



May 15, 2025

Mr. Paul J. Wiedefeld, Secretary
Maryland Department of Transportation
7201 Corporate Drive
Hanover, MD 21076

Dear Secretary Wiedefeld:

When I first took office a little over six years ago, I often discussed what transportation means to a place like Anne Arundel County. It's never just been about building roads or laying asphalt. For a county like ours, strategically located as the crossroads of Maryland, with rural areas, growing suburbs, and major regional employers all side by side, transportation is about building safe access to jobs, schools, healthcare, and opportunities. It's about shaping daily life for the people who travel here, to the home to BWI Airport, Fort Meade, the Bay Bridge, Chesapeake Bay, and the state capital itself. Though we have all of these assets, we require projects to improve the pedestrian and transit connections to access them. Our County is also home to over 600,000 residents who deserve a transportation system built for their daily lives — safer, more connected, more resilient.

Anne Arundel County has worked closely with MDOT to turn plans into progress. We've demonstrated our commitment by investing significant local dollars, with \$47 million allocated in the current budget on State Highways that will total \$94 million once those projects are completed, complementing state and federal commitments. Further, we are investing over \$70 million in County funds on state properties for vital transit improvements, including the Parole Transportation Center and the Odenton MARC Garage. This substantial investment underscores our belief that good projects deserve partners willing to lead. We've prioritized safety on our roads, expanded access to transit, built miles of new trails, and laid the groundwork for the future, from electric vehicle charging to a first-of-its-kind passenger ferry for the Chesapeake Bay. This is a foundational keystone that neighboring jurisdictions along the Chesapeake Bay desire to build upon as proven through the efforts of the Chesapeake Bay Ferry Consortium.

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Through all this work, we've stayed focused on the same core goal: building a transportation system that works for people. It means embracing resilience, because as a coastal county, we can't afford to plan for the past when the future is right in front of us. That means common-sense investments in safety, not just for drivers, but for walkers, bikers, kids going to school, and workers going to their jobs. Safety remains a non-negotiable priority for Anne Arundel County. We are fully and wholly committed to the goals of Vision Zero, prioritizing the safety of all road users, especially those most vulnerable. As a testament to this commitment, the County has implemented a robust speed and red-light camera program as a major initiative to reduce dangerous driving behaviors and enhance safety on our roadways. We believe our proactive approach to safety aligns directly with MDOT's own safety goals within the State Transportation Plan, and we are eager to collaborate on projects that further these shared objectives.

Meeting our goals also means managing growth wisely - using transit-oriented development and pedestrian-oriented placemaking to reduce sprawl, support major employers like Fort Meade and BWI, and protect the rural character of our peninsulas and waterfronts. It means keeping transportation tied to economic development, because every better commute, every safer crossing, every added bus route, is also an investment in the health, prosperity, and opportunity of this community. Anne Arundel County is deeply committed to Transit-Oriented Development (TOD) as a cornerstone of our smart growth strategy. We are particularly thrilled with our ongoing partnership with MDOT on the transformative potential of the Cromwell Light Rail Station area and are actively collaborating on its formal TOD designation. Not only do we anticipate significant opportunities for transit-supportive development thanks to the recent County Council rezoning, but we are also undertaking a redevelopment initiative at 7409 Baltimore Annapolis Boulevard near Cromwell Station, directly supporting our TOD objectives. At the Odenton MARC Station, our partnership with MDOT on the construction of the parking garage in the west lot, funded through a Tax Increment Financing (TIF) District, is another example of our commitment. We continue to seek MDOT's leadership and support in advancing other TOD projects that create vibrant, walkable communities centered around transit.

We see that same vision reflected in your leadership at MDOT. The rapid response to the Key Bridge tragedy showed all of Maryland what this department can accomplish when the stakes are highest. Your team's work on the Bay Bridge, your partnership on TOD projects, and your commitment to safety and multimodal planning have made a real difference for our residents. We are especially grateful for your work to increase LOTS funding for local transit systems like ours — a recognition that counties are often on the front lines of providing the services people rely on most.

