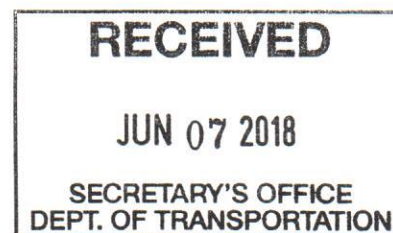


STEVEN R. SCHUH
County Executive



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May 30, 2018

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

Dear Secretary Rahn:

Thank you for the opportunity to provide you with Anne Arundel County's FY 2019 list of transportation priorities for consideration in your next Consolidated Transportation Program in accordance with Chapter 725, Acts of 2010. The priorities identified in this letter and attached list are substantially altered from Anne Arundel County's FY 2018 Priority Letter and List, dated May 17, 2017.

Priority #1 is Route 3, which is the primary north-south local access roadway in Anne Arundel County between MD 450 and MD 178/Generals Highway in Crownsville. This local highway carries over 70,000 vehicles per day, including a large amount of commuter traffic, but has also become an economic generator of its own. We have requested funding for this for several years. We are now designating this project as our #1 priority, up from #2 last year. We are requesting planning assistance in the form of a study of the Route 3 corridor between MD 424 and MD 32.

Priority # 2 is Route 2 in Severna Park. We would request that the State study the feasibility of adding additional lanes through Pasadena, Severna Park, and Arnold to better serve the communities along the Broadneck Peninsula. This roadway experiences heavy congestion throughout its entire length, particularly in the afternoon peak period.

Priority #3 is I-97, a four to six lane expressway that is projected to carry up to 150,000 vehicles per day by the year 2035 and serves a diverse traffic mix, including local traffic in the Millersville, Severna Park, and Glen Burnie areas as well as commuter traffic destined for downtown Baltimore and Annapolis. Improved access to I-97 would provide a more direct alternative route between MD 2/Ritchie Highway, US 50, MD 178/Generals Highway and I-97 and would relieve the stranglehold currently inflicted on Benfield Road. Major consideration should also be given to an I-97 interchange in Crownsville to ease traffic on Old General's Highway. We would ask that Maryland Department of Transportation support our request for a feasibility study to recommend improvements to I-97 in Crownsville.

"Anne Arundel County: The best place to live, work and start a business in Maryland."

Priority #4 is MD 177/Mountain Road from Catherine Avenue to Edwin Raynor Boulevard. We are coordinating currently with SHA for preliminary design through an MOU. The County hopes this cooperation will continue through ROW acquisition, utility relocation and construction.

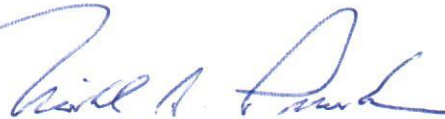
Priority #5 is MD 214 on the Mayo Peninsula. Anne Arundel County is conducting a traffic study from MD 468/Muddy Creek Road east to the end of the Peninsula. We are requesting SHA participation as a member of the project management committee and future funding to address the deficiencies identified by the study. The County hopes SHA recognizes and appreciates the County's contributions towards improving State infrastructure and responds by helping speed the project through to construction as well as funding other needed improvements on the Peninsula.

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

Sincerely,



Steven R. Schuh
County Executive



Michael A. Peroutka
County Council Chairman

Enclosures

cc: Members, Anne Arundel County Delegation
Members, Anne Arundel County Council
Mark D. Hartzell, Chief Administrative Officer
Ramond A. Robinson, Director, Office of Transportation
Christopher J. Phipps, Director, Department of Public Works
Philip R. Hager, Planning & Zoning Officer
Brian Ulrich, Planning Administrator

TRANSPORTATION PRIORITIES

ROADWAY PROJECTS

Anne Arundel County residents experience an inordinate amount of congestion in their daily commute, the majority of which occur on major freeway segments connecting the County to both the larger Metropolises of Baltimore and Washington, D.C., but also to major regional employers within Anne Arundel County. As such, the requests below indicate freeway segments that experience “severe congestion” as indicated in the latest Anne Arundel County Peak Hour Congestion Maps prepared by the State Highway Administration.

