



Charles County Commissioners

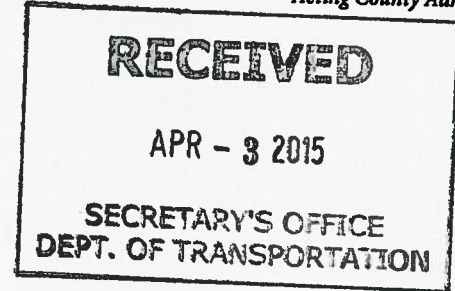
CHARLES COUNTY COMMISSIONERS

Peter F. Murphy, *President*
Ken Robinson, *Vice President*
Debra M. Davis, Esq.
Amanda M. Stewart, M.Ed.
Bobby Rucci

Deborah E. Hall, CPA
Acting County Administrator

March 24, 2015

The Honorable Pete K. Rahn
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076



Dear Secretary Rahn:

Thank you for the opportunity to present Charles County's transportation priorities for fiscal year 2016, in anticipation of our annual tour meeting with you in the fall. Throughout the past year, we have been working closely with the individual modal administrations of the Maryland Department of Transportation, with our elected colleagues in neighboring jurisdictions, and with the Transportation Planning Board of the Metropolitan Washington Council of Governments and the Tri-County Council for Southern Maryland, to address our significant local and regional priorities.

We wish to again, express our appreciation for the Maryland Transportation Authority's efforts to secure a "Record of Decision" for the replacement of the Governor Harry W. Nice Memorial Bridge, and the commitment of \$56 Million in the current Consolidated Transportation Program for the engineering and right-of-way acquisition of the new bridge. We would also like to express our appreciation to staff of the Maryland Transit Administration and the Maryland State Highway Administration for their sustained efforts to assist Charles and Prince George's counties in planning for fixed-route, high-capacity transit service (Light Rail Transit) in the MD 5/U.S. 301 corridor from the Branch Avenue Metrorail Station to Waldorf and White Plains. Finally, we would like to express our gratitude to the State Highway Administration for their action to replace the MD 234 (Budds Creek Road) bridge over Allens Fresh, following the severe storms and flood waters that destroyed the previous structure.

In past meetings and discussions with your predecessors, Charles County's highest transportation priority has consistently been the completion of "project planning" for new Light Rail Transit service from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. The current Consolidated Transportation Program (CTP) includes \$5 million for the Southern Maryland Rapid Transit (SMRT) study, continuing the significant progress made in the 2010 Southern Maryland Transit Corridor Preservation Study. The current study will evaluate the alternative transit modes, update ridership projections, and subject the preferred alignment and proposed station locations to detailed analysis. Concurrent with MTA's 2010 Transit Study, Charles County completed the Waldorf Urban Design Study, which resulted in the re-zoning of 300 acres of downtown Waldorf along the future light rail corridor for transit-oriented, mixed-use development. Building on the momentum of both initiatives, the County followed the re-zoning with a "Phase One" TOD plan and an implementation strategy to launch the downtown Waldorf redevelopment effort, and budgeted \$30 million for water, sewer and road infrastructure improvements in the future light rail transit corridor.



Secretary Rahn
March 24, 2015

The Charles County Commissioners appreciate MDOT's commitment to the commuters of Southern Maryland and the investment of \$5 million in the current CTP for the Southern Maryland Rapid Transit study. This level of funding, however, will not be sufficient to complete the "project planning" phase of the proposed high-capacity, fixed-route transit system. In order to secure a "Record of Decision" and complete 30 percent of the required engineering for the project, our project team estimates that approximately \$20 to \$25 million in additional State funds will be required. It will be necessary for us to complete the "Project Planning" phase in order to position this project for future consideration in the federal "New Starts" program, and complete the engineering, right-of-way acquisition and construction of the project. Our goal is to complete the "Project Planning" phase within the next four to five years. In order to accomplish this, it will be necessary to expand the scope of the current study. We need you to commit the additional funding needed for this project in the new Consolidated Transportation Program. Our funding request represents a small fraction of the estimated \$4.4 billion in revenue that the recently enacted Maryland Transportation Infrastructure Investment Act of 2013 is expected to generate for projects all over the State of Maryland.