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Last year, the state emphasized austerity during its response to CTP letters statewide. Since the state passed a budget that reflects more funding for transportation, we anticipate projects that were previously stalled by austerity should be brought back into the fold as a result. Design and construction need to progress, and Project Task Agreements must be executed moving forward to ensure we see results from our overmatch and investments. Our present, past, and future planned investments and cooperation should continue to be a consideration when projects are selected for funding and actively moved forward. But the work isn't complete. Here in Anne Arundel County, we're ready to keep building together. Anne Arundel is one of the few counties that has raised taxes specifically to make significant investments in state and local transportation projects. We also believe innovative financing mechanisms, such as those offered through our Resilience Authority, can be valuable tools for advancing critical projects. While we are eager to move forward, we also recognize that efficient project delivery requires timely reviews and approvals, and we look forward to continued collaboration with MDOT to accelerate these processes.

Roadways and Bridges: Safe, Modern, and Multimodal Corridors

Transportation isn't just about how many cars we can move. It's about how safely and efficiently we can move people. Our roadway investments reflect that. Even in our largest projects, where new lanes are needed to address congestion and support regional economic growth, we are doing more than adding pavement. We are lowering speeds, improving safety, and building modern multimodal corridors with sidewalks, trails, and bike infrastructure. Anne Arundel County has invested millions of local dollars to move these projects forward, often funding design, right-of-way, or utility work ahead of construction funding. But we need MDOT's partnership to finish the jobs and deliver the benefits residents expect.

Our top roadway priorities remain:

1. **MD 3 (Crain Highway)** — Safety, capacity, and multimodal upgrades from Waugh Chapel Road to MD 32. This vital corridor connects the significant residential and business areas of Crofton, Gambrills, and Waugh Chapel with the rest of the County, while also accommodating substantial through traffic. Identified as a Critical Corridor in Plan 2040, this section currently experiences bottlenecks due to inconsistent lane configurations, creating dangerous merge areas. The proposed upgrades will address this capacity constraint while simultaneously implementing crucial multimodal infrastructure and intersection improvements. This project is not solely about increasing vehicle throughput; it is a comprehensive effort to enhance the reliability and safety of this essential corridor for all users, directly supporting Plan 2040's Built Environment Goal of providing a well-maintained, safe, efficient,

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environmentally sensitive, and multimodal transportation network offering practical and reliable choices for everyone.

2. **MD 2 (Ritchie Highway)** — Safety and operational improvements from US 50 to Arnold Road. Ritchie Highway is a crucial north-south artery, providing a vital link between the City of Annapolis and US 50 in the south to the communities of Severna Park and Pasadena in the north, while providing access to both for the residents of Arnold. This corridor also serves as a critical connection to Anne Arundel Community College. Similar to MD 3, MD 2 currently experiences operational challenges due to inconsistent lane configurations, with segments alternating between two and three lanes. The proposed improvements will address these bottlenecks by providing a more reliable traffic flow and, importantly, integrating significant multimodal connections, including a key link to the popular B&A Trail. This investment in MD 2 is essential to enhance the safety and accessibility of this vital corridor for all modes of transportation, benefiting both local commuters and regional connectivity.
3. **I-97 from MD 50 to MD 32** — Advancing design and preparing for future construction. This project involves adding highway capacity, but is also a key component of a broader multimodal strategy designed to improve overall transportation efficiency and safety in the whole system. The proposed improvements address critical regional connectivity needs within the framework of the County's comprehensive Transportation Master Plan, *Move Anne Arundel*!. The existing convergence of traffic from MD 665 and US 50 in the Annapolis/Parole area onto I-97, along with traffic heading towards MD 32 (a vital link to Fort Meade), and vice versa, creates significant weaving and congestion. This project will alleviate these operational challenges and enhance the reliability of traffic along this essential north-south corridor. Furthermore, the additional lane will provide the necessary infrastructure to accommodate future dedicated transit services along the I-97 corridor, as outlined in the County's Transit Development Plan and Transportation Master Plan, thereby supporting our commitment to a multimodal transportation network.
4. **MD 170 from MD 100 to MD 174** — Recognizing the current lack of adequate multimodal infrastructure, improvements to MD 170 will enhance safety and accessibility for pedestrians and cyclists while also significantly improving access to properties along the corridor. MD 170 serves as a vital freight and commuter north-south corridor, providing a critical connection to Baltimore/Washington International Thurgood Marshall Airport (BWI) and serving the growing residential and business areas of the Severn region. These upgrades are essential to facilitate efficient local and regional travel, benefiting commuters, airport users, and residents