(#1 overall priority) **MD 3/ Robert Crain Highway from the Prince George’s County Line to MD 32/I-97/Patuxent Freeway:** Improvements in this corridor are necessary to meet the growing travel demands due to an increase in residential and employment growth to the south of the alignment, and to the increases in population and job growth in and around Fort Meade and BWI Airport. We are requesting a Planning and Environmental Study of the entire area between MD 450 and MD 32 along Route 3. We would like the segment from north of Waugh Chapel-Riedel Road to MD 32, which experiences higher congestion and recurring safety issues, to progress to final design and construction consistent with the selected alternative (including pedestrian and bicycle facilities). Growth continues in both development and travel demands throughout this corrido. As such, the required improvements to address safety and congestion will likely be a combination of improvements to MD 3 and improvements to parallel facilities in the area to relieve stress on MD 3.

(#2 overall priority) **MD 2 North/Governor Ritchie Highway:** The corridor serves both local traffic in the Annapolis, Severna Park, Pasadena and Glen Burnie areas, as well as long-distance commuter traffic destined for downtown Baltimore. Locations along MD 2 North near MD 710 and MD 10 have been identified as congested and failing during rush hour. The recommendations for MD 2 include roadway improvements, new premium transit services and new sidewalks.

(#3 overall priority) **I-97 from US 50 to MD 32:** This section of I-97 is limited to two lanes in each direction and experiences recurring congestion in both the AM and PM peaks in both directions. Traffic volumes and congestion with the US 50 and MD 665 ramps often exacerbate safety issues and contribute to operational issues.

(#4 overall priority) **MD 177/Mountain Road from Solley Road to Edwin Raynor Boulevard:** Anne Arundel County completed recently a corridor study of Mountain Road from Solley Road to Edwin Raynor Boulevard. The study indicated a need for improvement to the entire corridor for bicycle/pedestrian safety, as well as corridor and intersection specific improvements for vehicular traffic, which was verified by the July 2015 Arterial Congestion Management Study completed by SHA. Anne Arundel County has funded fully the design and right-of-way and has partially funded construction of the necessary improvements between Catherine Avenue and Edwin Raynor Boulevard. While we have an MOU with SHA for the design of the project to the PI phase, we continue to request SHA manage the design to completion, ROW acquisition and contribute towards the construction.

(#5 overall priority) **MD 214 on the Mayo Peninsula:** Anne Arundel County is conducting a traffic study to assess the needs of MD 214 on the Mayo Peninsula from MD 468/Muddy Creek Road east to the end of the Peninsula. We are requesting SHA participation as a member of the project management committee and future funding to address the deficiencies identified by the study. Anne Arundel County has provided a capital improvement project in its draft budget for the upcoming fiscal year for intersection improvements at Loch Haven Road. The County hopes SHA recognizes and appreciates the County’s contribution to improving State infrastructure and responds by helping speed the project through to construction, as well as providing funding other needed improvements on the Peninsula as they are identified.

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(#6 overall priority) **MD 175/Annapolis Road from MD 295/Baltimore-Washington Parkway to MD 170/Telegraph Road - Multi-Lane Reconstruct:** This project is necessary to support the increasing travel demands at and around Fort Meade resulting from changes in installation security, increases in activity at the post and development surrounding the installation. We ask for funding for final design, right-of-way, and construction for each of the phases in a systematic way as to be designing the next phase as the previous phase is under construction until the entire corridor is complete.

(#7 overall priority) **William Preston Lane, Jr. Memorial (Bay) Bridge:** We are encouraged by the funding of a Tier I NEPA Study for the crossing location. We encourage MdTA and SHA's collaboration with Anne Arundel County and Queen Anne's County staff to identify potential non-capital improvements that could be made to mitigate congestion in the short term. These improvements would include dynamic congestion pricing with advanced warnings as far as the Capital Beltway, investigation of exclusive EZPASS use, HOV/Bus Lanes and other travel demand management tools either as a part of the current NEPA study or as a concurrent independent effort.

