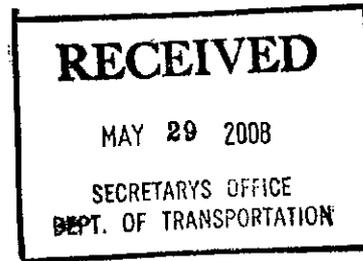




County Executive John R. Leopold  
P.O. Box 2700, Annapolis, MD 21404

*Planning*



May 27, 2008

The Honorable John D. Porcari  
Secretary, Maryland Department of Transportation  
7201 Corporate Drive  
P.O. Box 548  
Hanover, MD 21076

Dear Secretary Porcari: *John*

Thank you for the spirit of cooperation shown by the agencies of the Department to Anne Arundel County. I appreciate the positive working relationship that we have and look forward to continuing this approach with the Department. We know that available revenues have been reduced, but the transportation needs in Anne Arundel County will demand attention if we are to maintain the safety and efficiency of the overall State transportation system.

Anne Arundel County is home of many of the State's important transportation assets including the BWI Thurgood Marshall Airport, the Chesapeake Bay Bridge, and portions of Maryland's Port of Baltimore. The State Capital, Fort George G. Meade, the National Security Agency, Arundel Mills and other development in the western area of the County, are important contributors to the County's economic health and, in particular, the job growth that is necessary to sustain the State's economic vitality. In light of the Base Realignment and Closure (BRAC) recommendations at Fort Meade, maintaining the accessibility to these assets will become even more challenging. The maintenance of this accessibility is important to ensure the safety and mobility of our citizens and work force as they support major components of the State's economic engine.

The County continues to be a good partner in funding the necessary studies and construction to improve State infrastructure. The County funded the initial planning studies for Annapolis Road (MD 175) and Hog Neck Road (MD 607), as well as the environmental studies for Fort Meade-Laurel Road (MD 198). We are funding the construction of improvements of Central Avenue (MD 214) at Muddy Creek Road (MD 468) in Mayo. We will be a major funding partner for necessary improvements along MD 607 between MD 100 and Mountain Road (MD 177), which is a high priority.



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Annapolis Road (MD 175) continues to be the County's highest primary road priority to support the anticipated BRAC-generated growth in employment at Fort Meade as well as the NSA as their mission in support of Nation's defense and security continues to expand. We are concerned about impacts to existing development along MD 175 and continue to stress the need for a four-lane divided roadway through Odenton between MD 170 and MD 32. We must work together to expedite the approvals, design and construction for this project. Also important are other access improvements to this area including MD 198 as much of the BRAC-generated travel will come from Northern Virginia. [We consider MD 198 as the County's highest priority on the secondary system] and look forward to working with MDOT to advance this project through planning and to identify any near-term improvements which could be constructed to offer early relief to anticipated growth in travel demand. Finally, we are participating in funding the planning studies necessary to design and construct the Central Maryland Transit Operations Facility and see this activity as being vital to support the near-term transit strategy to support BRAC and other development in this area of Maryland. In support of enhancing transit service in and around Fort Meade, the County is seeking funds to purchase four mid-size buses, as part of an overall program of sixteen buses. We actively seek your assistance in obtaining these vehicles.

Our priority list is enclosed. The list includes projects identified in previous priority letters, but there are also new projects included in this list as times and circumstances change and our priorities must be adaptable to those changes. The attached list identifies those projects: highway and transit; primary and secondary facilities; conservation; preservation; and safety which are our priorities to maintain the mobility of our residents, visitors and work force and to enhance the accessibility to our important activity centers. We are looking forward to continuing a mutually beneficial working relationship with you and your Department.

Sincerely,



JOHN R. LEOPOLD  
County Executive

Enclosure

cc: Maryland House and Senate Delegation  
Members of County Council  
Ron Bowen, Director, Department of Public Works  
Larry R. Tom, Planning and Zoning Officer  
Robert Leib, BRAC Liaison

## **TRANSPORTATION PRIORITIES**

### **TRANSIT**

#### ***DEVELOPMENT/EVALUATION PROGRAM***

##### **Central Maryland Transit Operations Facility**

The Central Maryland Transit Operations Facility is a combined effort among Fort Meade, Howard and Anne Arundel counties and the MTA to locate, design, construct and manage the operation of a transit facility to address the mobility needs of both counties. The facility and the transfer center will help the County provide more cost effective transit service supporting the anticipated development spurred on by Base Realignment and Closure recommendations, plus other development in the western portion of the County and will reduce operating expenses for all transit operators. We ask that MTA provide funds for design and construction of the facility, as well as capital and operating assistance for bus service provided to Fort Meade to support the in-kind services. •

##### **MARC Service Capacity and Accessibility Improvements**

To keep up with the increasing ridership, MARC must replace its current rail passenger car fleet with the bi-level cars. To improve accessibility, MTA must construct a garage at Odenton, which has the largest number of boardings for any suburban station in the system. The garage will increase accessibility to the system, serve as a focal point for transit to support development at Fort Meade, at the Odenton Town Center, and to reduce the sprawl and inefficiency of numerous surface lots scattered throughout Odenton. We appreciate your participation in the Transportation Public-Private Partnership process and request that MTA fund its design and construction if the TP3 process does not lead to the garage's construction.

