



COUNTY COUNCIL OF ANNE ARUNDEL COUNTY, MARYLAND

MEETING & WORK SESSION AGENDA

Virtual Meeting

Tuesday, November 9, 2021 – 9:00 A.M.

I. Fall Tour Meeting with Maryland Department of Transportation

- Representatives from MDOT
- County Executive
- County Council

Link to Maryland Consolidated Transportation Program Report for FY22 – FY27:

https://www.mdot.maryland.gov/OPCP/FY21FY26_CTP_Full_Report_compressed.pdf

Visit the MDOT website for more information:

<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>

Ways to watch and listen are listed at the end of this agenda

II. Work Session

Legislation to be discussed:

- CE [BILL NO. 89-21](#) – AN ORDINANCE concerning: Current Expense Budget – Supplementary Appropriations – FOR the purpose of making supplementary appropriations from unanticipated revenues to certain offices, departments, institutions, boards, commissions or other agencies in the general fund and to certain special funds of the County government for the current fiscal year; and generally relating to making supplementary appropriations of funds to the current expense budget for the fiscal year ending June 30, 2022.
- CE [BILL NO. 90-21](#) – AN ORDINANCE concerning: Personnel – Positions in the Classified Service – Department of Public Works and Police Department – Position Control – Office of Central Services and Department of Public Works – FOR the purpose of modifying minimum qualifications for certain positions in the classified service; adding certain positions in the classified service; providing for the pay grade, work week, and minimum qualifications applicable to positions added to the classified service; decreasing certain positions in the classified service; increasing certain positions in the classified service; and generally relating to personnel.

- CE [BILL NO. 91-21](#) – AN ORDINANCE concerning: Approval of private disposition of County-owned property consisting of approximately 37.50 +/- acres, known as 1127 Bragers Road in Odenton, Maryland – FOR the purpose of approving the terms and conditions under which the County may convey certain County-owned property to the Board of Education of Anne Arundel County (“BOE”).
- Fiedler [BILL NO. 92-21](#) – AN EMERGENCY ORDINANCE concerning: Budget – Grants Special Revenue Fund – Limitation on Conditional Appropriation – FOR the purpose of limiting a conditional appropriation to the Grants Special Revenue Fund; making this an emergency ordinance; and generally relating to finance, taxation, and budget.
- Lacey [BILL NO. 93-21](#) – AN ORDINANCE concerning: Subdivision and Development – Adequate School Facilities – Residential Development in Transit-Oriented Overlay Development Policy Areas – FOR the purpose of exempting residential development located in transit-oriented overlay development policy areas from the adequate school facilities test under certain conditions; adding the conditions for the exemption from the test for adequate school facilities; and generally relating to subdivision and development.
- Pickard [BILL NO. 94-21](#) – AN EMERGENCY ORDINANCE concerning: Subdivision and Development and Zoning – Glen Burnie Sustainable Community Overlay Area – Transit-Oriented Overlay Development Policy Areas – FOR the purpose of amending the conditions for an exemption from the test for adequate school facilities for residential redevelopment projects within the Glen Burnie Sustainable Community Overlay Area; amending the definition of “redevelopment” to include lots located in transit-oriented overlay development policy areas; and generally relating to subdivision and development and zoning.
- Rodvien [BILL NO. 95-21](#) – AN ORDINANCE concerning: Construction and Property Maintenance Codes Supplement – International Building Codes Supplement – Exterior Wall Glass and Glazing – Nonresidential Construction – FOR the purpose of defining “threat factor”; requiring that glass installed on the exterior walls of nonresidential construction comply with certain bird threat factors; providing for the application of this ordinance; and generally relating to the construction and property maintenance codes.
- CE [BILL NO. 96-21](#) – AN ORDINANCE concerning: Cedarhurst-on-the-Bay Shore Erosion Control District – Approval of Loan and Assignment Agreement – FOR the purpose of obligating the County to levy the special tax known as the shore erosion control district assessment on the Cedarhurst-on-the-Bay Shore Erosion Control District in an amount sufficient to repay a loan from Severn Savings Bank to the Cedarhurst Citizens Association, Inc., in each of up to six (6) fiscal years during the term of the loan.

- CE [BILL NO. 97-21](#) – AN ORDINANCE concerning: Personnel – Benefits – Annual Leave – FOR the purpose of allowing annual leave accrued as of the end of pay period calendar year 2021 to be carried over and used during the first pay period of pay period calendar year 2022; increasing permitted carry over of accumulated annual leave accrued as of the end of pay period calendar year 2021; providing for the application of this Ordinance; and generally relating to personnel.
- CE [BILL NO. 98-21](#) – AN ORDINANCE concerning: Boards, Commissions, and Similar Bodies – Human Relations Commission – Student Member – FOR the purpose of making the student member of the Human Relations Commission a voting member; adding the Executive Director of Arundel Community Development Services as a voting member of the Commission; and generally relating to boards, commissions, and similar bodies.
- CE [RESOLUTION NO. 58-21](#) – RESOLUTION supporting the Anne Arundel County Board of Education’s Fiscal Year 2023 Public School Construction Capital Improvement Program request for submission to the Interagency Commission on School Construction

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WATCH OR LISTEN

The November 9, 2021 MDOT meeting and Council work session can be watched on local cable channels or via Arundel TV Live! To find a list of channels or to access Arundel TV Live, visit www.aacounty.org/services-and-programs/government-television.

You may also register to watch the meeting and work session in Zoom using this link: https://aacounty.zoom.us/webinar/register/WN_j5BJu6PXTsSymvJe0NH4FA.

You may listen to the meeting and work session by dialing any one of the following telephone numbers and entering the appropriate ID and password when prompted.

Dial any one of the following telephone numbers:

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+1 669 900 6833
+1 669 219 2599
888 475 4499 (Toll Free)
833 548 0276 (Toll Free)

Enter the ID and passcode:

ID: 856 9266 6074

Passcode: 21827016

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ANNE ARUNDEL COUNTY TRANSPORTATION

MDOT ANNUAL TOUR MEETING

Tuesday, November 9, 2021

9 a.m.

VISION

Provide safe, efficient, equitable and sustainable multi-modal mobility that provides residents, travelers, and visitors with connectivity and choice.



CHAPTER 30 SCORES(FY22-27)DRAFT

Appendix A: Chapter 30 Project Scores Draft FY 22-27 CTP

The Maryland Department of Transportation (MDOT) evaluates major transportation projects through a project-based scoring model that is required by the Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30). Major transportation projects are defined as highway and transit capacity projects over \$5 million. The major transportation projects evaluated through the scoring model in this year's CTP and their corresponding scores are shown below. Please note that the maximum allowable score for any project was determined to be 2000. The project prioritization model required under Chapter 30 does not select major transportation projects for funding, but it is one of many tools MDOT utilizes in its project evaluation and selection process.

