



**Office of the County Executive
STEUART PITTMAN**

May 29, 2024

Mr. Paul J. Wiedefeld, Secretary
Maryland Department of Transportation
7201 Corporate Drive
Hanover, MD 21076

Dear Secretary Wiedefeld:

Thank you for the opportunity to provide comments on Anne Arundel County's list of priorities for the FY 2025-30 Consolidated Transportation Program (CTP). Firstly, I would like to commend you on your successful first full year as Secretary of the Maryland Department of Transportation. Under your leadership, I have observed your steadfast commitment to addressing numerous challenges, particularly those concerning the Transportation Trust Fund, revenue generation, and rising costs. I applaud the appointments you have made which will be integral when implementing your vision. Your Department's dedication to tackling these issues is appreciated.

We would like to extend our heartfelt gratitude to your department and their unwavering support and responsiveness during the crisis following the Francis Scott Key Bridge collapse. Under your leadership, MDOT's swift actions in addressing the effects on local and regional traffic, coordinating with various agencies including our county, and reopening critical shipping channels have been instrumental in mitigating the impact of this disaster. The dedication and efficiency shown, along with efforts to keep us informed throughout the process, have not only helped maintain the flow of goods but also ensured the safety and well-being of our community during this challenging time. Thank you and your staff for your exceptional service and commitment to restoring normalcy and supporting our recovery efforts.

As Anne Arundel County's representative, I affirm our commitment to partnering with the Maryland Department of Transportation to enhance transportation infrastructure for our residents, businesses, and visitors. We recognize the pivotal role that transportation plays in fostering economic growth, ensuring accessibility, and promoting community well-being. Consequently, we eagerly anticipate the deliberations of the Maryland Commission on Transportation Revenue and Infrastructure Needs. We trust that the commission will

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acknowledge not only the imperative to replenish declining revenue from the Trust Fund but also the necessity to expand funding opportunities for both state and local jurisdictions. This expansion is crucial for addressing the diverse transportation needs identified in the Community Foundation of Anne Arundel County's comprehensive needs assessment.

Anne Arundel County's continued population growth, as evidenced by recent data from the United States Census Bureau, underscores the pressing need for targeted transportation investments. We are proud to remain the fourth-largest jurisdiction in the state and second-largest in the Baltimore region. Anne Arundel County serves as a hub of economic activity, supported by institutions such as Baltimore/Washington International Thurgood Marshall Airport (BWI), Fort Meade/NSA, and the Anne Arundel Medical Center. These entities not only contribute to our county's economic vitality but also serve as catalysts for innovation and employment in the wider region. It is evident that the prosperity of Anne Arundel County is intrinsically linked to the overall success of Maryland. Therefore, investing in our county's transportation infrastructure is key to sustaining its growth trajectory and ensuring long-term prosperity.

I am encouraged by the alignment between the priorities outlined in the recently released 2050 Maryland Transportation Plan (MTP) and Anne Arundel County's Transportation Master Plan, *Move Anne Arundel!*. The shared vision of prioritizing safety, environmental stewardship, and equitable access to transportation underscores our mutual commitment to fostering sustainable and inclusive communities. Furthermore, I commend the Maryland Department of Transportation's emphasis on environmental sustainability, which resonates with our county's goals outlined in *Move Anne Arundel!*. Several projects proposed by Anne Arundel County directly support key performance measures outlined in your plan, including the reduction of vehicle miles traveled and the promotion of electric vehicle adoption. Additionally, our substantial investments in transit infrastructure, such as the Odenton MARC Station and the Parole Transportation Center, underscore our commitment to enhancing regional connectivity and reducing reliance on single-occupancy vehicles.

Our partnership with the Maryland State Highway Administration (SHA) has yielded significant progress in enhancing pedestrian and bicycle infrastructure across the county. However, there remains a pressing need to expand this network to ensure safe and accessible transportation options for all residents. Additionally, we recognize the importance of upgrading regional corridors to accommodate diverse modes of transportation, including vehicles, pedestrians, and cyclists. Through targeted investments in Transportation Systems Management and Operations (TSMO) and road improvement initiatives, we can create a more efficient and equitable transportation system that prioritizes safety and accessibility.