##### **Parole Intermodal Facility**

This transit facility, included in previous Priority Letters, is envisioned to be located in Parole and to support the current and increasing transit demand within the Annapolis area and serve as a hub for transit service connecting Washington and Baltimore areas, plus Fort Meade. The capacity at the HS Truman Park and Ride Lot, even with recent expansion, and the Annapolis Transfer Center on Spa Road will be surpassed and it is unlikely that more than one transit facility will be constructed in the area. The redevelopment of Parole will spur revitalization, so now is the time to initiate a planning study to identify the program and its requirements, including parcel size and possible location.

##### **High Quality Rail Transit Connection of Fort Meade, BWI Airport and the Washington Metropolitan Area**

Conduct the necessary studies to identify feasibility, impacts and benefits of extending high quality rail service to BWI via Fort Meade. With BRAC underway and relocations of many Washington area-based employees, this study needs to proceed as quickly as possible. We look forward to participating in those studies.

### ***LOCALLY OPERATED TRANSIT SERVICE***

Implementation of these routes and services (all recommended within the Transit Development Plan—TDP) will provide a basic layer of transit for much of the County and the City of Annapolis. We believe that the routes, identified below and found in the TDP, should be implemented as soon as possible to serve existing mobility needs. We also ask that MTA provide funds for bus capital purchase and operating subsidies in accordance with that Plan to support both of the locally operated services in the County (Annapolis Transit and Corridor Transportation Corporation).

- Glen Burnie package including ADA services
- Connection services among Fort Meade, MARC/Wmata stations, surrounding communities, and BWI
- Weekday Annapolis Triangle shuttle and connecting shuttle to Annapolis Town Center at Parole
- ADA Demand-Response services in Annapolis

### **HIGHWAYS**

#### ***PRIMARY DEVELOPMENT AND EVALUATION PROGRAM***

The roadway segments displayed below will require project planning studies before the actual system improvements can be constructed. The lead time is longer, but the need for the improvements is great. These projects are included in the Highway Needs Inventory (HNI) and on the Long Range Plan of the Baltimore Region, and unless noted, have been identified on previous correspondence regarding the County's priorities.

**Annapolis Road (MD 175) From Baltimore-Washington Parkway (MD 295) to Telegraph Road (MD 170): Multilane Reconstruct:** This project remains the County's highest priority on the primary system. The project is necessary to support the increasing travel demand at and around Fort Meade as a result of changes in installation security, increases in activity at the post as well as development occurring around the installation.

**John Hanson Highway (US 50) From the William Preston Lane, Jr. Memorial Bridge to the Prince George's County Line – Managed Lanes:** This is the major highway serving the Washington Metropolitan Area, Bay Bridge, Eastern Shore and City of Annapolis. Portions of the facility, especially from MD 665 to the Severn River Bridge experience recurring congestion.

**I-97 From John Hanson Highway (US 50/301) to Patuxent Parkway (MD 32)-Managed Lanes:** Increased attractions among Fort Meade, the Annapolis area, and the Eastern Shore have generated more travel demand and is causing recurring congestion, particularly in the four-lane section. There is a need to initiate project planning.

*Anne Arundel County Priorities Letter, May 2008*

**Solomons Island Road (MD 2) from West Street (MD 450) to South River Bridge—Continuous six-lane road section:** Increasing travel demand along MD 2, coupled with the geometric improvements constructed south of the South River Bridge have created a need to improve the typical section north of the bridge. This project could be combined with improvements that are required of developers to provide additional capacity and improved safety to serve the redevelopment of Parole and outer West Street of Annapolis.

**Baltimore-Washington Parkway (MD 295) From MD 100 to I-195—Freeway Reconstruct six lanes:** This section of MD 295 has become more congested with the increased activity at BWI Thurgood Marshall International Airport (BWI), Fort Meade, and the Arundel Mills Mall. Planning for this corridor improvement should include the Hanover Road interchange and the Hanover Connector Road from the Parkway to Aviation Boulevard (MD 170). Complete the environmental assessment on the segment between MD 100 and I-195, including the Hanover Road interchange and alignment and the construction of the section between I-195 and I-695.

**Robert Crain Highway (MD 3) from the Prince George's County Line to Patuxent Freeway (MD 32/I-97):** Complete the project planning phase for improvements to this corridor. The improvements will be necessary to meet the increasing travel demand between increasing residential and employment growth to the south of the alignment and increases in population and job growth in and around Fort Meade and BWI Airport. Following Federal concurrence, please advance design and construction of the segment between Waugh Chapel Road and MD 32 and intersection improvements at MD 424.

**MD 100 From Howard County Line to I-97:**

If the State advances Howard County's request for improvements along MD 100, we recommend that the corridor improvements be extended to I-97. This improvement will support growing east-west travel demand, Fort Meade, BWI and the increasingly heavy commuter traffic between Anne Arundel and Howard counties.