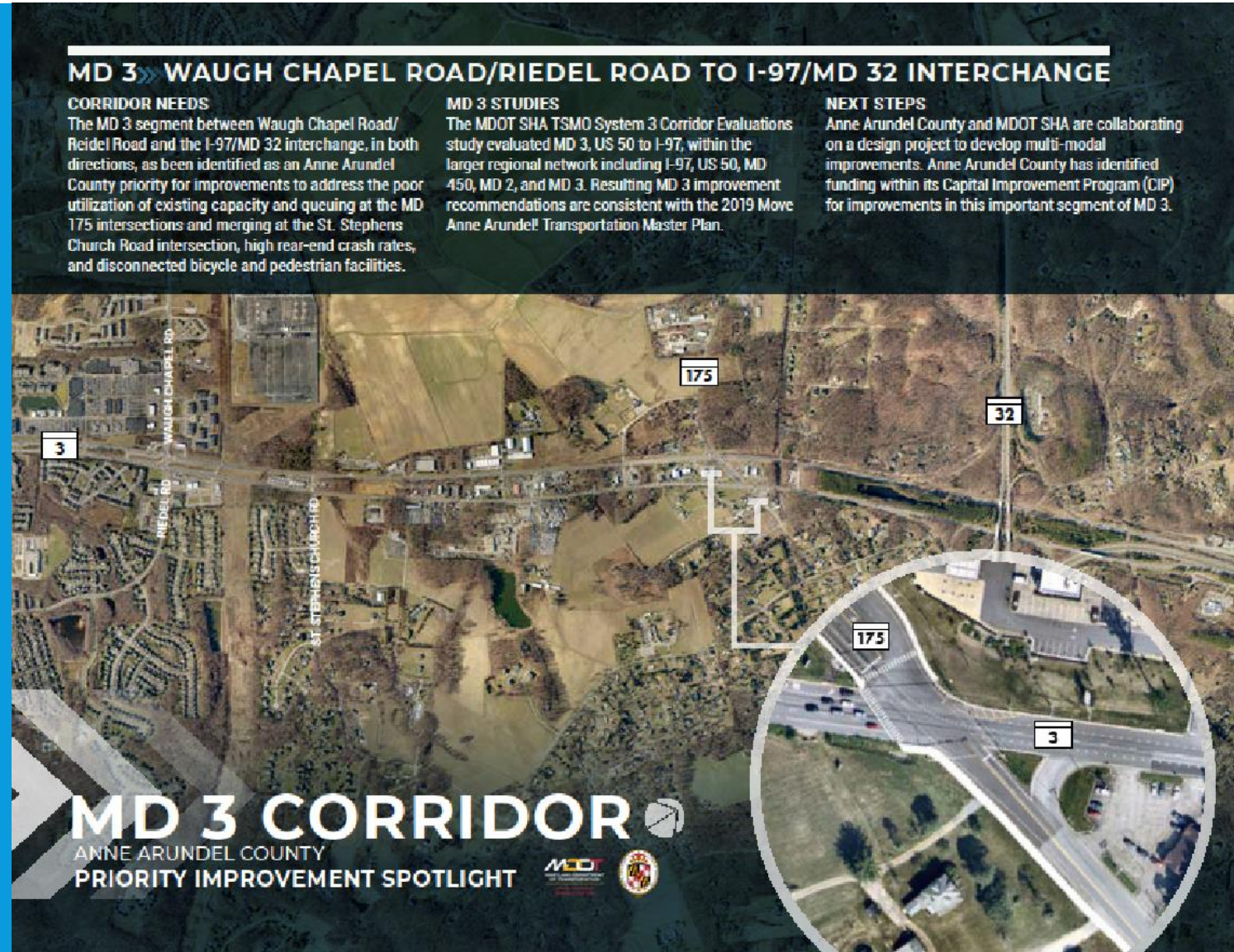
Project Name	Sponsor	Score	Rank
I-270 and I-495 (I-70/US 40 to MD 355 to Virginia state line)	MDOT SHA	2000.00	1
MD 3 (MD 32 to St. Stephens Church Road)	Anne Arundel County	1366.69	2
Parole Transportation Center	Anne Arundel County	588.63	3
MD 170 (MD 100 to south of MD 174)	Anne Arundel County	219.35	4
MD 214 (MD 468 to Oakford Avenue)	Anne Arundel County	102.08	5
Odenton MARC Garage	Anne Arundel County	71.63	6
US 40 & Otsego Street/Ohio Street Intersection	Harford County	67.71	7
MD 175 (US 1 to Dorsey Run Road)	Howard County	54.22	8
US 50/US 301 (MD 2/MD 450 to Chesapeake Bay Bridge)	Anne Arundel County	39.52	9
US 220 and MD 53 at Cresaptown	MDOT SHA	36.14	10
MD 194 (MD 26 to Devilbiss Bridge Road)	Frederick County	35.37	11
US 29 (Seneca Drive to Middle Patuxent River)	Howard County	24.63	12
MD 175 (MD 170 to west of MD 295)	Anne Arundel County	22.83	13
MD 18 (Castle Marina Road to the Kent Narrows)	Queen Anne's County	22.75	14
MD 586 Veirs Mill Road Bus Rapid Transit (Wheaton Metro to Montgomery Coll.)	Montgomery County	21.70	15
I-95 (MD 32 to MD 100)	MDOT SHA	20.51	16
MD 85 (Guilford Drive to south of Ballenger Creek)	Frederick County	20.30	17
MD 2 (US 50 to Wishing Rock Road)	Anne Arundel County	16.82	18
MD 5 (MD 246 to MD 471)	St. Mary's County	16.35	19
US 15/US 40 (I-70 To MD 26)	Frederick County	15.95	20
MD 22 (Thomas Run Road to Glenville Road)	Harford County	15.86	21
MD 26 (MD 32 to Liberty Reservoir)	Carroll County	12.30	22
I-81 (north of MD 63/MD 68 to Pennsylvania state line)	Washington County	11.17	23
MD 198 (MD 295 to MD 32)	Anne Arundel County	9.98	24
MD 197 (MD 450 to Kenhill Drive)	Prince George's County	8.14	25

- In the draft Chapter 30 scoring for FY 22-27, six of the top ten projects are Anne Arundel County.
- MD 3** as the number 2 project and **Parole Transportation Center** as the number 3 project.
- MD 170, MD 214 and Odenton MARC Garage** ranked number 4, 5, 6. **US 50/US 301** ranked number 9.