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throughout this increasingly important part of the County.

5. **MD 214 from MD 468 to Camp Letts Road** — Safety, operations, and drainage improvements along the entrance to the Mayo Peninsula. The existing two-lane configuration has presented significant challenges, particularly during emergency situations that have led to road closures, underscoring the peninsula's transportation vulnerability. The proposed improvements along MD 214, from MD 468 to Camp Letts Road, are crucial for building a transportation network that meets the ultimate needs of this community. This project will deliver vital multimodal infrastructure, enhance safety for all users, and improve access to the Loch Haven area, thereby increasing the resilience and accessibility of the entire Mayo Peninsula.
6. **MD 665/Forest Drive/Chinquapin Round Road** — Short- and long-term improvements for safety and operations to this key gateway for the City of Annapolis and the Annapolis Neck Peninsula. The improvements, strongly emphasized by the City of Annapolis, would address significant safety concerns through infrastructure upgrades, including signal enhancements, and is paramount to benefit both County and City residents. These improvements will also enhance multimodal safety and facilitate better connectivity for all users, aligning with the City and County transportation objectives for this key entrance.
7. **MD 198 from MD 295 to MD 32** — Multimodal corridor improvements connecting Laurel to Fort Meade and the rest of our County. This project would improve a crucial connection from the communities of Maryland City and Laurel to the major regional employment center at Fort Meade and the broader Anne Arundel County. Increased development along this corridor has amplified the need for safety enhancements and the integration of comprehensive multimodal infrastructure to serve the growing population and facilitate access to this key job generator.
8. **Bay Bridge** — Continued leadership on the Bay Crossing Study and interim operational improvements. We have advocated throughout the NEPA process for pedestrian and transit connections across the Chesapeake Bay linking Anne Arundel County to the Eastern Shore. The Chesapeake Bay Bridge is a critical regional and interstate freight corridor, serving as a vital link between Maryland's Eastern and Western Shores. Anne Arundel County appreciates MDOT's continued leadership in the ongoing Bay Crossing Study to address long-term capacity needs for this essential connection. Simultaneously, the significant and recurring congestion on the existing Bay Bridge and its approaches has a substantial impact on Anne Arundel County residents and adjacent communities. Therefore, alongside the long-term study, it is a high priority for MDOT to continue to work on interim operational

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improvements that alleviate current congestion and mitigate the adverse effects of bridge traffic on our local neighborhoods.

Transit: Expanding Service, Investing in Infrastructure, and Planning for Smart Growth

Anne Arundel County continues to grow a transit system that meets the needs of our residents — expanding local service, improving regional connections, and managing growth around transit hubs to reduce sprawl and protect the character of our communities. Demonstrating our proactive approach to a sustainable transit future, we have recently completed a comprehensive Electric Vehicle (EV) study, which outlines our strategic transition plan in direct support of Maryland's similar goals for cleaner transportation.