In closing, I wish to emphasize our mutual objective of expediting project completion, as delineated in both the 2050 Maryland Transportation Plan and our county's priorities. While we recognize the inherent challenges in project delivery, it's imperative that we reduce production

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times on many of the joint projects identified below to ensure these projects are implemented timely. Delays in project completion such as document review or permitting not only incur financial costs but also jeopardize the safety and well-being of our constituents. The County has allocated funds for these improvements, and some of our joint projects lack remaining construction funding specifically identified. We encourage the utilization of these local resources to complement state and federal funds. We would appreciate your attention to these projects and your assistance in preventing any further delays. Thank you for your consideration, and we look forward to our continued collaboration in advancing these critical transportation initiatives.

The following projects comprise our immediate priorities for state funding in the upcoming CTP.

Roadway and Bridges

1) Maryland 3 (Crain Highway), from Waugh Chapel Road to MD 32/I-97. The County has allocated the local match for the design, right-of-way and construction funding in the County's CIP for multimodal improvements between Waugh Chapel Road and MD 32 consistent with the recommended improvements in MDOT's TSMO System 3 Corridor Evaluations published in September of 2020. The original agreement for cost sharing on 30% design stated it would be complete by May of 2023, and the latest schedule shows it may not be complete by May of 2024. It is imperative that SHA fund the remainder of design, right-of-way acquisition if not construction which remain unfunded in the latest CTP. We would highlight the findings in the MDOT TSMO report that other future improvements along the MD 3 corridor between MD 32 and MD 450 are needed.

2) Maryland 2 (Ritchie Highway), northbound from US 50 to Arnold Rd. As with MD 3, the County has allocated the local match for the design, right-of-way and construction funding in the County's CIP for multimodal improvements between US 50 and Arnold Road consistent with the recommended improvements in MDOT's TSMO System 3 Corridor Evaluations published in September of 2020. As with MD 3, the original cost sharing agreement for 30% design stated it would be complete by May of 2023, and is currently projected for May of 2024. It is imperative that SHA fund the remainder of design, right-of-way acquisition and construction which remain unfunded in the latest CTP. Lastly, as with MD 3, these improvements are but a portion of the recommendations in the MDOT TSMO report and that future improvements are needed on the MD 2 corridor between US 50 and MD 10.

3) I-97 from MD 50 to MD 32. The County expresses gratitude for the project's inclusion in the latest CTP. We are particularly thankful that funding for the design phase remains fully secured. While construction has been delayed beyond the program timeline, we remain hopeful that funding will be secured upon completion of the design phase. We wholeheartedly support these vital regional improvements and eagerly anticipate their timely implementation. Additionally, the planned improvements to I-97 could significantly enhance access to the new park at the Crownsville Hospital grounds, supporting the County's efforts to create a valuable community resource and recreational space.

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4) **MD 170, from MD 100 to MD 174.** The County has \$5 million allocated for the local match for MDOT's proposed multimodal improvements along MD 170 between MD 100 and MD 174. However, the County is waiting for an MOU to be able to give that money to SHA to use towards the project. The first step may be a utility breakout project. As utility relocations are often timely endeavors, the earlier these relocations can occur, the less delay will be incurred. This is another project that is experiencing delays due to its extended production timeline and leaving the public without the benefits it could provide.

5) **MD 214.** The County has allocated over \$6 million in the County's CIP towards this project, with additional funds programmed for improvements to enhance traffic operations, roadway safety, pedestrian and bicycle connections, and drainage deficiencies on MD 214 from MD 468 to the east of Loch Haven Road. The County and SHA have an agreement to complete the design for this project, which is currently funded entirely by the County. However, the County is requesting state participation in funding for right-of-way, utilities, and construction, similar to the projects listed above. The County urges SHA to minimize any further delays to the project schedule to provide these needed improvements to the community in a timely manner.

6) **MD 665/Aris T. Allen Boulevard at Forest Drive.** Given its role as a vital gateway, the Aris T. Allen, Chinquapin Round Road, and Forest Drive intersection demands attention. Despite ongoing coordination efforts, progress has stalled at the alternative analysis phase for over a year. It's imperative to expedite decision-making and initiate design efforts promptly, with the community eagerly awaiting tangible results. Immediate short-term safety measures should be explored while larger projects are planned. The County has allocated funds, but continued State participation, including financial support, is crucial. Our community's safety and transportation efficiency hinge on timely action.

7) **MD 198 from MD 295 to MD 32.** This alignment continues to demonstrate the effects of increased development over recent years. A NEPA study completed in 2015 advocated for multimodal improvements along this route. While a breakout project initiated design phases previously, the lack of construction funding resulted in the cessation of design activities. The County emphasizes the ongoing need for this project and urges that funding be identified to help bring about its eventual realization.