Throughout the transit planning process we have been working closely with Prince George's County's elected and appointed officials, including County Executive Rushern Baker, the Prince George's County Council and its President, Mel Franklin, the staff of the Prince George's County Planning Department (the Maryland-National Capital Park and Planning Commission), and the Prince George's County Department of Public Works and Transportation. On November 15, 2011, the Prince George's County Council unanimously adopted a resolution urging the Maryland Department of Transportation to include the Southern Maryland high-capacity, fixed-route transit project (preferably light rail) in the CTP and designate this project as the State's next major transit priority (after the Purple Line, the Red Line and the Corridor Cities Transitway (CCT) projects. In this resolution Prince George's County makes a commitment to work in partnership with Charles County, urges State and federal officials to support this initiative, and agrees to promote transit-oriented development around proposed transit stations in the corridor.

As an expression of regional support, the Tri-County Council for Southern Maryland has consistently designated this project as the number one regional transit priority for Southern Maryland. The project has also received the support of United States Senator Benjamin Cardin in correspondence with previous MDOT Secretaries, and the Federal Transit Administration, strongly supporting the allocation of federal transit planning funds for this greatly needed project. Coordinating highway improvements with high-capacity transit service in the MD 5/U.S. 301 corridor from Charles County to Branch Avenue will facilitate commutes, enhance local mobility, manage congestion, and focus economic development, private sector investment, and new job opportunities near key transit-oriented activity centers.

We invite you to review recent letters of support for this initiative from Maryland Senate President Thomas J. "Mike" Miller, Jr., Prince George's County Council President Mel Franklin, Charles County Delegation Chair Sally Jameson, and the County Commissioners of St. Mary's County.

Our second highest priority for consideration in the new Consolidated Transportation Program is the construction of a controlled access highway option for U.S. 301 in Waldorf, including grade separated interchanges at U.S. 301 and MD 5, and U.S. 301 and MD 228, which balances the needs of the residential and business communities, while minimizing the impacts to cultural, social, and natural resources. We appreciate MDOT's inclusion of planning for new interchanges at U.S. 301 and MD 228/MD 5 Business, and at the intersection of U.S. 301 and Mattawoman-Beantown Road (MD 5), in the CTP. We look forward to working with the Maryland State Highway Administration staff to expedite the progress of this project into the engineering phase.

Secretary Rahn
March 24, 2015

We believe it is important to maintain the roadway mobility of our inter-state and inter-county highway system. The US 301 and MD 5 corridor through Charles and Prince George's Counties is one of the most congested in the State, and based on future growth projections is likely to become more so. We fully support the efforts of Prince George's County to improve the remainder of MD 5 (Branch Avenue) from Surratt's Road to the junction with US 301, which will help alleviate the severe delays experienced along this corridor. We also appreciate the Maryland State Highway Administration's commitment to make sure that the recommendations and design plans for highway improvements in the MD 5 corridor will accommodate the transitway needed for future fixed-route, high-capacity transit service. In the interim, we specifically request that the Maryland State Highway Administration (SHA) accelerate potential break-out projects to alleviate roadway congestion within this corridor. These projects are listed in "*Attachment 1*" under SHA Project Planning Project number "1" and District Special Project number "1." We look forward to working with the SHA staff on these projects of great importance for our citizens.

The Charles County Commissioners support a comprehensive approach that integrates transportation and land use policy. Through the implementation of the Waldorf Sub-Area Plan, the Waldorf Urban Design Study, and associated Zoning and Design Guidelines, the County has made progress in laying the foundation for higher density, transit-oriented development in the downtown urban core of the County's Development District which will significantly reduce vehicle trips by providing the necessary mix of land uses in a walkable environment. These actions will enable us to focus future growth in the transit corridor between Waldorf and White Plains, while reducing sprawl and suburban development pressures in the County's rural areas. These policies will support future investment in high-capacity public transit, new investment in the redevelopment of the downtown urban core, help to create a reverse commute, reduce the peak volumes on state roadways, manage congestion, and preserve existing and planned highway capacity. Our planned residential and commercial development densities have been designed to support future rail transit, as well as other alternative modes, pedestrians and bicycles. These densities are consistent with the Federal Transit Administration's *Guidelines and Standards for Transit Supportive Land Uses* and are intended to qualify our transit project for future "New Start" funds. To ensure the success of the urban redevelopment of downtown Waldorf, the County launched a "Phase One" Development Plan in November 2013, and committed \$30 million in infrastructure improvements to incentivize private investment. We believe that only by coordinating our transportation priorities and land use policies in a comprehensive and integrated strategy can we successfully meet our transportation needs for the next generation.