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I-270 and I-495 (I-70/US 40 to MD 355 to Virginia state line)	MDOT SHA	2000.00	1
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MD 175 (US 1 to Dorsey Run Road)	Howard County	54.22	8
US 50/US 301 (MD 2/MD 450 to Chesapeake Bay Bridge)	Anne Arundel County	39.52	9
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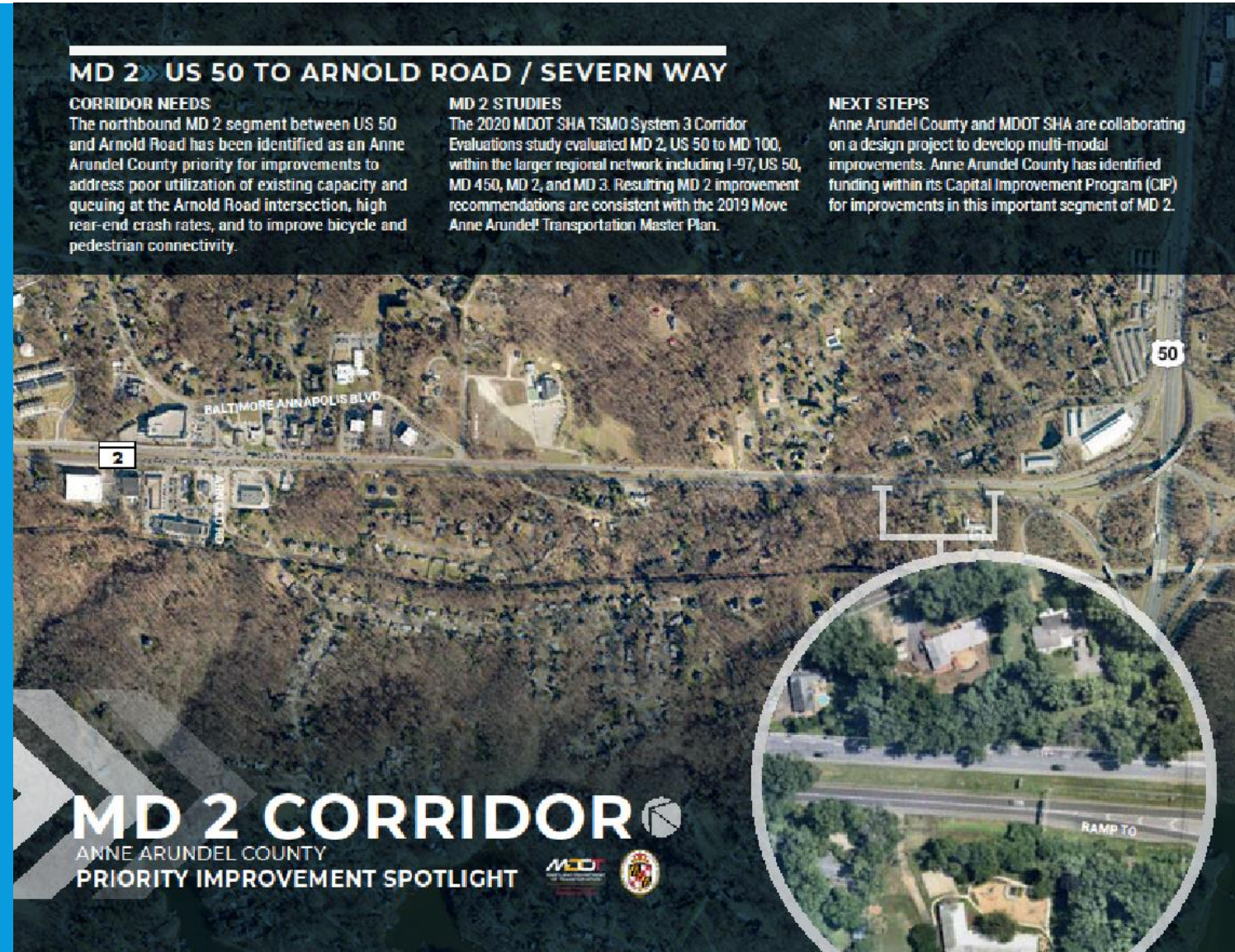
MD 3

- The County and SHA has an agreement to design.
- The project design takes into consideration safer pedestrian and bicycle crossings.
- The County requests the continued allocation of sufficient SHA resources dedicated each phase of this project in order to ensure timely delivery of the project.
- **Current County Budget-\$21.145 million**



MD 2

- The County and SHA have an agreement to design.
- The project design takes include a safe pedestrian and bicycle crossing at Arnold Road to access the B&A Trail.
- The County requests the continued allocation of sufficient SHA resources dedicated each phase of this project in order to ensure timely delivery of the project.
- **Current County Budget-\$15.838 million**



MD 214

MD 214» MD 468 TO THE SUMMIT SCHOOL ENTRANCE

CORRIDOR NEEDS

The MD 214 segment between MD 468 and the Summit School access, including the Loch Haven Road intersection, has been identified as an Anne Arundel County priority for improvements to address capacity needs, higher than average crash rates, poor pedestrian and bicycle connectivity, and accessibility concerns.

MD 214 STUDIES

The Anne Arundel County 2019 MD 214 Transportation Facility Planning Study, MD 468 to the East Terminus, identified this MD 214 segment as the top priority on the Mayo Peninsula.

NEXT STEPS

Anne Arundel County and MDOT SHA are collaborating on a design project to develop multi-modal improvements. Anne Arundel County has identified funding within its Capital Improvement Program (CIP) for improvements in this important segment of 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.
- **Current County Budget-\$14.215 million**

ACTION

Memorandum of Understanding



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MDOT SHA Control No. P0 2167 C-1

MASTER MEMORANDUM OF UNDERSTANDING for Infrastructure Improvements along Maryland Department of Transportation State Highway Administration Roadways in Anne Arundel County

By and Between
Anne Arundel County, Maryland
and the
Maryland Department of Transportation
State Highway Administration

THIS MASTER MEMORANDUM OF UNDERSTANDING (Master MOU), executed in duplicate, made effective this 17th day of June, 2021 by and between the Maryland Department of Transportation State Highway Administration, acting for and on behalf of, the State of Maryland, hereinafter called "MDOT SHA", and Anne Arundel County, Maryland, a body corporate and politic, hereinafter called the "County".

WHEREAS, the County met with MDOT SHA Administrator on September 25, 2020 to discuss how MDOT SHA could advance projects along MDOT SHA roadways in Anne Arundel County; and

WHEREAS, Anne Arundel County Executive Stuart Pittman has requested State resources to address roadway priority projects and has committed to providing County resources to address County priorities on MDOT SHA roadways, "hereinafter referred to as ROADWAY IMPROVEMENTS"; and

WHEREAS, the County indicated it has significant funding allocated for ROADWAY IMPROVEMENTS and requested a formal agreement to move the partnership forward; and

WHEREAS, the County and MDOT SHA desire to work together to maximize the public transportation, mobility and economic benefit by implementing ROADWAY IMPROVEMENTS through efficient use of available County contributions to make the infrastructure improvements identified by the County or any other infrastructure improvements agreed to by the parties; and

WHEREAS, the County contributions are intended to accelerate the implementation of ROADWAY IMPROVEMENTS; however, funding for ROADWAY IMPROVEMENTS should not be solely contingent on the availability of the County contributions; and

WHEREAS, MDOT SHA and the County agree that this Master MOU is a benefit to both parties and will promote the health, safety, and general welfare of the citizens of the County and the State of Maryland.

NOW, THEREFORE, be it understood that MDOT SHA and the County do hereby agree as follows:

Anne Arundel County Master Agreement
for Roadway Improvements

Page | 1

P02193 C-1

ANNE ARUNDEL COUNTY INFRASTRUCTURE PROJECT

PROJECT TASK AGREEMENT # 1 (PTA # 1)

MD 214 PHASE 1 FROM MD 468 TO SUMMIT SCHOOL ENTRANCE

by and between the

Maryland Department of Transportation
State Highway Administration
and
Anne Arundel County, Maryland

This Project Task Agreement Number 1 (PTA# 1) executed in duplicate, made effective this 31st day of August, 2021, by and between the Maryland Department of Transportation State Highway Administration ("MDOT SHA"), acting for and on behalf of the State of Maryland, and Anne Arundel County, Maryland (the "County"), a body corporate and politic, sets forth the understanding between the parties pertaining to funding and responsibilities for an infrastructure project in Anne Arundel County, in accordance with the terms and conditions set forth in a Master Memorandum of Understanding ("MASTER MOU") executed by the parties and dated June 17, 2021.