8) **Bay Bridge.** We are actively engaged in the Phase II NEPA Bay Crossing Study and commend its ongoing efforts to address transportation needs in our region. Managed by the MdTA, the study covers the area from the Severn River Bridge in Anne Arundel County to the U.S. 50/U.S. 301 split in Queen Anne's County. It is crucial to assess the impacts on communities on both sides of the bridge and the bridge itself. As the study advances and community impacts persist, we propose continuing to explore interim solutions to alleviate current congestion while the study progresses.

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Transit

1) **Parole Transportation Center.** Progress continues on the development of a regional transit center for Annapolis, situated in the Parole area. Design work is ongoing, with the County having allocated funds for design and included construction funds in the CIP. While some state and federal funding sources have been secured for this project, we continue to seek state support for the center, which will benefit both County and MTA operations. Pursuing grant funding, such as the MDOT Climate Focused Funding, is a priority, with the State's backing significantly enhancing the viability of the planned multimodal center. As we work together towards locating this important facility at the Harry S. Truman Park and Ride lot to improve amenities for riders of the County, City, and State systems, we stress the importance of finalizing a general MOU to ensure design gets completed in a timely manner, even if some operational issues may need further refinement. We are actively working towards finalizing the design and implementation of this vital project, and we appreciate the ongoing support from MDOT-MTA.

2) **LOTS funding.** We actively participate in discussions led by the Baltimore Regional Transit Commission (BRTC) to address our community's transportation needs. As the state reduces transit funding, our local system aims to bridge the gap, providing crucial connections to the regional rail and bus network. Our forthcoming Transit Development Plan prioritizes expanding microtransit services to cover underserved areas within the county, ensuring equitable access for all residents. While we appreciate existing MTA services, additional funding is necessary to enhance local bus service coverage and frequency, facilitating better connections for residents and commuters. We advocate for state support in establishing dedicated transit funding streams for cities and counties, enabling us to improve services and increase accessibility. Anne Arundel County's population growth underscores the need for equitable funding distribution among jurisdictions and our own investment has proven, ridership will follow. The County has increased transit ridership systemwide for 4 consecutive years well surpassing our pre-Covid ridership. Additionally, we are committed to transitioning to electric vehicles and seek state assistance for this endeavor, aligning with our goal of building a sustainable and efficient transit system. We appreciate your support of the bill to ensure annual renewal of LOTS funding.

3) **Transit-Oriented Development (TOD).** We are dedicated to advancing Transit-Oriented Development (TOD) initiatives across Anne Arundel County, recognizing their significance in promoting Smart Growth and enhancing transportation strategies. Our immediate priority is to formalize the designation of the area surrounding the Cromwell Light Rail Station as TOD, anticipating productive collaboration with MTA to finalize this designation. At the Odenton MARC Station, we have made significant progress through our partnership with MDOT on the construction of a parking garage in the west lot, securing funding through a Tax Increment Financing (TIF) District. Continued coordination and support from the State are essential, and we seek ongoing participation in the TOD development process. Furthermore, there is strong support for revitalizing the Laurel Racetrack MARC Station, underscoring its potential as a key TOD site. Connectivity is important there as we would encourage pedestrian access improvements across the counties with bridge improvements and stress the

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importance of maintaining the tunnel access as well. Access is important at other stations as well, like the Dorsey Station where improved connectivity to the east would allow for expansion of the TOD there into Anne Arundel County. Projects like these serve as catalysts for economic growth and community enhancement, and we advocate for MDOT-MTA to lead the way in funding, designing, and executing station renovations to facilitate TOD development. Additionally, we remain open to exploring collaborative funding opportunities across jurisdictions to bolster these transformative projects.

4) *Transportation Operations Facility.* The County has acquired the land for the Transportation Operations Facility, with design currently in progress for a temporary facility on the site while we seek funding for the project's full scope. We are actively pursuing various grants and funding opportunities and welcome the State's technical assistance and support in securing funding. Additionally, we seek the inclusion of EV charging infrastructure in the facility to facilitate the transition of our fleet towards electric vehicles.

