



**Office of the County Executive
STEUART PITTMAN**

April 1, 2026

The Honorable Kathryn Thomson
Acting Secretary
Maryland Department of Transportation
7201 Corporate Drive
Hanover, MD 21076

Dear Secretary Thomson:

On behalf of the residents of Anne Arundel County, I am pleased to extend a warm welcome to you as you assume leadership of the Maryland Department of Transportation (MDOT). Although structural financial challenges remain to be addressed, you are inheriting a department with which we have cultivated a highly productive partnership. The collaboration between the County and the State has formalized a strategic relationship that has yielded numerous cost-sharing agreements that will advance transportation initiatives that not only serve our County but also fuel the State's regional mobility and economic engine. While this represents my final priority letter as County Executive, and my first to you, I am confident that we have established a strong framework for continued success.

Anne Arundel County plays a unique and vital role in Maryland's transportation network. Because we are home to the state capital in Annapolis, Baltimore/Washington International Thurgood Marshall Airport (BWI), and major regional employment centers like Fort Meade and the National Security Agency, our infrastructure serves far more than just our own residents. Meaningful progress has been made, with multiple County priorities advancing through design and being programmed for implementation, as reflected in the recently published FY 26-31 Consolidated Transportation Program (CTP). We appreciate MDOT's shared commitment to accelerating project delivery whenever possible, translating long-term plans into physical improvements that provide tangible benefits for our residents.

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Roadways and Bridges: Safe, Modern, and Multimodal Corridors

Transportation is about how safely and efficiently we move people. Even in our largest capacity projects, we are doing far more than adding pavement. We are proactively lowering speeds and building modern, multimodal corridors complete with bicycle and pedestrian infrastructure. Anne Arundel County has invested millions of local dollars to advance these projects, frequently funding design and right-of-way acquisition to ensure these corridors are shovel-ready.

We are incredibly encouraged that, as a result of this collaborative approach and consistently high Chapter 30 scores, our top five roadway priorities are now officially programmed for construction. With construction secured for those foundational corridors, we now rely on MDOT's continued partnership to advance the next tier of critical projects through the planning and design pipeline.

Our top roadway priorities remain:

1. **MD 3 (Crain Highway)** — Safety, capacity, and multimodal upgrades from Waugh Chapel Road to MD 32.
2. **MD 2 (Ritchie Highway)** — Safety and operational improvements from US 50 to Arnold Road as the first phase of larger corridor needs.
3. **I-97 from MD 50 to MD 32** — Advancing design and preparing for future construction.
4. **MD 170 from MD 100 to MD 174** — A critical north-south commuter and freight corridor.
5. **MD 214 from MD 468 to Loch Haven Road** — Safety, operations, and drainage improvements along the entrance to the Mayo Peninsula.
6. **MD 665/Forest Drive/Chinquapin Round Road** — Vital improvements for safety and operations to this key gateway for the City of Annapolis and the Annapolis Neck Peninsula.
7. **MD 198 from MD 295 to MD 32** — Multimodal corridor improvements connecting Laurel to Fort Meade and the rest of our County.

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8. **Bay Bridge** — Continued leadership on the Bay Crossing Study and interim operational improvements.
9. **Crownsville Hospital Memorial Park Improvements** — Advancing infrastructure, safety, and access upgrades on MD 178 (General's Highway) to support the new Crownsville Hospital Memorial Park and the surrounding transportation network.
10. **MD 100 Westbound Off-Ramps** — A feasibility study for new westbound off-ramps to Waterford Road, Catherine Avenue, or Edwin Raynor Boulevard. This study should evaluate potential impacts to the local neighborhoods and the broader traffic network, particularly MD 177 (Mountain Road), and assess the feasibility of adding one or multiple access points.

Transit: Expand Service, Invest in Infrastructure, and Plan for Smart Growth

Anne Arundel County continues to grow a transit system that meets the needs of our residents, optimizing and expanding coverage areas for local service, improving regional connections, and managing growth towards transit hubs. Our County has experienced the most aggressive transit ridership growth in the entire state with a 110% increase since 2022. And, our ridership has grown from 340,000 annual trips in 2024 to over 400,000 riders in the past twelve months. Transit access has grown over 41% to better serve residents and visitors throughout the county with 65% of our population having convenient functional access to transit. Our top transit priorities are:

1. **Parole Transportation Center** — New regional hub for County, MTA, and Annapolis Transit services, with County funds committed for design and construction.
2. **LOTS Funding & Local Service Expansion** — Continuing to grow local fixed-route and microtransit service, with the goal of countywide coverage with a particular focus on expansion of microtransit to both County and State fixed route and the State's rail networks, particularly in the high employment areas of the County like BWI Airport
3. **Transit Oriented Development Improvements** — Supporting TOD through infrastructure improvements like the Odenton MARC Station Parking Garage, Cromwell Station TOD Designation to support increased development opportunities as well as expanding TOD to BWI and Laurel.