WHEREAS, Anne Arundel County has requested State resources to address roadway priority projects and has committed to providing County resources to address County priorities on MDOT SHA roadways, "hereinafter referred to as ROADWAY IMPROVEMENTS"; and

WHEREAS, the County and MDOT SHA desire to work together to maximize the public transportation, mobility and economic benefit by implementing ROADWAY IMPROVEMENTS through efficient use of available County Contributions to make the infrastructure improvements identified by the County or any other infrastructure improvements agreed to by the parties; and

WHEREAS the County agrees to provide MDOT SHA County Contributions, as that term is defined within the Master MOU, to design and construct various infrastructure projects, on a per Project Task Agreement ("PTA") basis; and

WHEREAS, the County and MDOT SHA have jointly identified "MD 214 (Phase 1) from MD 468 to Summit School Entrance" as Project Task Agreement # 1, (PTA# 1); and

WHEREAS, sometimes herein, PTA# 1 may be referred to as the "Project"; and

WHEREAS, MDOT SHA and the County agree that PTA # 1 is a benefit to both parties and will promote the health, safety, and general welfare of the citizens of the County and the State of Maryland.

Project Task Agreement Template
Anne Arundel County Roadway Improvements
FINAL 04-26-2021

1

Project Task Agreement

MD 214



ACTIONS-cont'd

Project Task Agreement

MD 2



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ANNE ARUNDEL COUNTY INFRASTRUCTURE PROJECT

PROJECT TASK AGREEMENT # 2 (PTA# 2)

NORTHBOUND MD 2 FROM US 50 TO ARNOLD ROAD

by and between the

Maryland Department of Transportation
State Highway Administration

and

Anne Arundel County, Maryland

This Project Task Agreement Number 2 (PTA# 2) executed in duplicate, made effective this 31st day of August 2021, by and between the Maryland Department of Transportation State Highway Administration ("MDOT SHA"), acting for and on behalf of the State of Maryland, and Anne Arundel County, Maryland (the "County"), a body corporate and politic, sets forth the understanding between the parties pertaining to funding and responsibilities for an infrastructure project in Anne Arundel County, in accordance with the terms and conditions set forth in a Master Memorandum of Understanding ("MASTER MOU") executed by the parties and dated June 17, 2021.

WHEREAS, Anne Arundel County has requested State resources to address roadway priority projects and has committed to providing County resources to address County priorities on MDOT SHA roadways, "hereinafter referred to as ROADWAY IMPROVEMENTS"; and

WHEREAS, the County and MDOT SHA desire to work together to maximize the public transportation, mobility and economic benefit by implementing ROADWAY IMPROVEMENTS through efficient use of available County Contributions to make the infrastructure improvements identified by the County or any other infrastructure improvements agreed to by the parties; and

WHEREAS the County agrees to provide MDOT SHA County Contributions, as that term is defined within the Master MOU, to design and construct various infrastructure projects, on a per Project Task Agreement ("PTA") basis; and

WHEREAS, the County and MDOT SHA have jointly identified "Northbound MD 2 from US 50 to Arnold Road" as Project Task Agreement # 2, (PTA# 2); and

WHEREAS, sometimes herein, PTA# 2 may be referred to as the "Project"; and

WHEREAS, MDOT SHA and the County agree that PTA# 2 is a benefit to both parties and will promote the health, safety, and general welfare of the citizens of the County and the State of Maryland.

Project Task Agreement

MD 3



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ANNE ARUNDEL COUNTY INFRASTRUCTURE PROJECT

PROJECT TASK AGREEMENT # 3 (PTA# 3)

MD 3 FROM WAUGH CHAPEL ROAD/RIEDEL ROAD TO MD 32/I-97

by and between the

Maryland Department of Transportation
State Highway Administration

and

Anne Arundel County, Maryland

This Project Task Agreement Number 3 (PTA# 3) executed in duplicate, made effective this 31st day of August 2021, by and between the Maryland Department of Transportation State Highway Administration ("MDOT SHA"), acting for and on behalf of the State of Maryland, and Anne Arundel County, Maryland (the "County"), a body corporate and politic, sets forth the understanding between the parties pertaining to funding and responsibilities for an infrastructure project in Anne Arundel County, in accordance with the terms and conditions set forth in a Master Memorandum of Understanding ("MASTER MOU") executed by the parties and dated June 17, 2021.

WHEREAS, Anne Arundel County has requested State resources to address roadway priority projects and has committed to providing County resources to address County priorities on MDOT SHA roadways, "hereinafter referred to as ROADWAY IMPROVEMENTS"; and

WHEREAS, the County and MDOT SHA desire to work together to maximize the public transportation, mobility and economic benefit by implementing ROADWAY IMPROVEMENTS through efficient use of available County Contributions to make the infrastructure improvements identified by the County or any other infrastructure improvements agreed to by the parties; and

WHEREAS the County agrees to provide MDOT SHA County Contributions, as that term is defined within the Master MOU, to design and construct various infrastructure projects, on a per Project Task Agreement ("PTA") basis; and

WHEREAS, the County and MDOT SHA have jointly identified "MD 3 from Waugh Chapel Road/Riedel Road to MD 32/I-97" as Project Task Agreement # 3, (PTA# 3); and

WHEREAS, sometimes herein, PTA# 3 may be referred to as the "Project"; and

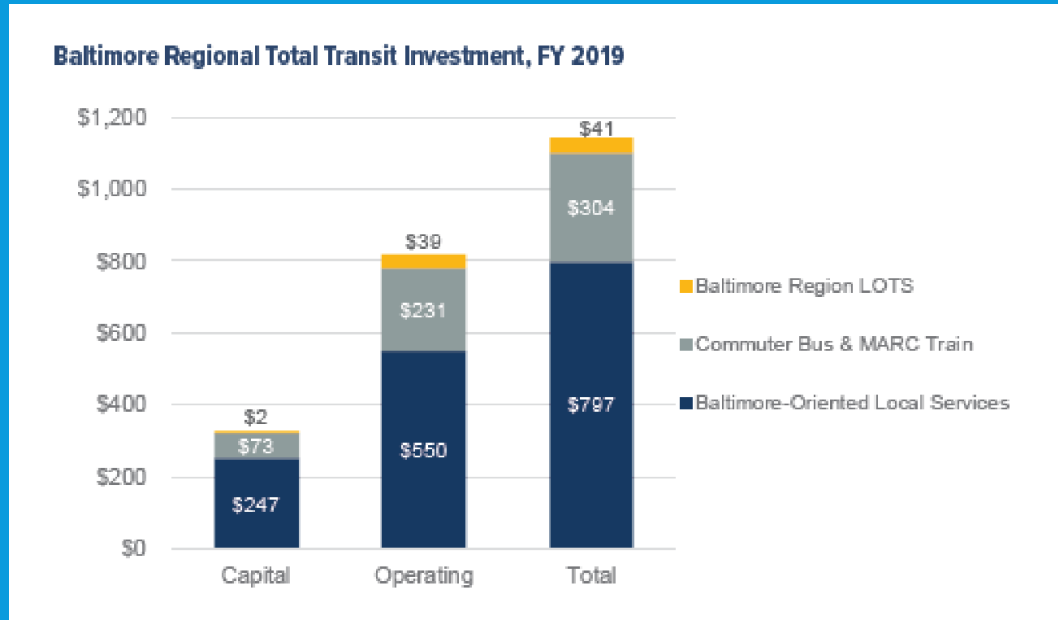
WHEREAS, MDOT SHA and the County agree that PTA# 3 is a benefit to both parties and will promote the health, safety, and general welfare of the citizens of the County and the State of Maryland.

