



Office of the County Executive
STEUART PITTMAN

June 3, 2020

The Honorable Gregory I. Slater
Secretary of Transportation
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076 - 0548

RE: FY 2021-2026 Consolidated Transportation Program (CTP) – Anne Arundel
County Priorities

Dear Mr. Secretary:

Thank you for the opportunity to provide comments for Anne Arundel County's FY 2021 priorities for the FY 2021-2026 Consolidated Transportation Program ("CTP"). I was greatly encouraged following our February 13, 2020 meeting and discussion of the importance of the partnership between state and local government when it comes to addressing the transportation needs of our residents. In recognition of that partnership, all projects identified in this letter have either received committed local funding and support already, or will receive funding and support in our FY 2021 Budget through our new Reserve Fund for Permanent Public Improvements ("PPI") or other funding channels. Anne Arundel County is unique in our willingness to utilize local funds and funding sources on these projects in partnership with the State and we were encouraged to hear the State will prioritize projects for which local governments are willing to contribute in a meaningful way.

Anne Arundel County continues to be "The Best Place for All" in Maryland. As such, our priorities are focused on ensuring adequate transportation for our residents to work, our businesses to get their employees to the workplace, as well as delivering goods and services to their clients in a consistent and reasonable timeframe. As always, we appreciate our relationship with our state partners in the Maryland Department of Transportation ("MDOT").

The most recent experience with COVID-19 should inform our approach to congestion reduction and lessening single-occupancy vehicle reliance, including a systemic assessment and recommendations to alleviate congestion on regional routes that traverse Anne Arundel County, like U.S. Route 50 and the Bay Bridge, I-97, MD 295, MD 100 and MD 10. Congestion on these roadways pushes traffic onto arterials and into neighborhoods, causing gridlock, unsafe conditions, and severe environmental damage. All options should be examined, including

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dedicated bus lanes, congestion toll-pricing, telecommuting incentives, rideshare incentives, technology improvements, and other approaches such as lane additions that can be implemented in the near-term without significant capital expenditures.

Anne Arundel County has specific items that require MDOT's immediate assistance, based on safety and economic development factors. These items include:

- Supporting any request of funding to develop near-term practical solutions to help reduce and minimize the frequency of flooding on MD 450 (Defense Highway) between Annapolis and Crofton; and
- Continuing to work with the region in advancing detailed and specific corridor studies on priority corridors identified in the final Regional Transit Plan ("RTP") published in October 2020 as well as regularly and continually engaging with County staff and elected officials to implement the RTP and strategic actions identified in the Plan.

In October 2019, Anne Arundel County adopted Move Anne Arundel!, the County's first Transportation Functional Master Plan as the transportation component of the General Development Plan. The vision of Move Anne Arundel! is that "Anne Arundel County will provide a safe, efficient, equitable, sustainable, and multimodal transportation system that provides residents, travelers, and visitors with connectivity and choice."

Closely aligned with the 2040 Maryland Transportation Plan and Maximize 2045, Move Anne Arundel! has set the following goals:

- A safe transportation system
- A multimodal transportation system that provides practical and reliable transportation choices and connections for all users
- A transportation system that is resilient and protects the environment
- A transportation system that is in good condition.

Following MDOT's lead and the Fixing America's Surface Transportation ("FAST") Act requirements of performance based planning, Move Anne Arundel! includes specific performance measures for each of the goals that serve to guide the County's Capital Improvement Program ("CIP"), as well as the requests in this, our annual priority letter. Move Anne Arundel! is a clear representation that our residents' transportation needs are critical on state facilities. The following projects below are identified in Move Anne Arundel! as Anne Arundel County's immediate priorities for state funding in the upcoming CTP.

- 1) MD 3 (Crain Highway), from Saint Stephens Church Road to MD 175. MD 3 is a response to citizen concerns and congestion identified in the State's Annual Mobility Report. The County is proposing additional north and south bound travel lanes (including shoulder) to create three continuous travel lanes in each direction from MD 32 to the County Line, per the recommendations in the County's Corridor Growth Management Plan and Move Anne Arundel!. The County continues to await the results of a long promised comprehensive Transportation Systems Management and Operations (TSMO) study on this corridor as

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well, and this capacity improvement would provide improvements that have been studied for more than a decade.