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4. **Transportation Operations Center** — Developing a new centralized facility to manage County transit operations and future fleet growth.
5. **Chesapeake Bay Passenger Ferry** — Establishing Maryland’s first modern, hybrid-electric passenger ferry service with a target launch in FY 2028 as part of a future regional service. We are requesting continued coordination with the State on a regional governance structure.
6. **Regional Connectivity** — Expanding bus service to connect the County to the surrounding region, including Annapolis to New Carrollton and the Purple Line, and Annapolis to Fort Meade and Columbia.
7. **Implementation of Transit Plans and Studies-** We request State assistance to implement the recommendations from our Transit Development Plan and Safe Routes to Transit, along with findings from our broad portfolio of completed and ongoing mobility initiatives, including the Fleet Transition Report, County TOD Study, and the upcoming South County Mobility Study.

Bicycle and Pedestrian Infrastructure: Safe Connections for People Walking, Rolling, and Riding

Anne Arundel County’s top bike and pedestrian investment priority is completing a safe, connected trail network, linking our communities, parks, and regional destinations. We specifically want to thank MDOT SHA for advancing the recent Pedestrian Safety Action Plan (PSAP) projects; these are vital steps toward protecting our most vulnerable road users.

1. **Countywide Trail Network Completion** — Completing the spine of the Anne Arundel Trail Network connecting the B&A Trail to the Broadneck, South Shore, WB&A Trail, BWI Trail, and City of Annapolis, as well as connections to neighboring Counties and jurisdictions.
2. **Bay Bridge Bicycle and Pedestrian Facility**— As we commented in the Draft Environmental Impact Statement and Preferred Alternative public comment period, we are requesting that this facility be included in the design of the Bay Bridge and not be optional.
3. **MD 175 Improvements** — Constructing bicycle and pedestrian improvements from MD 170 to Sappington Station, improving multimodal infrastructure in the

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Odenton Town Center. Consider including a connection to the Odenton MARC Station via the old rail spur from MD 170.

4. **MD 450 Corridor Improvements** — Adding ADA retrofits and new pedestrian and bicycle infrastructure from Housley Road to Gibraltar Avenue to better serve the growing Parole Town Center.
5. **MD 713 Shared Use Path** — Extending the Shared Use Path from Arundel Mills to MD 176 (Dorsey Road) to improve connections to BWI and regional trails.
6. **MD 176 Shared Use Path** — Building a Shared Use Path along MD 176 (Dosey Road) from MD 170 to MD 713 to complete a critical east-west connection between Arundel Mills and BWI Airport.

Anne Arundel County's transportation priorities are closely aligned with key state policies, including the 2050 Maryland Transportation Plan, Vision Zero, and Complete Streets initiatives. The projects above represent Anne Arundel County's highest priorities for State partnership, but they are only part of our broader vision for a safe, connected, and resilient transportation network. Attached to this letter is a comprehensive list of additional projects, large and small, that reflect the diverse needs of communities across the County. We are grateful for MDOT's continued collaboration and look forward to building on our shared momentum to accelerate project delivery to the benefit of the people we collectively serve.

Sincerely,



Steuart Pittman
County Executive

cc: Members, Anne Arundel County House and Senate Delegations
Members of the Anne Arundel County Council
Jared Littmann, 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

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Additional Projects

Roadways & Bridges

- **MD 3 (Crain Highway), Prince George's County to MD 32** — Additional improvements from MDOT's TSMO study, including safety and bike/ped upgrades.
- **MD 295 (Baltimore-Washington Parkway), I-195 to MD 100** — New interchange at Hanover Road and corridor upgrades to improve BWI access.
- **US 50, Prince George's County Line to Chesapeake Bay Bridge** — Begin preliminary engineering for HOV lanes and improved regional transit connections.
- **Bay Bridge Operational improvements** — Advance operational improvements including ramp metering, congestion pricing, and local impact mitigation.
- **MD 100, Arundel Mills to Howard County Line** — Corridor study and congestion mitigation strategies.
- **MD 2 (Ritchie Highway), US 50 to MD 10** — Safety improvements, lane continuity, and speed management.
- **MD 175, MD 295 to MD 170** — Fund final segments of Odenton Town Center improvements and interchange upgrades.
- **MD 177 (Mountain Road), Outing Avenue to Edwin Raynor Boulevard** — Safety and multimodal improvements.
- **MD 713, MD 175 to Arundel Mills Boulevard** — Multimodal corridor improvements with bike/ped accommodations.
- **MD 450, Rutland Road to MD 424** — Flooding mitigation and long-term drainage improvements.
- **MD 424 @ MD 450** — Intersection bottleneck study and improvement plan.
- **Governor's Bridge Road Bridge** — Rehabilitation and replacement of historic bridge linking Anne Arundel and Prince George's Counties.
- **MD 468, Shady Rest Road to West River Road** — Elevate roadway to address recurrent flooding and maintain emergency access.