STATE REQUEST INVESTMENTS IN FY22



- MD 450*
- MD 3
- MD 2
- Odenton Parking Garage
- LOTS Funding
- Trail Network
- Parole Transportation Center
- MD 170 (MD 100 to MD 174)
- MD 175 Sidewalk
- Loch Haven/MD 214
- MD 665/ Aris T. Allen Boulevard
- Transit- Oriented Development
- Countywide Bike Lane Network
- MARC Enhancements

LOCALLY OPERATED TRANSIT SYSTEM NEEDS



- 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 County.
- Transit investment benefits from State financial support provided through Maryland’s multimodal Transportation Trust Fund but limits local and regional input into how the funds are spent.
- Maryland’s TTF is facing multiple demands, requiring transit to compete for funding with a host of compelling transportation programs and projects.



**Baltimore
Core
Services**



LOTS



**Commuter/
Regional
Services**

Governance Model Alternatives

PAROLE TRANSPORTATION CENTER



- The County has allocated funds in the FY 2021 Budget for design, and programmed construction funds in the proposed FY 2022 and FY 2023 Budget and CIP for this effort.
- The County asks for the State's participation to make the first a regional transit center for the state capital, Annapolis, in the Parole area.
- The County is also considering pursuing grant funding, and any state support in that endeavor would make this a much more attractive grant candidate project.

- **Current County Budget-\$14.175 million**

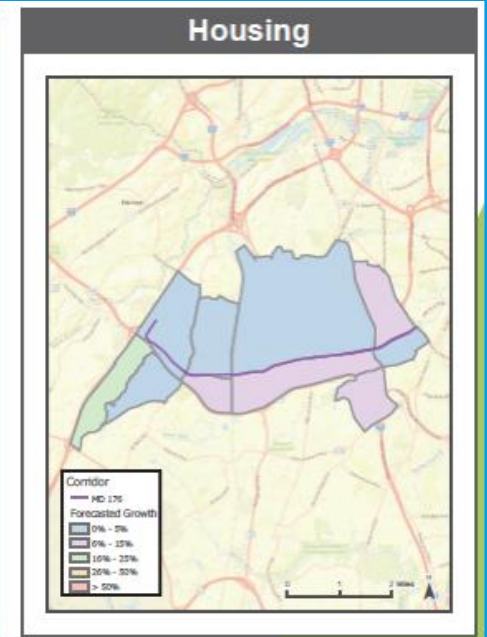
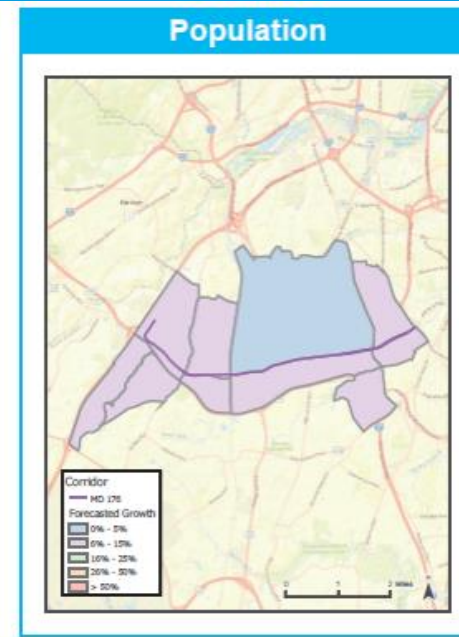
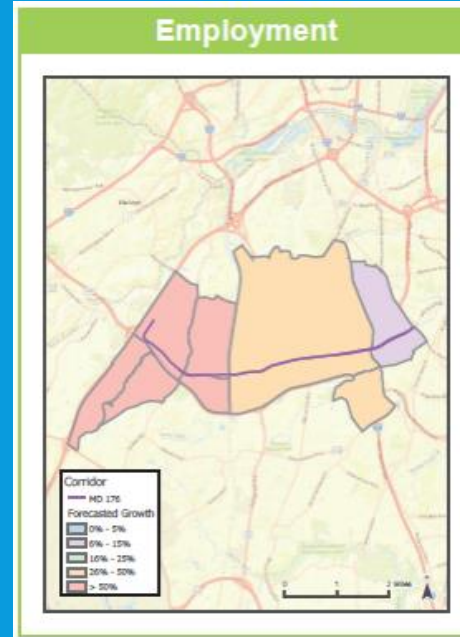
MD 450



- Continue to support request for additional funding to develop long-term practical solutions to help reduce and minimize the frequency of flooding on MD 450 between Annapolis and Crofton.

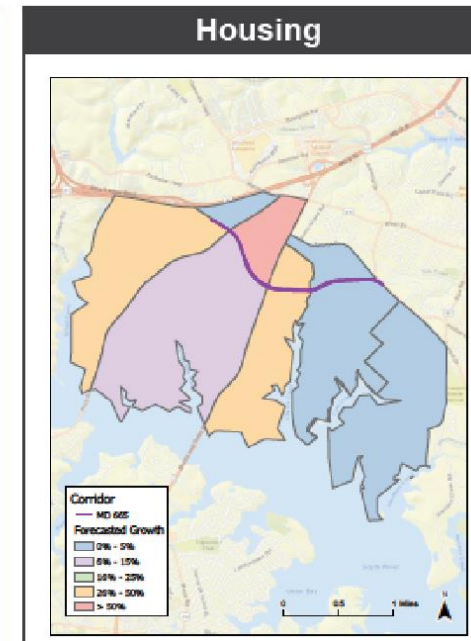
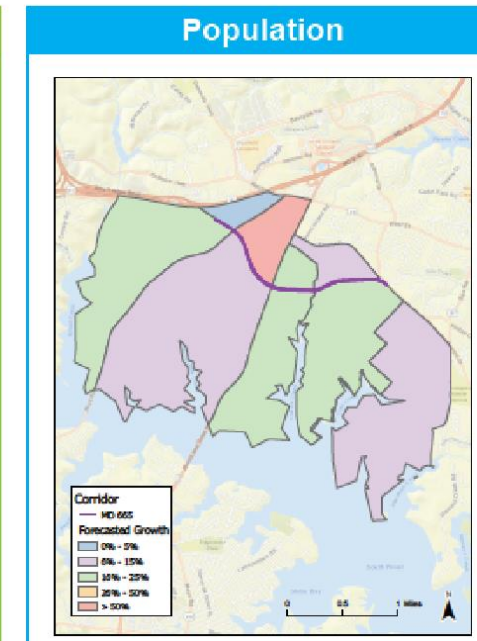
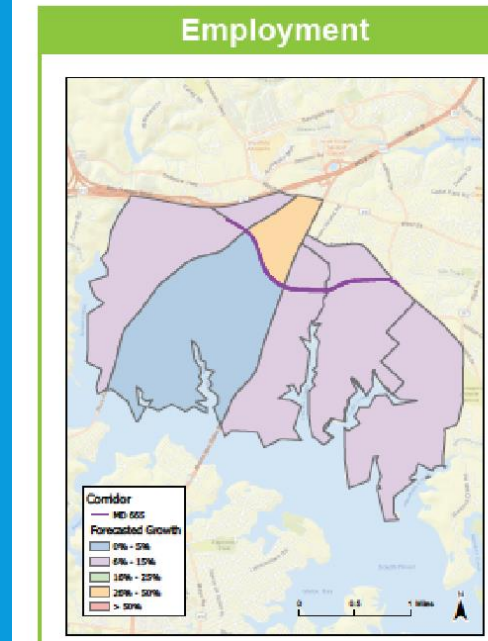


MD 170



- 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.
- **Current County Budget-\$5 million**

MD 665/ARIS T. ALLEN BOULEVARD



- The County has this intersection as a key gateway to the Forest Drive section of the City of Annapolis and Annapolis Neck beyond.
- The County has also allocated funding to this project and set up a CIP project to allow development to contribute funding towards the project.