1. **Parole Transportation Center** — New regional hub for County, MTA, and Annapolis Transit services, with County funds committed for design and construction. We appreciate the collaborative long-term lease agreement that will allow for the efficient utilization of the Park and Ride to realize this vital project. The Parole Transportation Center is a cornerstone of our regional transit strategy, creating a crucial central hub for seamless transfers between Anne Arundel County's transit system, MTA's services, and the City of Annapolis's network. The long-term agreement with the State is instrumental in allowing us to efficiently develop this key infrastructure on strategically located state-owned land, maximizing public resources and long-term operational efficiency.
2. **LOTS Funding & Local Service Expansion** — Continuing to grow local fixed-route and microtransit service, with the goal of countywide coverage. Expanding the reach and frequency of our local fixed-route and innovative microtransit services is paramount to ensuring equitable access to opportunities for all Anne Arundel County residents. Achieving countywide coverage will connect underserved communities to jobs, healthcare, education, and essential services, reducing transportation barriers and enhancing overall quality of life. Increased and reliable local transit options also provide vital alternatives to single-occupancy vehicles, supporting our broader goals for congestion mitigation and environmental sustainability.
3. **Transit Oriented Development Improvements** — Supporting Transit Oriented Development (TOD) through infrastructure improvements like the Odenton MARC Station Parking Garage, Cromwell Station TOD Designation to support increased development opportunities, and collaboration on future transit-oriented

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development at the Laurel Race Track. Strategic investments in TOD are critical for fostering smart growth, reducing sprawl, and creating vibrant, walkable communities centered around transit hubs.

4. **Transportation Operations Center** — Developing a new centralized facility to manage County transit operations and future fleet growth. This dedicated facility will streamline operations, improve maintenance capabilities, enhance service reliability, and provide the necessary infrastructure to support a sustainable and high-performing transit network for the benefit of all County residents
5. **Chesapeake Bay Passenger Ferry** — Establishing Maryland's first modern, electric-powered passenger ferry service with a target launch in FY 2028. The establishment of a modern, electric-powered passenger ferry service on the Chesapeake Bay represents a transformative opportunity to enhance regional connectivity, boost tourism, and provide a sustainable transportation alternative. This innovative project will link various ports, offering a unique and environmentally friendly way to travel and experience the Bay, while also creating new economic opportunities and showcasing Maryland's commitment to clean transportation technologies.
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. Improving regional connectivity through expanded bus service is vital for providing Anne Arundel County residents with better access to employment centers, educational institutions, and key transportation hubs throughout the Central Maryland region. Establishing reliable and efficient connections will enhance economic opportunity, reduce commute times, and offer viable alternatives to driving, thereby contributing to reduced congestion and improved air quality across the region.

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. These projects serve both transportation and recreation needs, supporting walking, biking, and rolling across the County.

1. **Countywide Trail Network Completion** — Completing the spine of the Anne Arundel Trail Network connecting the B&A Trail to the Broadneck, South Shore,

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WB&A Trail, BWI Trail, and City of Annapolis, as well as connections to neighboring Counties and jurisdictions. This interconnected network will provide residents with safe, accessible, and convenient options for recreation, commuting, and active living, linking key communities, employment centers, and regional trails.

By closing critical gaps, we will encourage increased bicycle and pedestrian activity, reducing reliance on vehicular travel and fostering a healthier, more sustainable county.

2. **MD 175 Improvements** — Constructing bicycle and pedestrian improvements from MD 170 to Sappington Station, improving multimodal infrastructure in the Odenton Town Center. Consider including a connection to the Odenton MARC Station via the old rail spur from MD 170. Providing safe and dedicated pathways for pedestrians and cyclists will improve connectivity for residents, support local businesses, and create a more walkable and bikeable community around this key transit hub. The potential connection to the MARC Station would further enhance accessibility to regional transit options, promoting seamless multimodal travel.
3. **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. These improvements will enhance safety and accessibility for all users, including individuals with disabilities, and create a more complete and connected multimodal environment, supporting the Town Center's growth as a walkable and bikeable destination.
4. **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. Extending the MD 713 Shared Use Path will create a critical connection between the significant employment and commercial hub of Arundel Mills and the BWI Trail, a key regional active transportation corridor. This project will provide a safe and convenient option for residents and employees to access jobs, transportation hubs, and recreational opportunities by bicycle and foot, promoting regional connectivity and supporting sustainable transportation choices.
5. **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. Constructing a Shared Use Path along MD 176 will complete a vital east-west link between two of the County's major transportation and economic centers: Arundel Mills and BWI Airport. This project is strategically designed to connect with the planned extension of the MD 713