5) *Chesapeake Bay Passenger Ferry* Chesapeake Bay Passenger Ferry. The proposed high-speed and long-range electric ferry aims to connect various ports along the Chesapeake Bay, fostering tourism, enhancing multi-modal connections, and showcasing the benefits of an electrified waterfront. Collaborative efforts involving multiple counties and municipalities have occurred to prepare a feasibility study to evaluate the vessel parameters, terminal sites, operational and maintenance needs, tourism and economic strategies, and system partnerships. This project aligns with the Maryland Transportation Plan (MTP) goals, specifically promoting environmental stewardship, serving communities & supporting the economy, delivering system quality, and enhancing safety and security. The implementation of this passenger ferry system would not only contribute to environmental sustainability by utilizing a zero-emissions vessel but also serve as a vital transportation alternative, providing diverse communities access to opportunities and goods. We earnestly seek MDOT's endorsement and financial support to realize this visionary project for the benefit of the entire Chesapeake Bay region.

Bicycle-Pedestrian

1) *Anne Arundel County Trail Network.* The County's trail system serves as the backbone of the County's bicycle network. The State has been integral in providing funding assistance for pieces of this system, including the Broadneck Peninsula Trail, South Shore Trail, WB&A Trail, and BWI Trail Extension. While the County continues to work with the State on the MOU to establish ownership, maintenance, and other responsibilities among various governmental bodies, we are encouraged by our progress. We emphasize the importance of completing the spine network in the County, particularly the connection from Annapolis to the BWI Trail, with just one final missing segment not under development from the US Naval Academy Bridge up to Boulter's Way that needs a separated facility. We are requesting the development of a feasibility study and at least the beginning of design for that section as we work on implementing other segments of the network. We appreciate the State's grant support and intend to apply for more grants to expand the network further.

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2) **MD 175 Sidewalk.** The County remains committed to working with SHA to install sidewalks along MD 175 from MD 170 to the Sappington Station roundabout. This sidewalk segment is the highest priority of numerous segments that the County and State are working on together to construct. The County has provided design funding for this project to avoid delays in implementation. Similar to the agreements on Route 2 and Route 3, we emphasize the importance of expediting the design and construction of the MD 175 sidewalk to ensure timely delivery and maximize its benefits for the community.

3) **MD 450 Improvements.** MD 450, West Street, from MD 178 to Admiral Drive serves as a crucial corridor linking different areas within the Parole Town Center and connecting Parole with the City of Annapolis. However, this segment suffers from numerous missing sidewalk gaps and lacks bicycle infrastructure, which is essential in this rapidly urbanizing area with dense development and high demand for active transportation. Safety considerations necessitate the addition of infrastructure along this corridor to align with the goals of both the County and State and enhance mobility for the growing number of residents in this vicinity.

4) **MD 713 Shared Use Path.** The County has partnered with SHA for the design of this shared use path along MD 713 from Arundel Mills to MD 176 to ultimately connect to the BWI Trail. We continue to seek state funding for right-of-way acquisition and construction efforts to connect area communities to Arundel Mills and BWI, emphasizing the need to eliminate delays and accelerate project delivery.

5) **MD 176 Shared Use Path.** The County has partnered with SHA for the design of this shared use path along MD 176 from the BWI Trail at MD 170 to MD 713 to ultimately connect to the Arundel Mills area. We continue to seek state funding for right-of-way acquisition and construction efforts to connect area communities to Arundel Mills and BWI, emphasizing the need to eliminate delays and accelerate project delivery.

The projects outlined above represent not mere wishes but a prioritized initiative actively backed by local county investments. Anne Arundel County remains committed to partnering with the State to enhance services for our constituents by leveraging our combined resources.

While the aforementioned list highlights our top priorities, below the signature of this letter, we have furnished a comprehensive inventory of additional projects. Both the County and City of Annapolis earnestly seek State participation across these endeavors, with substantial county funds already dedicated to their realization.

Sincerely,



Stuart Pittman
County Executive

cc: Members, Anne Arundel County House and Senate

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Delegations Members of the Anne Arundel County Council
Gavin Buckley, Mayor, City of Annapolis
Christine Anderson, Chief Administrative Officer
Janssen Evelyn, Deputy Chief Administrative Officer
Samuel D. Snead, Director, Office of Transportation
Karen Henry, Director, Department of Public Works
Jenny Dempsey, Planning and Zoning Officer
Brian Ulrich, Planning Administrator, Office of Transportation

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ADDITIONAL PROJECTS

The additional projects below, in addition to the high priority projects listed above, are categorized into modes following the format of the County's recently adopted Transportation Master Plan, *Move Anne Arundel!*