PLANNING INITIATIVES & IMPROVEMENTS: BICYCLE & PEDESTRIAN

- **MD 175 Sidewalks**-This sidewalk segment is the highest priority of numerous segments that the County and State are working together to construct.
- Grant awards that expand the low-stress bicycle and pedestrian network: Broadneck Trail, South Shore Trail, WB&A Trail, etc.
- Bikeway/Pedestrian connection between BWI and Odenton (South Shore Trail and WB&A Trail.
- **Current County Budget-\$1.345 million for MD 175 sidewalks.**



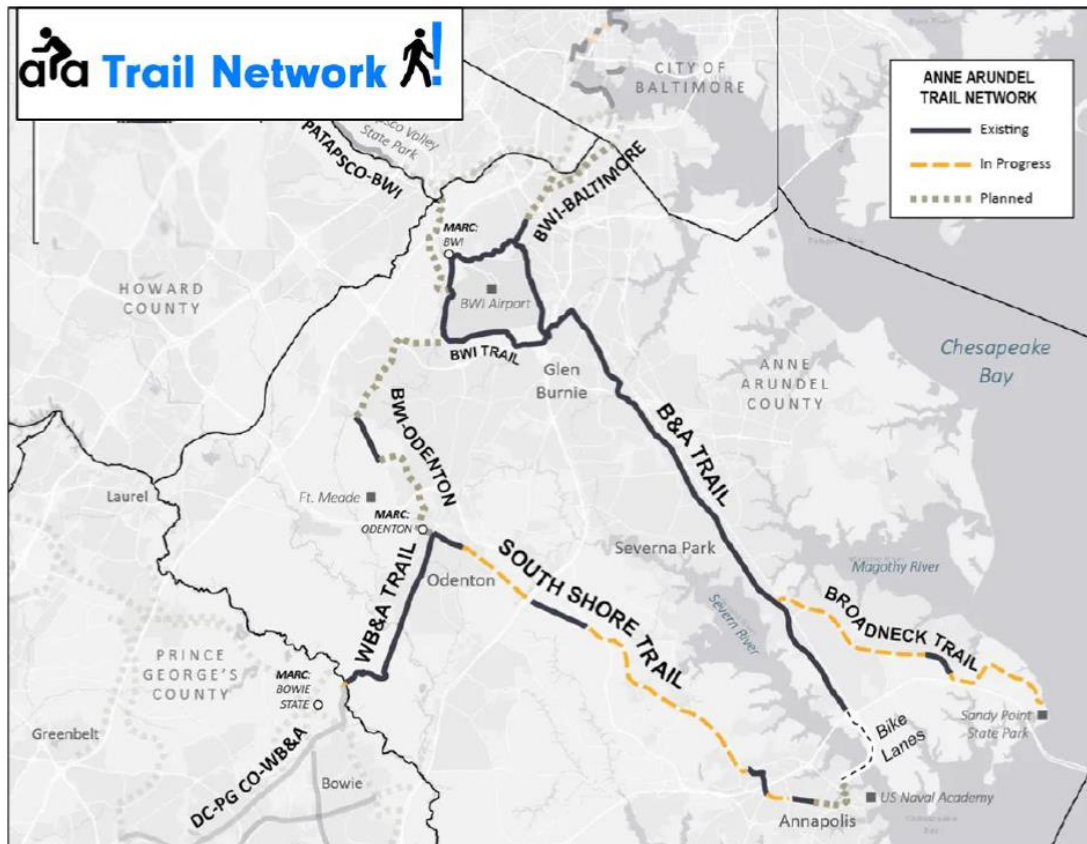
COUNTYWIDE BIKE LANE NETWORK

- Improving connectivity and integration of adequate right of way and/or density for separated shared-use paths, our Complete Streets policy seeks more on-road bike lanes and sidewalks.
- Southern Anne Arundel County, needs an interconnected network of bike lanes to safely connect towns such as Galesville, Shadyside, Deale, Harwood, Lothian, and Davidsonville.
- Many of our peninsulas have one route, such as MD 214 on the Mayo Peninsula, which lack safe bike and pedestrian facilities.



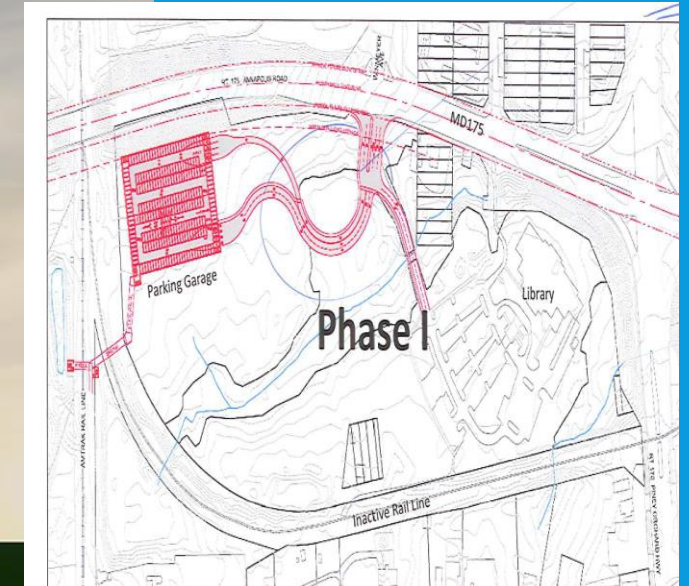
TRAIL NETWORK

Anne Arundel 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.