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Shared Use Path, creating a continuous and comprehensive active transportation corridor. Together, these paths will provide a safe and efficient route for cyclists and pedestrians, enhance multimodal connectivity and offer a valuable active transportation option for the surrounding communities and employment hubs.

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. We are committed to developing a multimodal transportation system that promotes environmental sustainability, equitable access, and economic development. To that end, we are actively working to enhance our local Adequate Public Facilities (APF) Ordinance to further support multimodal transportation improvements and ensure that development contributes appropriately to a balanced transportation system. To achieve this vision, we seek MDOT's partnership in implementing projects that reduce vehicle miles traveled, expand transit options, and enhance pedestrian and bicycle infrastructure.

While the above projects represent Anne Arundel County's highest priorities for state partnership, they are only part of our broader vision for a safe, connected, and resilient transportation network. Projects already presently within the pipeline require expedited review so that they can be implemented in a timely manner and be impactful in the short term. Attached to this letter is a comprehensive list of additional projects, large and small, that reflect the diverse needs of our communities across every part of the County. We look forward to continuing our strong partnership with MDOT to advance these improvements and deliver real benefits for our residents.

Sincerely,



Steuart Pittman
County Executive

cc: Members, Anne Arundel County House and Senate Delegations
Members of the Anne Arundel County Council
Gavin Buckley, Mayor, City of Annapolis
Christine Anderson, Chief Administrative Officer
Janssen Evelyn, Deputy Chief Administrative Officer
Hannah Dier, 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** — 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 at 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 100, ramps in Pasadena** — Investigate additional off-ramps on westbound 100 at Waterford Rd, Catherine Ave, and Edwin Raynor Blvd.
- **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.

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.
- **Annapolis Trolley Feasibility Study** — Support the implementation of a feasibility study by the City of Annapolis that includes an alignment of City Dock to Parole.

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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- **Bike 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** — Final design and construction of pedestrian/bike corridor with a priority for the section from Glen Burnie Town Center to Cromwell Light Rail Station
- **Safe Routes to School Program** — In addition to infrastructure projects and the continuation of a bicycle and pedestrian education program, we are requesting funds for a dedicated SRTS planner to liaise between County Public Works, Schools, Public Safety, Public Health, the community, and the State to increase safe walking for students.
- **Fort Smallwood Road (MD 173)** from Duval Highway to just beyond Sunset Park
- **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

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- **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
- **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

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MDOT Priority Letter Submission Form

Submitted by Brian Ulrich on May 16th, 2025 at 12:47 pm

Status: *Completed*

MDOT Priority Letter Submission Form

Introduction

This year, local governments have two ways to submit Local Priority Letters to MDOT. Either can be used. It is the choice of the local government which they prefer. The two ways are:

- Submit Letters in the same way as they have in the past.
- Submit Letters through this online portal.

The MDOT will give letters equal consideration regardless of the method chosen by the locality.

The MDOT has created this online portal as part of an overall effort to be more transparent and responsive in its processes and decision-making. With this portal, and the guidance it provides for articulating local priorities, the MDOT seeks to achieve better, more consistent understanding of local priorities. To do this, the portal provides localities with both fillable forms asking for specific priorities, as well as providing for free-form expression to provide the opportunity to offer greater context and narrative.

This portal is also responsive to The TRAIN (Transportation Revenue and Investment Need) Commission's Interim Report recommendation: "... MDOT should standardize local priority letters...". MDOT understands the need to ensure that local governments have the opportunity to express their priorities, and the following submission form seeks to balance that need along with the recommendation of the TRAIN Commission, with the aim to better serve and be responsive to each local jurisdiction.