IMPROVING REGIONAL CORRIDORS AND MAKING COMMUTES MORE RELIABLE

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

- **Maryland 3 (Crain Highway), from Prince George's County to MD 32.** In addition to the improvements requested above, there are additional improvements identified in the MDOT TSMO analysis that warrant attention. We anticipate future project requests from this list of recommended improvements as well as safety and biped enhancements throughout the corridor.
- **MD 295 from I-195 to MD 100.** A Finding of No Significant Impact ("FONSI") was issued for this project in April of 2011, and this project has been requested in priority letters from the County ever since, with no construction thus far. This project includes an interchange at Hanover Road to improve access to BWI Airport and would also assist in the economic development of the area. The County recently completed a design to preserve a corridor for the Hanover Road extension that was a part of this project and is actively pursuing the right of way acquisition. We are specifically asking that the MD 295 and associated interchange project be funded with state dollars.
- **US 50 from the Prince George's County Line to the Chesapeake Bay.** We are requesting the beginning of preliminary engineering for the addition of HOV lanes through the corridor as well as the immediate addition of more frequent transit, including regional service to New Carrollton to connect the County to rail to Washington D.C in addition to enhanced commuter service to the Mall area. The interchange issues with I-97 also warrant immediate review either as a part of the I-97 project or independently.
- **Bay Bridge.** The County remains concerned about the current traffic impacts on the surrounding communities pending any future Bay Bridge project. We think dedication of a share of the toll revenues to local jurisdictions to improve local traffic issues that affect both sides of the bridge due to the regional traffic that attempts to use local roads to bypass congestion is warranted. The County is specifically requesting operational improvements such as congestion pricing to manage the demand and its associated impacts on the County roads surrounding the Bay Bridge that are adversely impacted by the summer weekend traffic. We appreciate the recent efforts to investigate ramp metering, but hope that more can be done to prevent summer weekend eastbound travelers from attempting to bypass the backups by using adjacent roads in our neighborhoods now from an operational perspective.
- **MD 100.** MD 100 around Arundel Mills, including west to Howard County including the area of Coca Cola Drive continues to be congested. The County is asking SHA to review the issues and

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look at ways to address congestion in this corridor through a variety of strategies that the County and State can combine on.

UPGRADING COUNTY CORRIDORS AND STRENGTHENING COMMUNITY CORES

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

- **Maryland 2 (Ritchie Highway), from US 50 to Arnold Road.** The County appreciates the coordination on the design for the first phase of improvements along this corridor, and continues to advocate for financial assistance to complete the design and for the construction of the 3rd northbound lane from US 50 to Arnold Road. This would only be the first phase of additional improvements needed north to MD 10 and eliminate the alternating 2 to 3 lane sections in both directions. However we are also concerned with the high speed nature of the roadway and are requesting that efforts be made to reduce speeds and severity of crashes through the corridor.
- **Odenton MARC Station.** The County remains committed to Transit-Oriented Development around the Odenton MARC Station. In addition to the County funding towards the Garage, we are also asking for additional Locally Operated Transit System funding to provide improved and more frequent bus service to reduce parking demand and provide needed services associated with TOD.
- **MD 175, from MD 295 to MD 170.** This project has been in the priority letter for many years. And a series of improvements have been constructed or are under construction. The interchange improvement project at MD 295 has been delayed but is finally getting closer to construction. However, there is also the final segment of improvements that were identified as a part of #AA4361 from Bluewater Blvd to the south. The remaining improvements south into Odenton Town Center, shown in previous CTP's as "Engineering underway from Mapes Rd. to Nevada Ave" have been defunded and all work stopped. The County hopes these improvements will regain funding and the needed improvements identified in the study will be constructed including a realignment of the eastbound MD 32 off ramp in accordance with the Odenton Town Center Master Plan.
- **MD 177, from Outing Avenue to Edwin Raynor Blvd.** The County has been provided the Preliminary Investigation design and cost estimate. Continued community involvement is necessary as issues with access and parking are addressed while still providing the necessary safety and multimodal improvements. While the County does not have the funding necessary to progress this project to the next phase, the planned improvements remain important to the County and we remain committed to providing those improvements in the future. The County is requesting the State assist in efforts to find alternative ways to fund these improvements.
- **MD 713, from MD 175 to Arundel Mills Boulevard.** The County completed a study, with participation from SHA District and Planning Staff, for this segment of the roadway. The recommended improvements are a multilane divided boulevard style facility with bicycle and pedestrian accommodation. The County is requesting that the State begin to fund the initial elements necessary to ultimately provide improvements in this corridor.
- **MD 450, from Rutland Rd to MD 424.** Have the flooding issues that have closed this road

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numerous times been addressed? There was a short term improvement that addressed some issues with clogged, damaged or substandard culverts, but the long term need to address flooding still needs to be funded.