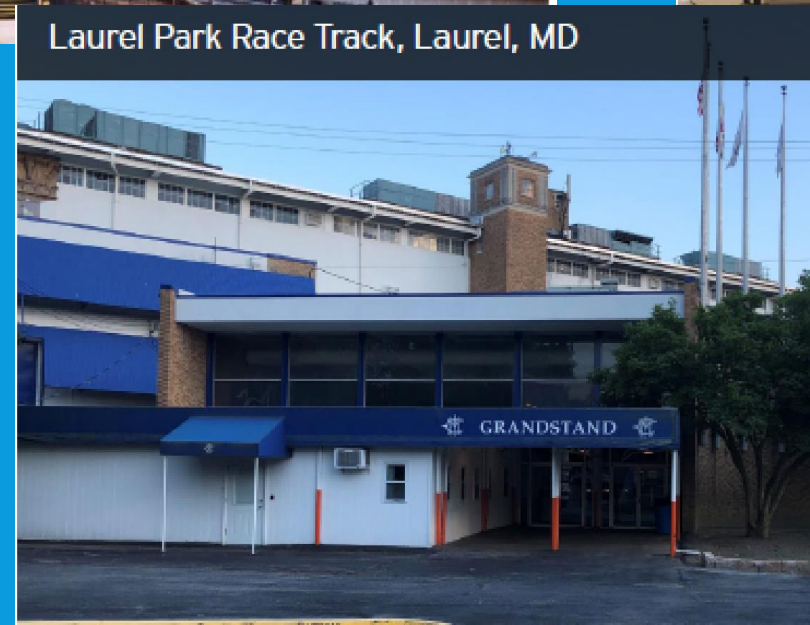
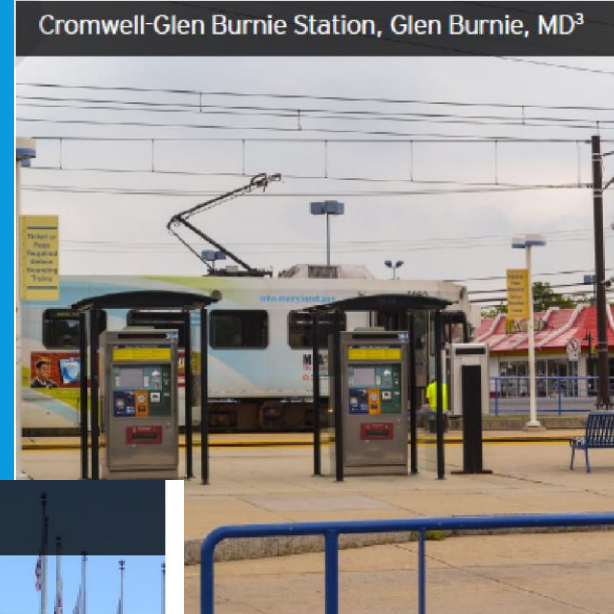
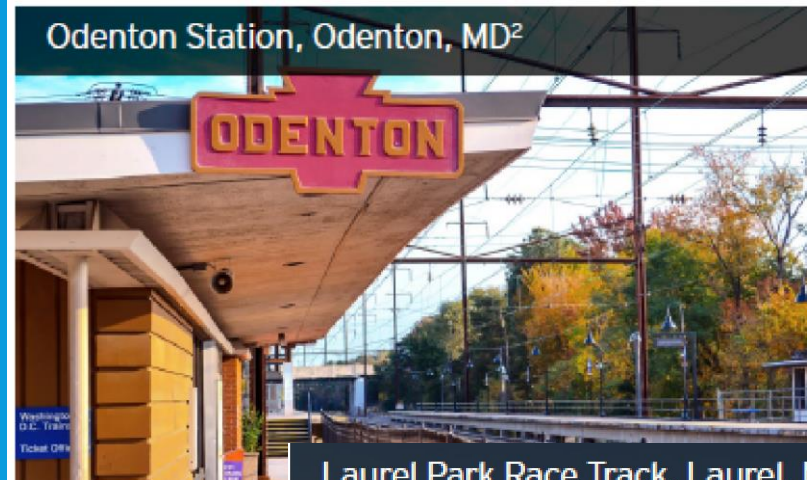
ODENTON/PARKING GARAGE



- As a state-designated “TOD”, development partnership with MDOT is key to building a parking garage
- Thank you for the partnership thus far on this viable endeavor to combat a traffic issue and provide adequate infrastructure in the Odenton Town Center.

TRANSIT-ORIENTED DEVELOPMENT

- TOD Transit Oriented Development is critical to Smart Growth and Transportation Strategy.
 - By bringing mixed-uses together around transit stations, TOD enables citizens to live, work, and play within an easy walk or bike ride to transit.
 - The County looks to work with MDOT to establish state and local designations for TOD, and for support of our request for TOD designation for MARC and Light Rail Stations in Anne Arundel County.
 - Cromwell Light Rail Station the BWI MARC Train, and Laurel Racetrack MARC Stations would benefit from State TOD designations.



MARC ENHANCEMENTS

- MDOT completed the Central Maryland Regional Transit Plan in 2020, which focused on the needs of regional transportation.
- MARC Train fits into that category as regional transportation infrastructure.
- Enhancements to the Penn Line are important in establishing a viable regional transportation option.
- MARC- VRE connection expanding to L'Enfant from Odenton to Union we will also connect to VRE.
- Additionally, we request the State advocate that Amtrak add a MARC Express service on the Penn-Washington Line that includes a stop at BWI.