US 50/John Hanson Highway from the William Preston Lane, Jr. Memorial Bridge to I-97: This is the major highway serving the Washington Metropolitan Area, the Chesapeake Bay Bridge, the Eastern Shore and City of Annapolis. Portions of this roadway, especially from MD 665 across the Severn River Bridge to MD 2/Governor Ritchie Highway, experience recurring congestion. This congestion has been eased by the opening of the fourth lane of the Severn River Bridge. We are now focusing on the remainder of the corridor, which remains a concern.

MD 198/Fort Meade Road from MD 295/Baltimore-Washington Parkway to MD 32/Patuxent Freeway: This project is necessary to meet both the current and anticipated travel demands resulting from development in Laurel, BRAC at Fort Meade, the NSA and US Cyber Command. Anne Arundel County has funded the environmental assessment and seeks the timely identification of short-term improvements. We ask that SHA rapidly complete the Environmental Study and initiate the 30 percent design on the selected alternative in order to meet an identified need and to do its part in our partnership. 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.

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

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

MD 607/Hog Neck Road from MD 177/Mountain Road to MD 173/Fort Smallwood Road: This short segment of roadway between the MD 173 and MD 177 corridors serves as a bottleneck. Anne Arundel County has funded planning studies for the design and construction of the MD 100/MD 607 intersection with extended capacity to the northbound approach of its intersection with MD 177. The intersection at Mountain Road continues to experience crashes and recurring congestion. Anne Arundel County has acquired a right-of-way north of Mountain Road that would facilitate a second northbound lane. We

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believe that improvements at this location will address both concerns and have been recommended by the Arterial Congestion Management Study. Intersection improvements to northbound travel at the intersection with MD 177 should be the first phase in an overall corridor improvement. We are requesting design and construction funding for the intersection improvement and planning money for the corridor study.

MD 170/Aviation Boulevard between MD 100 and MD 174: The intersection of MD 100 and MD 174 was identified previously during BRAC as a needed improvement and was the subject of a current feasibility study by the SHA, which also indicated improvements along MD 170 from MD 174 to MD 100 are necessary. Several large developments with required mitigation in the area are proposing various improvements to this corridor. The County is considering undertaking capital projects to provide both those developer funds as well as additional transportation impact fee dollars to SHA to make the improvements needed along the corridor to reduce congestion and improve safety.

Intersection improvement at MD 2/Ritchie Highway and Earleigh Heights/Magothy Bridge Road: The southbound left turn lane on MD 2 turning onto Magothy Bridge Road does not have enough storage and turning traffic backs into through traffic. The County is requesting a traffic analysis of the intersection and to proceed with any needed operational or capital improvements to improve the intersection as needed.

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

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

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

Intersection improvement on MD 2/Solomon's Island Road at Brick Church Road and South River Clubhouse Road: The County is requesting SHA collaborate with County staff to review the current conditions on MD 2 between Brick Church Road and South River Clubhouse Road and work together to develop the long-term improvements necessary at this intersection. Future efforts would then need to fund the design, row acquisition and construction of the improvements.

TRANSIT

(#8 overall priority) **MARC Service Capacity and Accessibility Improvements:** At the request of MDOT, the Anne Arundel County Council in Resolution 3-15 designated an area of approximately 750 acres around the Odenton MARC Station as a Transit Oriented Development Area. To improve accessibility to the MARC system, garages must be constructed in Odenton, which has the largest number of boarding for any suburban station in the system. The station also needs safe bicycle/pedestrian routes and bike racks to encourage the 600 commuters, who drive less than two miles to the station, to either bike or walk. The garage increases accessibility, serves as a focal point for transit, supports development at Fort Meade and the Odenton Town Center and also reduces the sprawl and inefficiency of surface lots scattered

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throughout Odenton. The first project in this overall larger request is for the development of the Odenton MARC Station TOD project.