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- **MD 2, South County Safety Improvements** — Targeted safety projects, starting at Birdsville Road intersection.
- **MD 261, near Herrington Harbor & Chesapeake Beach** — Address resilience in accordance with flood study recommendations and create a walkable corridor that will connect Anne Arundel and Calvert counties.
- **MD 260, in Anne Arundel County** — Address safety concerns on this short stretch of MD 260 in the County, including at Sansbury Rd intersection.
- **MD 214, between Brick Church Road and MD 2** — Review flooding near County facility for resiliency and operational issues as an opportunity to address stormwater, environmental, and road closures.
- **MD 648 @ Magothy Bridge Rd** — A targeted project to relieve congestion, improve traffic flow, and enhance overall safety at this intersection.

Transit

- **I-97 Express Bus** —from Annapolis to Cromwell and BWI
- **Fort Meade Transit Shuttle Expansion** — Increase span and frequency of service connecting to major employment centers.
- **BWI Shuttle Consolidation** — Explore integration of BWI Airport, MTA, and County shuttle services for better rider experience.

Bicycle & Pedestrian Infrastructure

- **Countywide Trail Network Completion** — additional extensions of the County Trail Network mentioned above, as well as trail spurs and connectors.
- **BWI Trail Extension** — Extend north from the existing trail terminus at West Maple to Nursery Rd light rail, including the SHA portion under I-695 ramps being redesigned.
- **Belle Grove Road Safety Improvements** — From MD 648 to MD 2. Design just getting started, and construction funding will be needed.

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- **Bicycle Connections to Annapolis** — Planning, design, and construction to connect downtown Annapolis to Parole and regional trails, including MD 450 crossing the Naval Academy Bridge up to Boulter’s Way.
- **Milestone Parkway & Bluewater Boulevard SUP Gaps** — Fill missing shared use path segments between Odenton and Arundel Mills.
- **West Street (MD 450), MD 2 to Church Circle** — Planning and construction for multimodal gateway improvements in Annapolis.
- **MD 648, Cromwell Light Rail Station to MD 10** — Implement a pedestrian/bike corridor prioritizing the section from Glen Burnie Town Center to Cromwell Light Rail Station
- **Safe Routes to School Program** — We appreciate the funding of a SRTS planner to improve coordination between state and local agencies to increase safety for students
- **Ritchie Highway (MD 2)** from Cypress Creek Road to McKinsey Road
- **Ritchie Highway (MD 2)** from Ordnance Road to Warfield Road
- **Ritchie Highway (MD 2)** from MD 177 to MD 648, including the connections to the B&A Trail along MD 648, Aquahardt Road, and at Marley Station Mall.
- **Reece Rd (MD 174)** from Town Center Blvd Extension (at Meade Heights Elementary) to Pioneer Drive
- **MD 424, MD 450 to Bell Branch** — Feasibility Study needed to connect Crofton residents to Bell Branch Park.
- **B&A Blvd** from Sandy Ridge Drive/North Co HS to Burwood Shopping Plaza
- **MD 168 (Nursery Road), Hammonds Ferry Road to MD 648** — Sidewalk and streetscape improvements.
- **Ridgely Avenue (MD 436)** from Taylor Avenue to Bestgate Road
- **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

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- **MD 648** from MD 450 to Greenbury Point
- **MD 648** from Berrywood to B&A Trail via Whites Rd.
- **Mountain Road (MD 177)** from Garland Road to Long Point Road
- **Defense Highway (MD 450)** from Tarrytown Avenue to Good Hope Road
- **Old Solomon's Island Rd (MD 393)** from Solomon's Island Road (MD 2) to West Street (MD 450)
- **MD 261** from Herrington Harbour/Chesapeake Beach to County Line/North Beach (May we have an update on the progress for this capital project?)

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