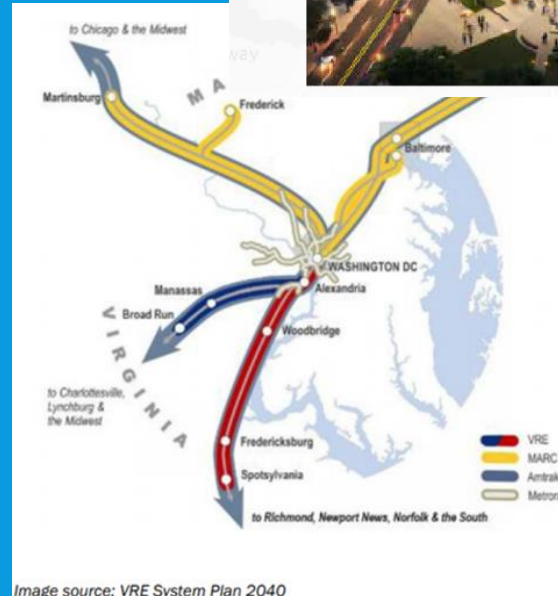
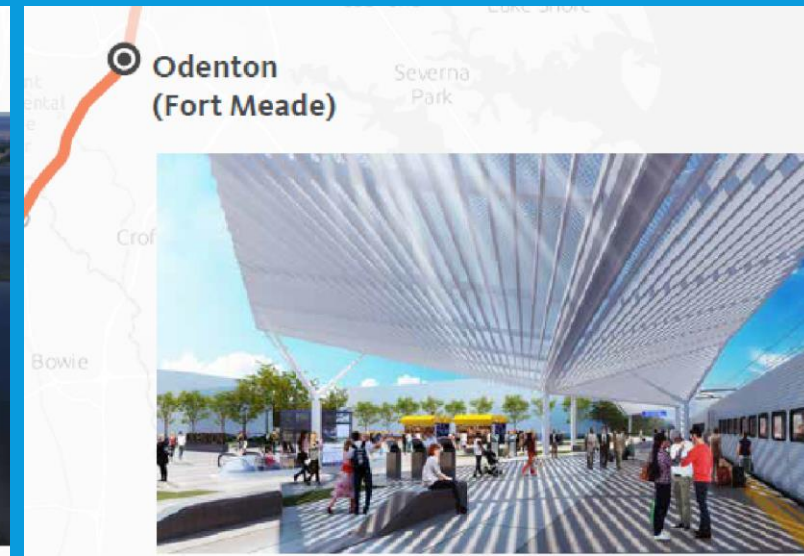
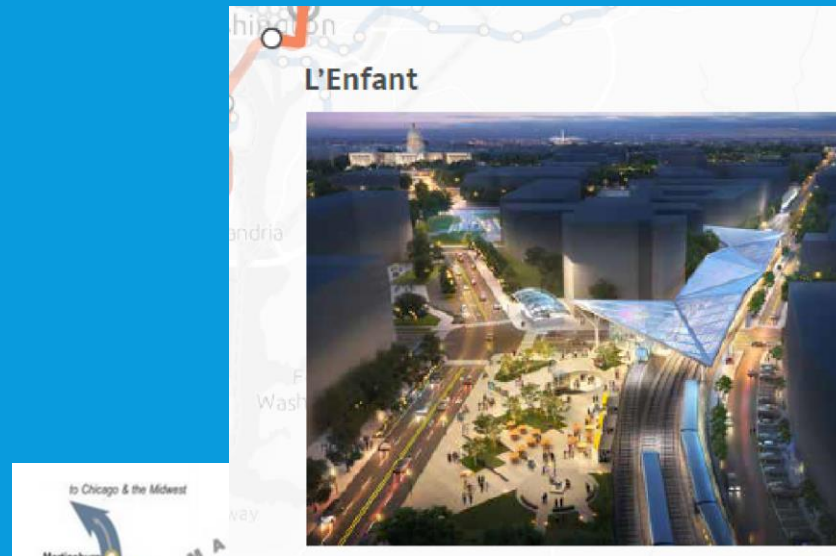
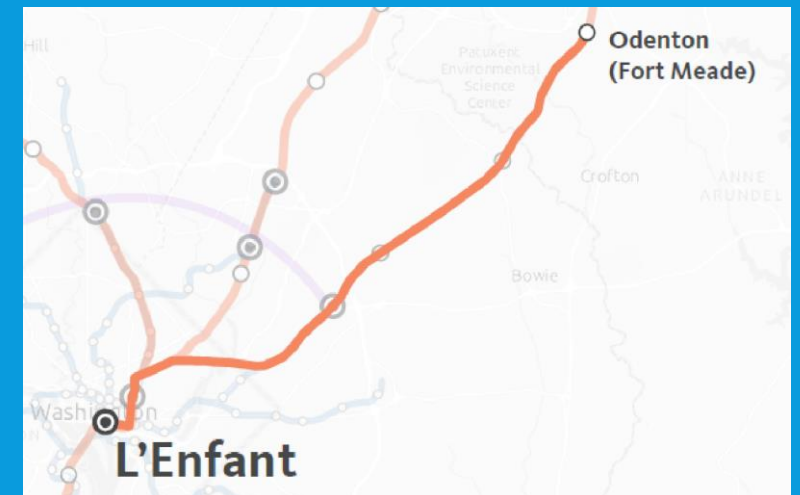


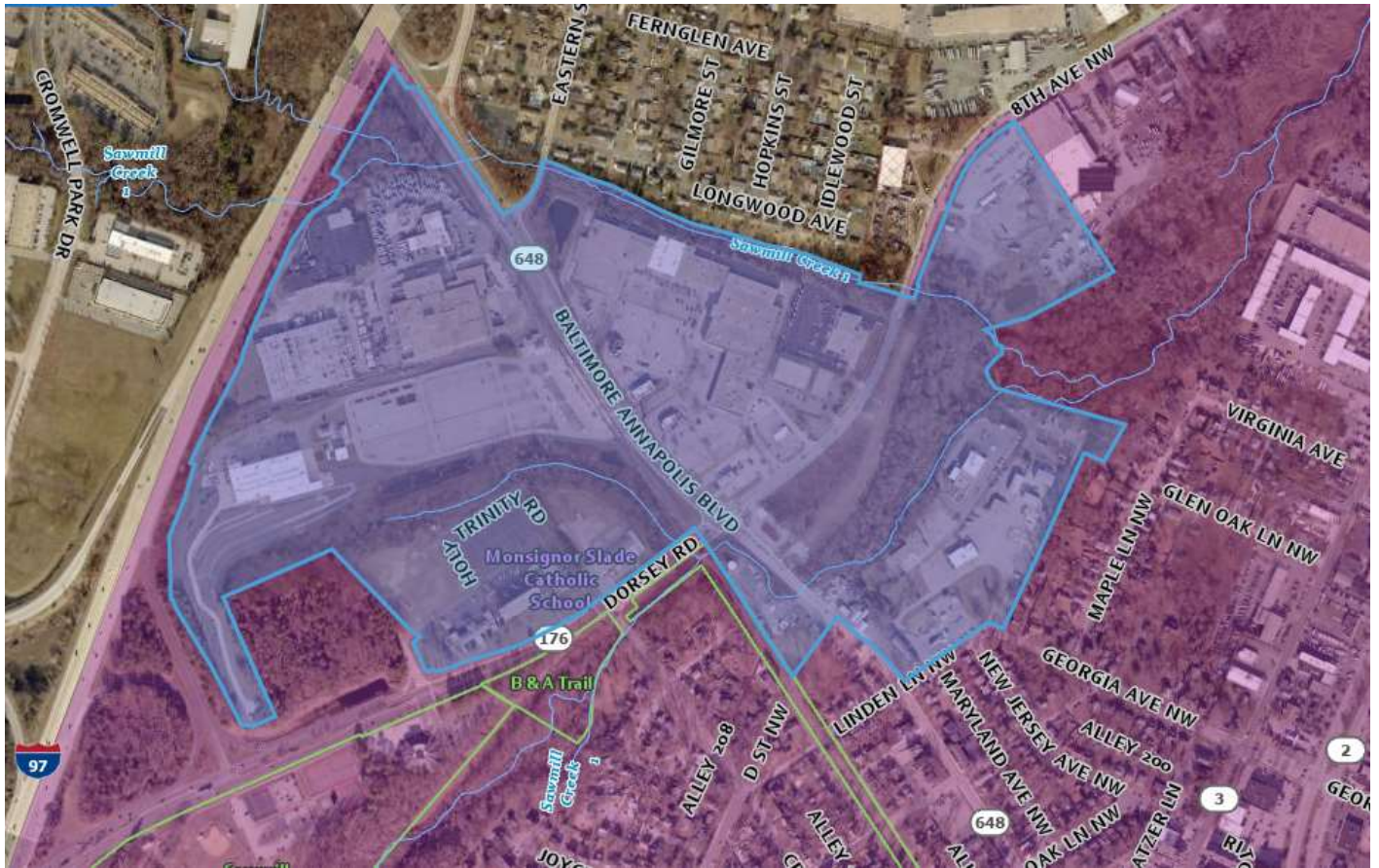
Image source: VRE System Plan 2040



CLOSING



Bill 94-21
Glen Burnie Sustainable Community Overlay Area
Transit-Oriented Overlay Development Policy Areas



- Blue outline represents area within Glen Burnie Sustainable Community AND also within Transit-Oriented Development Policy Area Overlay.
- Area within boundary is mostly developed.
- This proposed legislation adds the outlined area to the area in the original Bill at the heart of the Town Center that is allowed to be exempt from school facilities test if certain conditions are met.
- The conditions remain the same and include:
 - Must fall within these specific areas
 - Must be mixed use
 - No less than 50% of the dwelling units consist of efficiency or one-bedroom units and no dwelling units have more than two bedrooms.