**Governor Ritchie Highway (MD 2) From John Hanson Highway (US 50/301) to Arundel Expressway (MD 10):** The lack of a consistent typical section, coupled with lane drops at intersections and weaving, has caused congestion, safety and other operational problems along this major north-south route in the County. This project should include an evaluation of alternates at the College Parkway/MD 2 intersection.

**SECONDARY DEVELOPMENT AND EVALUATION PROGRAM**

**Fort Meade Road (MD 198) from Baltimore-Washington Parkway to Patuxent Freeway (MD 32):** The project is necessary to meet current and anticipated travel demand occurring as a result of development in Laurel, BRAC at Fort Meade and at the National Security Agency and to maintain safe traffic movement. Because MD 198 is the County's highest priority on the secondary system, the County is funding the environmental assessment and seeks the timely identification of short-term improvements. Please complete environmental studies and identify any possible short-term improvements.

**Jessup Road (MD 175) from Baltimore Washington Parkway (MD 295) to the Howard County Line—Urbanization, Safety and Enhancements:** It is appropriate to study the need for improvements along this section to maintain safe operation for motorists, pedestrians and bicyclists. While we see the need to provide accessibility and mobility improvements in this area, we emphasize and reaffirm the overarching need to advance, and not to impede, the MD 175 improvements from MD 170 to the Baltimore Washington Parkway.

**Hog Neck Road (MD 607) from Woods Drive to Fort Smallwood Road (MD 173):** The County funded the initial planning study, to identify short-term and long-term needs. Recurring congestion both along MD 607 and at its intersection with MD 100 has become a serious problem. We must work together to construct intersection improvements at MD 100 and at Mountain Road (MD 177).

**Ridge Road (MD 713) from Annapolis Road (MD 175) to Arundel Mills Boulevard:** This is a parallel route to the Baltimore-Washington Parkway and offers direct access to Fort Meade via the Rockenbach Road gate. It will be directly impacted by BRAC because of these factors. We request initiation of project planning along this corridor.

**East Ordnance Road (MD 710) from Governor Ritchie Highway (MD 2) to Baltimore City Line—Urban Multilane Reconstruction:** This roadway serves local travel and increasing truck traffic, associated with Maryland's Port of Baltimore. This roadway should be evaluated as a corridor rather than as a series of spot improvements.

*Anne Arundel County Priorities Letter, May 2008*

**SYSTEM PRESERVATION/HIGHWAY SAFETY PROJECTS**

The following should be studied to identify the necessary improvements needed to improve motorist safety and relieve congestion, and then advanced to construction.

Telegraph Road (MD 170) improvements at major intersections between MD 32 and MD 174

Solomons Island Road (MD 2) at Birdsville Road, we are seeking construction funds.

Solomons Island Road (MD 2) improvements at major intersections between Owensville Road (MD 255) to Fairhaven Road (MD 423), we are seeking construction funds.

Solomons Island Road (MD 2) at Mount Zion-Marlboro Road (MD 408) and Bayard Road (MD 422), we are seeking construction funds for new slip ramp and design of long term improvement.

Solomons Island Road (MD 2) at Harwood Drive, we are seeking funds to improve safety.

Solomons Island Road (MD 2) at Owensville-Sudley Road, we are seeking funds to improve safety.

Deale Road (MD 256) at Franklin Manor Road, we are seeking construction funds.

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

Governor Ritchie Highway (MD 2) at College Parkway, please evaluate viability of continuous flow intersection improvement.

Bay Front Road (MD 258) at MD 794, we are seeking funds to improve safety.

Aris T. Allen Boulevard (MD 665) at Forest Drive and Chinquapin Round Road, we are seeking design funding.

Aviation Boulevard (MD 170) corridor improvements from MD 176 to I-195

Central Avenue (MD 214) at Riva Road

**COMMUNITY SAFETY AND ENHANCEMENT PROGRAM**

The following projects, when funded for construction, will help revitalize these redeveloping communities by improving pedestrian circulation.

Baltimore-Annapolis Boulevard (MD 648) from Cromwell Light Rail Station to Arundel Expressway (MD 10), we are seeking funds for design.

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

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

Taylor Avenue (MD 435) From Rowe Boulevard (MD 70) to end of State maintenance

**SIDEWALK PROGRAM**

The following projects will assist in connecting neighborhoods with schools, rail stations and activity centers. It also provides residents with an alternative means of mobility.

Governor Ritchie Highway (MD 2) From Shelly Road to Warfield Road

Baltimore-Annapolis Boulevard (MD 648) From Furnace Branch Road to 1<sup>st</sup> Avenue

Baltimore-Annapolis Boulevard (MD 648) From McKinsey Road West to Governor Ritchie Highway (MD 2)

Baltimore-Annapolis Boulevard (MD 648) from Oak Lane to Cromwell Light Rail Station

Baltimore-Annapolis Boulevard (MD 648) from Marley Middle School to Mountain Road (MD 177)

Baltimore-Annapolis Boulevard (MD 648) from Jones Station Road to Round Bay Road

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

Telegraph Road (MD 170) from Georgia Avenue to Grandview Avenue

Fort Smallwood Road (MD 173) from Duval Highway to Sunset Elementary School

Ridge Road (MD 713) From Clark Road to Galetown Road