- **MD 424 @ MD 450.** The County is further asking for assistance with the intersection of MD 450 and MD 424 which is a bottleneck. The County is asking for a detailed analysis at the intersection to determine what may need to be done to improve this bottleneck. Planning coordination is necessary to determine the long-term needs of this intersection.
- **Governor's Bridge Road Bridge.** This historic bridge is a border bridge between Prince George's and Anne Arundel Counties linking the communities of Bowie and Davidsonville. The Counties partnered on an alternatives analysis for the rehabilitation of this bridge that has been closed for over 5 years because of the deterioration of the structure. An agreement has been reached and the plans are progressing but we want to ensure funding continues to complete this bridge replacement.
- **MD 468, between Shady Rest Road and West River Road.** In 2021, this segment of MD 468 on the Shady Side peninsula was inundated by flood waters. The flooding presented an immediate danger to residents attempting to access neighborhoods and businesses across the Shady Side peninsula, prompting Anne Arundel County emergency personnel to shut down the road until flooding subsided. Anne Arundel County requested a feasibility analysis in hopes that assessments, design and construction of this project move forward as swiftly as possible to elevate this section of MD 468. We are requesting an update to the status of the study and if any funding opportunities have been identified.
- **MD 2 in South County.** There have been some safety concerns along segments of MD 2 in South County, most recently with a fatality in 2023 at Birdsville Road. We have learned that SHA is working to address conditions at the Birdsville Road intersection and are encouraged that a project is progress. We encourage expeditious implementation to address safety at this location and are available to collaborate on other safety improvements as they are identified in the corridor.

ADVANCING NEW MODELS OF TRANSIT

The County would like to congratulate the State on the success of the commuter bus program in Anne Arundel County. The success of the program causes the County to request additional services that are in demand from our residents. The County is looking to provide even greater services to its residents but requests state funding associated with that as well. The County's masterplan guides our request in both Regional and Local Transit Services.

- **REGIONAL SERVICES**
 - **Regional Transit Plan.** The RTP published in October 2020 is a plan for improving public transportation in the region over the next 25 years.; We are regularly and continually engaging with State, County staff and elected officials to implement the RTP and strategic actions identified in the Plan. Your continued partnership is appreciated.
 - **Annapolis to Ft Meade/Columbia.** A commuter bus service between the State capital and the region's largest employment center is a gaping hole in the region's commuter

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services. The County is requesting immediate commuter bus service to Fort Meade and future connection to Columbia.

- **Other Regional Services** Cromwell Station (Glen Burnie) to Annapolis (Corridor 3) and Union Station (DC) to Annapolis (Corridor 24) are two of our more highly proposed corridors from the Central Maryland Regional Transportation Plan. These corridors, also in the draft Statewide Transit Plan, would serve vital regional transit needs. The initiation of an express bus along Route 97 from Cromwell Station to Parole Transit Center would close the transit gap between Annapolis and the end of the current light rail spur. The connection to DC could take various forms, from extension of local service from New Carrollton to Annapolis or increased frequency of current regional service, but expanded connectivity is needed in contrast with the reduction in commuter bus service this year.

- **LOCAL SERVICES**

- **Fort Meade Shuttle.** Associated with the Odenton Town Center TOD designation and the largest employment area in the region, the County is requesting additional funds to increase the span and frequency of the Ft. Meade transit services that the County has attempted to maintain since the State discontinued the pilot shuttle.
- **BWI Shuttle consolidation.** BWI operates an extensive shuttle program serving the airport, while both MTA and the County also operate local bus service in the area. It would be optimal to combine resources to serve both BWI Airport travelers and employees, and other area services such as Arundel Mills and the surrounding employers, with a more robust service. The County is specifically asking the State to combine services and funding into a more seamless program for all users in the area.