(#11 overall priority) **Transit Need - Increased Locally Operated Transit System (LOTS) funding:** Anne Arundel County provides local transit funding through partnerships with the RTA and Annapolis Transit to provide service to parts of the County. Unfortunately, State funding has been flat despite Federal funds to the Metropolitan area having risen. We are requesting additional money be disbursed to LOTS and Anne Arundel County in particular to keep up with inflation and to expand services provided by both transit agencies. This could reduce demand and expenditures on services provided by MTA. Investment in local transit is needed to address an aging fleet, improve headways, expand local services to areas that currently do not have MTA or local service, and upgrade amenities such as Electronic Fare Media that works with MTA's planned electronic fares. Anne Arundel County has increased local funding and is requesting that the State provide an increase in its disbursements to Anne Arundel County for transit.

Annapolis/Parole Inter-Modal Facility: This transit facility has been included in previous priority letters since 2005. It is envisioned to be located in Annapolis or Parole to support the current and increasing transit demands within the Annapolis/Parole area and will serve as a hub for transit service connecting the Washington and Baltimore areas, including Fort Meade and BWI. The purpose and need for a garage facility is well documented in MDOT's study, conducted in 2002 through 2004, of the Annapolis/Parole Area and is recommended in both the City of Annapolis and Anne Arundel County's Transit Development Plans. The current Park and Ride capacity in the Annapolis/Parole area is insufficient to meet the increasing demands caused by growth and employment in the Washington Area. MD 2 and MD 450 bisect this area and are in need of bicycle accommodations for travel within and to/from Parole Town Center and the Inter-Modal Facility. We are seeking project planning and design funds to help implement recommendations of the planning study.

Commuter Bus: With increased traffic, congestion, and aging of the workforce, investments in commuter bus routes and parking facilities are necessary. Anne Arundel County appreciates previous funding for construction to enlarge the Davidsonville (MD 424) Park and Ride lot and increases in commuter bus services between Severna Park and Washington, D.C. The recent restoration of the Annapolis to Baltimore commuter bus service, as a part of the Baltimore Link Program was much needed and appreciated. However, more help is needed. Baltimore residents working in the job centers of Fort Meade, Arundel Mills and BWI are served currently through the MARC, Light Rail and MTA Bus service, leaving Anne Arundel County residents in need of public transportation access. Commuter services from the Annapolis and Glen Burnie area would provide Anne Arundel County residents better access to Anne Arundel County jobs. In addition, for commuters travelling from Annapolis to New Carrollton, service should be reinstated or partnerships established to expand private services operating currently along that route. We seek funds to improve commuter bus service.

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

BICYCLE/PEDESTRIAN/STREETSCAPE IMPROVEMENTS

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

MD 648/Baltimore-Annapolis Boulevard from Cromwell Light Rail Station to MD 10/Arundel Expressway: We are seeking funds to finalize the design and construct a compatible pedestrian and bicycle corridor connecting Glen Burnie with the State's Light Rail investment. Recent discussions with SHA staff have questioned the need for bicycle accommodations, but the County is adamant in its need for both bicycle and pedestrian improvements along this corridor.

MD 713/Arundel Mills Boulevard from Arundel Way to MD 176/Dorsey Road: The Local Development Council (LDC), through the County Capital Budget is funding design and construction of a shared-use path along the east side of MD 713. Similar to the efforts for MD 177, the County is requesting that the State undertake the design through an MOU and intends to construct the improvement using Local Development Council (LDC) funds.

MD 176/Dorsey Road from MD 170/Aviation Boulevard to MD 713: As with the MD 713 shared-use path project, the LDC through the County Capital Budget is funding design and construction 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 MD 713's proposed improvements. The County is requesting the State undertake the design through an MOU and intends to construct the improvement using LDC funds.