- 2) MD 2 (Ritchie Highway), northbound from US 50 to Baltimore Annapolis Boulevard. In response to citizen concerns and identified congestion, including in the State's annual mobility report, the County is proposing an additional northbound travel lane (including shoulder and sidewalk) as the first phase of implementing the recommendations in the County's Corridor Growth Management Plan. While the County continues to await the results of a long promised comprehensive Transportation Systems Management and Operations ("TSMO") study, the County is proposing this capacity improvement as the first step in a corridor-long improvement extending to MD 10 and ultimately include Bus Rapid Transit (BRT) as a long-term goal.
- 3) Odenton MARC Garage. As a state-designated Transit-Oriented Development ("TOD"), development at the Odenton MARC Station is key to the continued success of the station. The County is requesting an immediate improvement of the recently purchased property on the southeast corner of MD 175 and Town Center Blvd, to the northwest of the station. Providing surface parking now on this lot would temporarily ease some of the overcrowding issues at the station. We are also asking for MDOT to collaborate with the County on constructing structured parking at the station. The area needs additional bike/pedestrian facilities to get a portion of the hundreds of daily MARC commuters living within three miles out of their cars. The County has already established a Tax Increment Financing ("TIF") District to provide funding towards the parking garage.
- 4) Locally Operated Transit System ("LOTS") funding. In the past two years, the County has started self-operating fixed route transit, taken over service from other providers, and expanded local transit services. The County is committed to continuing to improve transit services for its residents. To do this, we continue to work with the Maryland Transit Administration ("MTA") to ensure services are coordinated; however we are requesting our fair share of the federal transit allocation commensurate with the size of our jurisdiction, jobs, and attractions in the County.
- 5) Anne Arundel County Trail Network. We are developing a vision for an Anne Arundel County Trail Network that provides a complete loop in the northern half of the county connecting our town centers, employment areas, transit stations and other destinations. The network would also connect to the Baltimore City Greenway network and the Capital Trails Network in the greater D.C. region. Key elements include the existing B&A and BWI Loop Trails, the Broadneck and South Shore Trails currently in progress, and the closing of key gaps including Odenton to BWI, BWI to Baltimore City through Linthicum and Brooklyn Park, gaps in the City of Annapolis bike network, and completion of the WB&A Hiker/Biker Bridge over the Patuxent River. There are numerous state roads in dire need of safe bike/pedestrian crossings to complete this network including MD 2, MD 3, MD 100, MD 170 and MD 176. Among the priorities in North County, which is currently underserved in terms of bicycle connectivity, is Brooklyn Park, which is poorly connected to other areas, jobs, and services. MedStar Harbor Hospital was recently awarded a grant to provide 30% of design costs to connect the BWI Trail in Anne Arundel County to the Gwynn Falls Trail

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in Baltimore City, However there are already plans for a portion of the connection to extend the BWI Trail along the light rail right-of-way to the Nursery Road Station.

- 6) The County is asking for state funding to take the design of that portion of the trail to construction documents. The County is also asking the state to work with the County and stakeholders to develop a memorandum of understanding (“MOU”) to determine ownership, maintenance and other responsibilities among the various governmental bodies in anticipation of construction of the trail, similar to the existing MOU for the BWI Trail.
- 7) Parole Transportation Center. The County recently completed a feasibility study to provide a regional transit center for the state capital, Annapolis, in the Parole area. With completion of the study, the County has allocated design funds and programmed construction funds in the draft budget and capital improvement program for this effort, which would create the first transportation center in Maryland’s capital city. The study recommends improvements to the Harry S. Truman Park and Ride Lot, which is state owned, in addition to improvements at the Annapolis Mall. The County asks for the State’s participation to make a successful transit center and is requesting state funding to support this project. The County is also considering pursuit of grant funding, and state support in this endeavor would make a much more competitive and attractive candidate project.
- 8) MD 170, from MD 100 to MD 174. The County has participated in the State’s project to make improvements to the segment of MD 170 (Telegraph Road) between MD 100 and MD 174 (Reece Rd./Donaldson Ave.). The County has also allocated funding to this project and set up a CIP project to allow development to contribute funding towards the project. However progress has stalled on this project and the County hopes that state work on this project will resume soon. The County needs to know the State’s long-term plan for the corridor, as well as what improvements will be funded. This will enable the County to determine whether to reserve funds for this project and direct developers to do the same.
- 9) MD 175 Sidewalk. The County is committed to working with the Innovative Contracting Division 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, and the County is awaiting direction from the state on how to move forward in a collaborative manner.
- 10) MD 214. The County has utilized construction money at the intersection of MD 214 (Central Ave.) and MD 468 (Muddy Creek Rd.) to make improvements, and has now spent County funding on two studies of the MD 214 corridor. The County involved both statewide planning and district staff. Based on the study with the State Highway Administration (“SHA”) and community input, the County has programmed funding in the County budget to make improvements. However, despite involvement from various SHA personnel, SHA has now indicated that the County must again spend money to restudy needed improvements along this corridor to entertain the possibility of state participation in funding improvements along this corridor. We ask that the state work with the County to obtain the necessary information on metrics for this important project.

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This priority list is comprised of projects for which Anne Arundel County is actively expending County funds. The County seeks to continue its partnership with the State in a truly collaborative manner. In 2019, this administration established a Reserve Fund for Permanent Public Improvements, which included funding for road capacity and transportation projects, in addition to schools and public safety facilities. The PPI fund has added an additional \$75 million towards road capacity projects in the County's five year CIP. The County CIP boosts transportation spending and each project listed above has either already been allocated County funds in previous budgets or has County Funds allocated in the FY 2021 Budget.

We look forward to the State providing clear direction on joint projects and how to best combine resources to deliver transportation improvements our constituents need quickly and efficiently.

Sincerely,



Steuart Pittman
Anne Arundel County Executive

cc: Members, Anne Arundel County House and Senate Delegations
Members of the Anne Arundel County Council
Gavin Buckley, Mayor of Annapolis
Ben Birge, Chief Administrative Officer
Matt Power, Deputy Chief Administrative Officer for Land Use
Ramond Robinson, Director, Office of Transportation
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