BUILDING A SAFE CONNECTED BICYCLE NETWORK

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

- **Broadneck Peninsula Trail.** We thank MDOT for the financial help in constructing the various phases of this project. Phases IA and II are complete. The Jones Station Road Connector, Phase IVa, Jones Station Road at B&A Trail to Peninsula Farm Road, has been completed by others. Phase 1B, College Parkway East to Log Inn Road/Phase V, Log Inn Road to Sandy Point State Park, is under Construction and Phase III, Bay Dale Drive to AACC at Peninsula Farm Road is under construction. Phase IV, AACC at Peninsula Farm Road across MD Rte 2 to B&A Trail is a future phase
- **South Shore Trail.** This trail is the next major focus of the County. Phase I is complete, Phase II from Sappington Station Circle in Odenton to Bonheur Drive in Gambrills is in the Bid and Award phase. Phase III, Honeysuckle Lane to Bestgate Road is currently in preliminary Design with construction to begin in FY26. Phase IV, Waterbury Road to Honeysuckle Lane, is currently in Design and we expect to begin construction in FY26. MD Route 3 Crossing is a future phase.
- **WB&A Trail Bridge.** This 9-mile project will link the South Shore Trail in Odenton over the

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Patuxent River to an existing rail trail in Prince George's County. Phases I, II, and III are complete. Roughly half of Phase IV, Loop from the main spine to South Shore Trail, is open from Strawberry Lake Way to Waugh Chapel Road. The feasibility study to identify the right of way to complete Phase IV from Waugh Chapel Road to South Shore Trail Phase II is currently in process. Phase V, Bridge over the Patuxent River, is currently in Construction. In May 2024, we will apply for a Bikeways Grant for \$561,040 for the Design to complete the remainder of Phase IV.

- **Trail Spurs, Connectors:** In FY23 the County was awarded \$1.5M of Congressionally Directed Community Project Funding through the DOT Highway Infrastructure Projects Account and State Funding of \$1M to fund the design, right-of-way acquisition and construction of trail spurs and connectors to the major trails traversing the County (i.e. Broadneck Peninsula Trail, South Shore Trail and WB&A Trail). We are in the process of prioritizing locations where these funds will be applied.
- **BWI Trail Extension** Continuing north from the existing BWI Trail spur, the County appreciates the financial assistance in funding the design and construction of the Light Rail trail and for incorporating a portion of this project into the I-695/ MD 170 interchange project. We are just asking for continued technical support and to update the existing memorandum of understanding laying out the operation and maintenance responsibilities for the various sections of the BWI Trail to incorporate this segment.
- **Belle Grove Road Safety Improvements.** The County also appreciates the grant funding to complete the design for bicycle and pedestrian improvements along Belle Grove Road from the Nursery Road Light Rail Station area to Ritchie Highway. The County will be requesting funding for the construction of the bicycle and pedestrian facilities with upcoming applications.
- **Bike connections to Annapolis.** The County plans to seek grant funding to analyze corridors and intersections that could or should be used to safely connect bicyclists from downtown Annapolis to the surrounding County communities, such as Parole Town Center, Annapolis Neck/Forest Drive, and those over the MD 450 Naval Academy Bridge. We would specifically highlight the MD 648 to Greenbury Point connection that has great interest of the United States Navy with the proposed connection to the naval base. We would appreciate support from the State for efforts related to this project.
- **Baltimore-Annapolis Boulevard (MD 648) from Cromwell Light Rail Station to Arundel Expressway (MD 10).** We are seeking funds to finalize the design and to construct a compatible pedestrian and bicycle corridor connecting Glen Burnie with the State's Light Rail investment.
- **Arundel Mills Boulevard (MD 713) from Arundel Way to MD 176.** The Local Development Council ("LDC"), through the County Capital Budget, is funding the design of a shared-use path along the east side of MD 713. The MOU between the State and the County currently takes the design to Preliminary Investigation. We appreciate the pending cost share to complete the design and are requesting right of way and construction funding.
- **Dorsey Road (MD 176) from MD 170 to MD 713.** As with the MD 713 shared use path project, the LDC, through the County Capital Budget, is funding the design of a shared-use path along the north side of MD 176 from the existing BWI Trail near the intersection of MD 170 (Aviation Boulevard) west, tying into the MD 713 improvements proposed. Similarly, we are appreciative of the design collaboration and request right of way and construction funding.
- **Odenton to Arundel Mills.** As work progresses on the BWI to Arundel Mills connections, missing are two short shared use path segments to connect Odenton to Arundel Mills, that

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although not the direct connections needed, would fill in some vital missing gaps and provide lower-traffic stress to cyclists. Improvements to both Milestone Parkway (from Clark Rd to the Shared Use Path being constructed on MD 175) and Bluewater Boulevard (between the current SUPs on MD 175 and where the current Bluewater SUP ends at Portland Station Lane/Regiment Way) would fill in two small gaps (1500' & 2200' respectively) in the network. We appreciate the design funding obtained through the last Bikeways funding and look forward to opportunities to continue the collaboration through right-of-way and construction funding.