MD 450/West Street between MD 2 and Admiral Drive: The City of Annapolis has an ongoing sector study in this area, and we are seeking planning, design and construction funds to reduce congestion, improve pedestrian and bicycle compatibility and to enhance this major gateway to the State's Capital. We are also seeking safer bike routes, including upgrading the Poplar Trail to connect the West Street area to the Hospital via a safe bicycle route and vice versa.

MD 170/Belle Grove Road from MD 648 to MD 2/Ritchie Highway: We are seeking planning and design funds for the section from I-895 to the Baltimore City line to complete the northward extension of the new bike route on MD 170 south of MD 648.

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

SIDEWALK PROGRAM

These projects connect neighborhoods with public facilities and activity centers and provide residents with an alternate means of mobility. The purpose and need for these projects has been identified previously in the adopted *Pedestrian and Bicycle Master Plan* and meet the goals of the MTP. We continue to ask for the same projects and more funding is needed to make real progress on installation of sidewalks on State Highways.

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

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

MD 173/Fort Smallwood Road from Duval Highway to Riviera Drive

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

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

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

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

MD 175/Annapolis Road from MD 170 to Sappington Station Circle

MD 2/Ritchie Highway from Ordinance Road to Warfield Road

MD 2/Solomons Island Road from Admiral Cochran Drive to Forest Drive

MD 177/Mountain Road from Garland Road to Long Point Road

MD 607/Hogneck Road from Fort Smallwood Road (MD 173) to Mountain Road(MD 177)

MD 436/Ridgley Avenue from Taylor Avenue to Bestgate Road

MD 450/West Street from Solomons Island Road to Admiral Drive

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

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

NOISE WALL PROGRAM

State Highway Administration staff has provided Anne Arundel County a list of eligible communities for Type II barricade installation. We are aware that no funding currently has been allocated towards Type II noise walls, however we are requesting this list be updated and funding restored for such programs. The County understands that this would require a 20% local match. There was no discussion or information provided by MDOT staff on when the program might be restarted and what it would take to fund it. We urge cooperation on this matter.

TRAILS

(#9 overall priority) **Baltimore and Annapolis (B&A) Trail Connector:** The County received a Bikeways Grant for the design of the connection of the Broadneck Trail to the B&A Trail. We appreciate the support, and upon complete of the design, we are requesting construction funding for this project.

(#10 overall priority) **WB&A Trail Pedestrian Bridge (Anne Arundel to Prince George's County):** The WB&A Trail is a planned nine-mile paved recreational trail from Odenton to the Patuxent River on the abandoned Washington, Baltimore and Annapolis Railroad right-of-way. In addition to the local and regional benefits of this Trail, it is a critical component of the East Coast Greenway and the American Discovery Trail. Phases one, two and three of the Trail are operational from Odenton to the Patuxent River at the Anne Arundel County border. The final phase of this ten-foot wide, paved recreational Trail consists of a bridge over the Patuxent River to connect with the WB&A Trail in Prince George's County. The bridge will be located where the Trail intersects currently with the Patuxent River. Anne Arundel County has now received grant funding for both design and construction of this project, however this project will remain on the priority list until the project begins construction.

South Shore Trail Phase Two: The South Shore Trail is a planned fourteen-mile paved recreational trail from Odenton to Annapolis located on the South Shore Line of the former WB&A Railroad right-of-way. Phase One, which extends from Waterbury Road to Hansel Drive near Route 3 (Crain Highway) is the recipient of a Federal SAFETEA-LU Earmark Grant and is scheduled for construction in the Spring of

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2017. The County continues to make progress with the design of Phase Two, which extends from Bonheur Drive to Sappington Station Road. Each of these paved Trail segments will be approximately two miles in length and ten feet wide. Phase Two will be submitted to the SHA as a Transportation Alternatives Program (TAP) Grant request in May of 2017. The estimated construction cost of Phase Two is \$4,875,000 and the grant request will be \$3.9 million. This project is perceived to be eligible for a Bikeway Program Grant or a Transportation Enhancement Program Grant. State or Federal funding assistance at the 80 percent program level would make this project a reality.

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