In addition to our top priorities, we have attached a list of the County's additional priorities (*Attachment 1*) for the upcoming year, which are presented in categories that correspond to the modal administrations of MDOT that oversee these activities. These projects are needed to facilitate the ongoing implementation of our long-range Comprehensive Plan and Sub-Area Plans. We request your commitment to these transportation system improvements.

In closing, we would also like to share our continued appreciation for the outstanding final report of the 2010 "Southern Maryland Transit Corridor Preservation Study" produced by the Maryland Transit Administration (MTA) and their consultants. Our staff has worked closely with MTA and in partnership with Prince George's County to ensure that we have the tools we need to bring high-capacity, fixed-route rapid transit service to Charles County. To codify this action, we have integrated the Study's preferred alignment into the proposed Charles County Comprehensive Plan as well as the plans for the Waldorf Urban Redevelopment Corridor.

Secretary Rahn
March 24, 2015

We thank you for your continued cooperation and support, and we look forward to working with you and your staff on these priorities. If you have any questions, please do not hesitate to contact Mr. Peter Aluotto, Director of the Department of Planning & Growth Management by calling (301) 645-0693, or by E-Mail to AluottoP@CharlesCountyMD.gov.

Very Truly,

COUNTY COMMISSIONERS OF
CHARLES COUNTY, MARYLAND


Peter F. Murphy, *President*


Ken Robinson, *Vice President*


Debra M. Davis, Esq.


Amanda M. Stewart, M.Ed.


Bobby Rucci

Attachments (7):

1. Top Priority Transportation Improvement Projects
2. Letter from Prince George's County Council Chairman Mel Franklin to MDOT Secretary, September 29, 2014
3. Resolution (CR-78-2011) of the Prince George's County Council, concerning "High-Capacity Fixed-Route Mass Transit Service in the MD 5/U.S. 301 Corridor", November 15, 2011
4. Letter from Charles County Delegation to MDOT Secretary, October 24, 2014
5. Letter from Maryland Senate President Thomas V. "Mike" Miller, Jr. to MDOT Secretary, November 12, 2014
6. Letter from Commissioners of St. Mary's County to MDOT Secretary Pete K. Rahn, March 10, 2015
7. Letter from Charles County Commissioners to the Tri-County Council for Southern Maryland, March 10, 2015

cc: Ms. Melinda Peters, SHA
Mr. Robert Smith, MTA
Mr. Glen Smith, MdTA
Mr. John Hartline, Tri-County Council
Ms. Deborah Hall, Charles County
Mr. Peter Aluotto, Charles County
Mr. Jason Groth, Charles County

Mr. Gregory Slater, SHA
Mayor Roy Hale, Town of La Plata
Mr. Daniel Mears, Town of La Plata
Mayor Dennis Scheessele, Town of Indian Head
Mr. Ryan Hicks, Town of Indian Head
Ms. Eileen Minnick, Charles County
Mr. Jeffry Barnett, Charles County

ATTACHMENT 1

Top Priority Transportation Improvement Projects

MARYLAND TRANSIT ADMINISTRATION

1. *Fixed-route, high-capacity transit service from the Branch Avenue Metro Station to Waldorf/White Plains*

As mentioned above the highest transportation priority for Charles County is the appropriation of funding to initiate and complete the Project Planning Phase of the Southern Maryland Rapid Transit (SMRT) project. This project is currently being studied by the Maryland Transit Administration (MTA) to formalize alignments, determine ridership estimates, and select a transit mode (Light Rail or Bus Rapid Transit) from the Branch Avenue Metrorail Station to Waldorf/White Plains. We are seeking a commitment to this transit project in the Consolidated Transportation Program (CTP) for "Project Planning," so that we may continue the momentum of the 2010 Southern Maryland Transit Corridor Preservation Study, and the current SMRT Study, toward a "Record of Decision," to be followed by completion of project engineering and construction. This project is the transit component of the transit-oriented, mixed-use, walkable new urban center planned for downtown Waldorf in the Waldorf Urban Redevelopment Corridor (WURC). The collective goal of this integrated transportation and land use strategy is to increase mobility for our citizens, including 46,000 commuters from Charles and St. Mary's Counties making 92,350 daily commuter trips, link key activity centers in the MD 5/US 301 corridor, and provide a catalyst for the redevelopment of downtown Waldorf.