- **West Street (MD 450) Corridor from Parole Town Center at MD 2 to Church Circle.** The City of Annapolis has an ongoing sector study in this area and we are seeking planning, design, and construction funds to reduce congestion, improve pedestrian and bicycle compatibility, and enhance this major gateway to the State's Capital. The safest bike/walk route is by extending the Poplar Trail west to MD 2, and east to Calvert Street or Church Circle. With a safe crossing at MD 2 and MD 450, it would connect to the side path that goes under US 50 to Anne Arundel Medical Center where it would meet the South Shore Trail.
- **MD 450 at USNA Bridge along King George St toward City Dock and also to and along Taylor Avenue (MD 435) to Westgate Circle.** The County has signed an agreement with SHA for design funds to create a pedestrian and bicycle compatible corridor, connecting the B&A Trail and existing bike lanes on the United States Naval Academy Bridge with the State Capitol and employment complex, downtown Annapolis, and the West St. corridor/Poplar Trail, with connections to adjoining communities and the Naval Base along MD 648 consistent with the goals and policies of the MTP, and prior recommendations in the City of Annapolis Bike/Ped Master Plan. We anticipate needing assistance with the right-of-way and construction of the segment under design, as well as future phases of these improvements.
- **MD 450 from USNA Bridge to Boulter's Way.** As mentioned above we are working on connections between the B&A Trail and the City of Annapolis. While that project progresses through design, we need to start the planning for future phases. We are specifically requesting a feasibility study of the next phase from the USNA Bridge, north to Boulter's Way where the current B&A trail terminates as a separate facility.
- **Patapsco Greenway.** The Baltimore Metropolitan Regional Transportation Board funded a study of the Patapsco Greenway including bicycle and pedestrian trail infrastructure including spurs to connect Anne Arundel County to that regional facility. The County requests that any funded improvements in the area of the County include consideration for connections for Anne Arundel County residents.
- **MD 424 from MD 450 to Bell Branch Park.** The recent pedestrian improvements on MD 424 have been greatly received and used by the community who are requesting an extension to the Bell Branch Park area to include bicycle infrastructure.
- **Safe Routes to School.** The County appreciates the continued financial support of the County's safe routes to schools efforts and is asking for continued support of its bicycle safety education program in conjunction with Anne Arundel County Public Schools.

The Best Place - For All

MAKING COMMUNITIES MORE WALKABLE

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

- **Annapolis Road (MD 175)** - MD 170 to Sappington Station Circle
- **Fort Smallwood Road (MD 173)** from Duval Highway to just beyond Sunset Park
- **West Street (MD 450)** from MD 178 (Generals Highway) to MD 2 (Solomons Island Road)
- **Nursery Road (MD 168)** from Hammonds Ferry Road to Baltimore- Annapolis Boulevard (MD 648)
- **Reece Rd (MD 174)** from Town Center Blvd Extension (at Meade Heights Elementary) to Pioneer Drive
- **Ritchie Highway (MD 2)** from Ordnance Road to Warfield Road
- **B&A Blvd** from Sandy Ridge Drive/North Co HS to Burwood Shopping Plaza
- **Ritchie Highway (MD 2)** from Cypress Creek Road to McKinsey Road
- **Ridgely Avenue (MD 436)** from Taylor Avenue to Bestgate Road

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

- **West Street (MD 450)** from Solomons Island Road to Admiral Drive
- **Solomons Island Road (MD 2)** from Tarragon Lane to Forest Drive
- **MD 256 (Deale Area Sidewalks)** from Rockhold Creek Road to MD 468
- **Camp Meade Road (MD 170)** from MD 762 to MD 169
(streetscape and pedestrian safety improvements with particular attention paid to the segment from Music Lane to School Lane)
- **MD 648** from Glen Burnie Town Center to Cromwell Light Rail Station
- **MD 648 from MD 450 to Greenbury Point/**
- **MD 424 MD 450** to Bell Branch
- **Mountain Road (MD 177)** from Garland Road to Long Point Road
- **Defense Highway (MD 450)** from Tarrytown Avenue to Good Hope Road
- **Old Solomons Island Rd (MD 393)** from Solomons Island Road (MD 2) to West Street (MD 450)

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