Key Terms

Below are definitions of key terms. In the event a project may fit in one or more categories please use your best judgement.

"System preservation" and "state of good repair" project means a project where the purpose is to improve the condition or operations of an existing asset without adding new capacity such as travel lanes. Examples include bridge rehabilitation or replacement, pavement rehabilitation, incident responses, and variable message signs.

"New capacity" and "capacity expansion" project means a project where the purpose of the project is to improve the ability of the transportation system to move people and goods. Examples including widening a road, building a new road, a new transit station, and a new transit line.

"Feasibility study" means a study of a transportation need to identify a project that can address the need. A study would complete sufficient work to allow MDOT to evaluate whether the identified concept should be included in the CTP.

"Safety" project means a project whose primary purpose is to reduce or prevent crashes but that does not add or expand the capacity of roads or transit. Examples include roadway realignment, installation of rumble strips, and guardrail.

"Bike/pedestrian" or "complete streets" project means a project to provide accommodations and/or improve safety for bicyclists and/or pedestrians. Examples include new sidewalks, installation of cycle-tracks and road diets with bike lanes.

"Transit-oriented development" project means a project to support or help the construction of new residential, commercial and institutional development near a rail or bus rapid transit station.

Section 1. Local Government Information

First Name

Last Name

Brian

Ulrich

Title/Role		Government Entity
Planning Administrator		Anne Arundel County Office of Transportation
Address Line 1		
2664 Riva Road		
Address Line 2		
City	State	Zip Code
Annapolis	Maryland	21401

Section 2. Local Government Priorities

1. What are the jurisdiction's overall goals related to transportation policies and spending?

See Letter

For questions 2-10, please list the jurisdiction's priorities in ranked order, with #1 as the highest priority. Please limit responses to 4 lines of text per priority. Please include the following information in the description of the priority: location, need, proposed improvements, and, as applicable, partners and/or existing funding. The MDOT recognizes that some projects will fit into multiple categories (e.g., a project that is both a safety project and state of good repair, or even into multiple categories). In those instances, choose the one that best matches the project and note overlapping categories in the project description. An example of a priority description is provided below:

- *MD XX (Cross Street 1 to Cross Street 2) Bike/Pedestrian Improvements - MD XX from Cross Street 1 to Cross Street 2 has high rates of crashes involving cyclists and pedestrians. The County seeks to increase safety by installing a new sidewalk and bike lane in both directions of MD XX. The proposed project is identified in Corridor Study A. Though listed in the bike/pedestrian improvement category, this project includes safety elements.*

2. What are the jurisdiction's priorities for system preservation/state of good repair?

See letter

3. What are the jurisdiction's priorities for new capacity or capacity expansion projects?

See Letter

4. What are the jurisdiction's priorities for feasibility studies?

See Letter

5. What are the jurisdiction's priorities for safety projects?

See letter

6. What are the jurisdiction's priorities for bike/pedestrian and/or complete streets projects?

See letter

7. What are the jurisdiction's priorities for Transit-Oriented Development projects?

See Letter

8. What are the jurisdiction's priorities for smaller interventions (generally under \$5 million total cost)? Examples might include new striping, flex posts, addition of a stop sign or street light, signal retiming, or transportation demand management (e.g., vanpools) investments.

See Letter

9. What are the jurisdiction's other transportation priorities that do not fit in the categories listed above?

See letter

10. Across all of the categories listed above, what are the jurisdiction's top five overall transportation priorities?

See letter

11. What are the jurisdiction's priorities for housing and economic development and where is it anticipated to occur?

If the jurisdiction has submitted a priority letter through different means, you may upload the letter here.



CTP Priority Letter 2025 - Google Docs.pdf (0.26 MB)

I attest that I am authorized to submit this application on behalf of my organization and that all information contained within is true and correct to the best of my knowledge.

Brian Ulrich

I agree to be legally bound by this document.