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410-222-1821

August 20, 2013

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

Dear Secretary Smith:

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

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

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

Despite significant reductions in highway-user revenues, the County has remained a good partner in funding the necessary studies and construction to improve State infrastructure. These efforts have included funding planning studies for Annapolis Road (MD 175) and the Environmental Assessment (EA) for Fort Meade-Laurel Road (MD 198). We have funded improvements to Central Avenue (MD 214) at Muddy Creek Road (MD 468) in Mayo, completed improvements on Hog Neck Road (MD 607) at MD 100 in Lake Shore, and are still hoping to partner with the Department to build improvements on Mountain Road (MD 177) at Woods Road. We also completed 30- percent plans for multiple intersections around Fort Meade and hope to partner with the Department to construct necessary improvements to reduce congestion near Fort Meade.

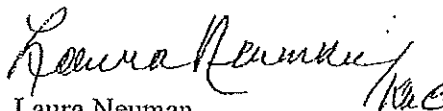
MD 175 remains the County's highest primary road priority to support the anticipated BRAC-generated growth in employment at Fort Meade as well as the NSA and USCYBERCOM. With the FONSI in hand, we request that the Department fund full design and construction of the interchange with the Baltimore-Washington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

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

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

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

Sincerely,



Laura Neuman
County Executive

Enclosure

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

TRANSPORTATION PRIORITIES

TRANSIT

DEVELOPMENT/EVALUATION PROGRAM

T.1 Central Maryland Transit Operations Facility

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

T.2 Annapolis/Parole Intermodal Facility

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

T.3 MARC Service Capacity and Accessibility Improvements

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

T.4 Commuter Bus

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

HIGHWAYS

DEVELOPMENT AND EVALUATION PROGRAM

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

MCP 1: Annapolis Road (MD 175) from Baltimore-Washington Parkway (MD 295) to Telegraph Road (MD 170): Multilane Reconstruct: This project remains the County's highest priority on the primary system. The project is necessary to support the increasing travel demand at and around Fort Meade as a result of changes in installation security, increases in activity at the post as well as development occurring around the installation. We ask for 30 percent design of the selected alternative and to advance the final design of the interchange at MD 295. The bridge design and construction will compliment privately funded efforts on either side of the interchange providing a continuous improvement between National Business Park and Fort Meade's Rockenbach Road Access Control Point.

MCP 2: John Hanson Highway (US 50) from the William Preston Lane, Jr. Memorial Bridge to I-97: Severn River Bridge: This is the major highway serving the Washington Metropolitan Area, the Chesapeake Bay Bridge, Eastern Shore and City of Annapolis. Portions of the facility, especially from MD 665, across the Severn River Bridge to Governor Ritchie Highway (MD 2), experience recurring congestion. SHA's previous feasibility study established a probable Purpose and Need for the capacity increase. We ask that recommended improvements to US 50 at the Severn River Bridge be funded for project planning, design and construction. Advancing this segment meets the goals identified in 2007 by elected officials in both Anne Arundel and Queen Anne's County.

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

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

MCP 5: Patuxent Freeway (MD 32) from MD 175 to I-95: Growth in east-west travel coupled with planned expansion of the NSA, Fort Meade, US Cyber Command and their contractor base will only exacerbate recurring congestion and the need for increased capacity. We recommend initiation of project planning and request that managed lanes considered as part of that process. Construction of improvements along MD 32 will provide more efficient multi-modal connections between one of the largest employment sites in the State with large population areas in Annapolis and Columbia and will also promote the five goals of the MTP.

MCP 6: Baltimore-Washington Parkway (MD 295) from MD 100 to I-195: This section of MD 295 has become more congested with the increased activity at BWI, Fort Meade, and Arundel Mills. The Environmental Assessment identified Purpose and Need for improvements and has received Location Approval. Design and construction of this corridor improvement should include the Hanover Road interchange and the Hanover Connector Road from the Parkway to Aviation Boulevard (MD 170), as well as separated pedestrian and bicycle facilities connecting the Patuxent Valley State Park to BWI Trail. Investment in constructing this priority will promote the five goals of the MTP.

SYSTEM PRESERVATION/HIGHWAY SAFETY PROJECTS

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

Office of Economic Adjustment-funded BRAC Intersection Study. Anne Arundel County, in partnership with SHA, completed studies in 2009 developing 30 percent plans for various intersections near Fort Meade. We believe that these intersections should be advanced to final design so that the effort made to date is not lost:

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

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

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

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

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

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

COMMUNITY SAFETY AND ENHANCEMENT PROGRAM

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

Baltimore-Annapolis Boulevard (MD 648) from Cromwell Light Rail Station to Arundel Expressway (MD 10), we are seeking funds for design of a pedestrian and bicycle compatible corridor connecting Glen Burnie with the State's light rail investment, which is consistent with the goals and policies of the MTP.

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

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

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

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

SIDEWALK PROGRAM

The following projects will assist in connecting neighborhoods with schools, rail stations and activity centers. They will provide residents with an alternative means of mobility. The purpose and need for these projects has been previously identified in the adopted *Pedestrian and Bicycle Master Plan* and meet the goals of the MTP.

Ridgley Avenue (MD436) from Taylor Avenue to Arundel Place

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

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

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

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

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

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

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

Defense Highway (MD 450)

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

TRAILS/BIKEWAYS

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

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

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