State and the County and will increase accessibility to BWI making it more regionally competitive in the future.

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: Project's impacts are almost all limited to areas where the facility already exists. The EA/FONSI has received approval from the FHWA and the FAA along with the concurrence of State and Federal resource agencies.

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.

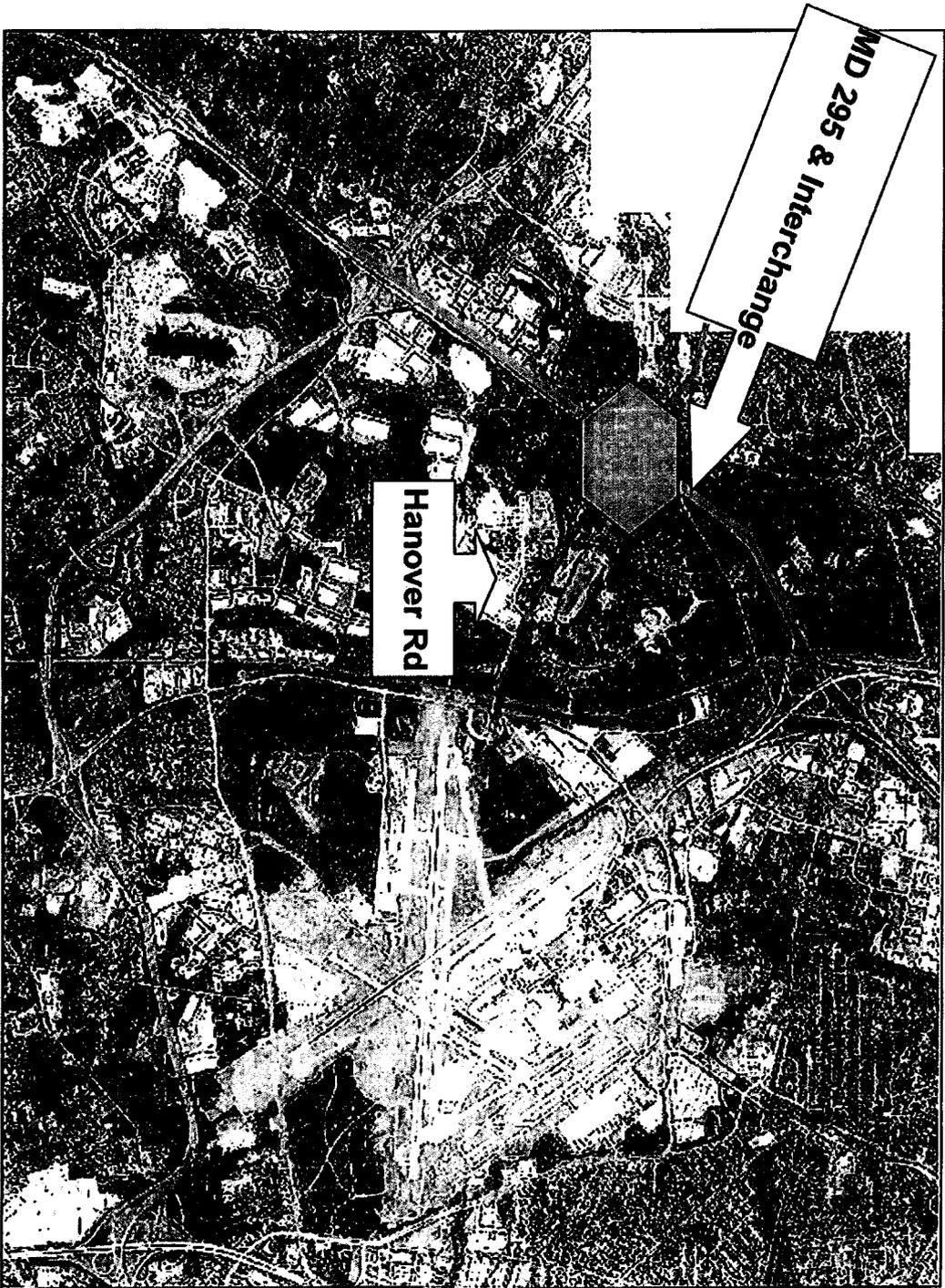
Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: See responses above. Project will increase capacity to the network serving BWI and area employment supporting activities at BWI, Fort Meade and Arundel Mills, combining for more than 100,000 jobs in the forecast and more than 70,000 jobs today. Project is located within PFA and helps to create more accessible and efficient network in Central Maryland connecting Baltimore City and County to large concentrations of employment and residential development.

11) Additional Comments/Explanation: Project has been identified in previous priority letters. It has the support the community, of the MAA and of area employers.

MD 295: I-195 to MD 100 plus Hanover Rd



Planning
JOHN A. OLSZEWSKI, JR.
CHAIR
STEPHEN W. LAFFERTY
VICE CHAIR

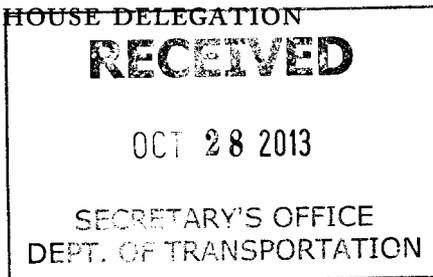


THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401
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October 18, 2013

Honorable James T. Smith, Jr.
Secretary
Maryland Department of Transportation
7201 Corporate Center Dr
PO Box 548
Hanover, MD 21076



Dear Secretary Smith:

First and foremost, thank you for the Department of Transportation's continued support and attention to Baltimore County and your commitment to improving infrastructure and our communities. As Chair of the Baltimore County House Delegation, I support the transportation priorities as outlined by County Executive Kamenetz.

Baltimore County prioritized and categorized its transportation requests for FY 15 by Major Transportation Capital Projects, Minor Transportation Projects and Transportation Initiative Projects, each category playing an important role in improving safety and travel for our residents.

Baltimore County has diligently worked to ensure that the priorities presented to the Department of Transportation are spread across our county and target areas most in need of improvements. The assortment of projects including highway, streetscape and intersection improvements, in addition to street and sidewalk upgrades comprehensively addresses the current needs of our county.

Again, thank you for your consideration of these transportation projects.

Best Regards,

A handwritten signature in black ink that reads "John Olszewski, Jr." in a cursive style.

Delegate John Olszewski, Jr.



CC: County Executive Kevin Kamenetz
Senator Katherine A. Klausmeier, Chairwoman, County Senate Delegation
Yolanda Winkler, Director of Government Affairs, Baltimore County