Consistency with the County Comprehensive Plan: The Southern Maryland Rapid Transit project is consistent with the goals of the 2006 Charles County Comprehensive Plan. Specific 'Comp Plan' goals include: Goal 5.6 Concentrate development density and intensity in mixed use districts and in the Urban Core to help limit and manage the spread of traffic congestion and encourage and support alternate modes of transportation; Goal 5.7 Plan improvements to the overall County transportation network to correspond to and support the overall land use plan. Goal 5.8 Develop and coordinate land use and transportation improvements that focus on reducing the imbalance of jobs/housing in Charles County; Goal 5.9 Concentrate transportation improvements in the form of new roads and transit systems which support new development in the Development District and in Town Centers; Goal 5.11 Adopt land use and transportation policies and capital investment strategies designed to increase the share of trips handled by transit; and, Goal 5.13 Provide incentives that encourage commuters to switch to higher occupancy alternatives.

Consistency with the 2014 MDOT Transportation Plan: This project is consistent with several of the goals of the Maryland Transportation Plan. Specifically, the Southern Maryland Rapid Transit project seeks to improve *Community Vitality* by integrating a new high-capacity transit system with a new high-density land use pattern centered around transit-based activity centers. This project will also improve the *Quality of Service* by enhancing access to transit service for citizens of both our County, and the surrounding counties. The expansion of transit service to our region will respond to the rapid growth of our workforce, as reflected in our commuter bus ridership numbers. This investment will ensure major strides in Maryland's efforts toward *Environmental Stewardship*. Not only would this high capacity transit project improve air quality by dramatically reducing vehicle emissions, it is also considered to be the most effective transportation alternative for creating high-density, compact development that promotes the State's Smart Growth Policies. Finally, this project is also a catalyst for economic growth

through “strategic investment in a balanced multi-modal transportation system for people and goods.” Studies have shown that fixed-route transit service provides a strong incentive for private sector investment, contributing to the *Economic Prosperity* that the Maryland Transportation Plan seeks to promote.

STATE HIGHWAY ADMINISTRATION

2. U.S. 301 Corridor Waldorf Improvements

As previously stated in this letter, the U.S. 301 Corridor Improvements in Waldorf remain a top priority for Charles County. As congestion in the region continues to increase, the MD 5 (Branch Avenue) and U.S. 301 corridors continue to carry the largest volume of vehicles in Southern Maryland. While our primary project priority is high-capacity, fixed-route transit, it is understood that transit services do not serve all destinations. This corridor is also experiencing substantial increases in truck traffic as an alternate route to Interstate 95, further contributing to the congestion. Therefore, Charles County continues to seek urgently needed corridor improvements along U.S. 301 in Waldorf and White Plains. The County Commissioners are eager to accelerate the implementation of the breakout projects (listed below as Item 3) to design full interchanges at MD 5 (Mattawoman-Beantown Road) as well as at MD 228 (Berry Road), that were first funded in the FY14 CTP.

Consistency with the County Comprehensive Plan: The U.S. 301 Corridor Waldorf Improvement Project is consistent with the 2006 Charles County Comprehensive Plan and is listed in Table 5-4 as State Project “A-S-1.” Specific ‘Comp Plan’ goals showing the project’s consistency include: Goal 5.1 Maintain and enhance the existing quality of the road system to assure an acceptable level of service; Goal 5.2 Direct the highway program toward the preservation of peak period capacities at acceptable levels along arterials such as US 301, MD 210, MD 228, and MD 5 through the careful application of access management and the development of a supporting network to separate local traffic; and, Goal 5.4 Develop a circulation system that encourages the separation of through and local traffic.

Consistency with the 2014 MDOT Transportation Plan: The U.S. 301 Corridor Improvements would significantly improve the *Safety & Security* of the Southern Maryland Highway System. The Harry W. Nice Bridge is the southern-most crossing of the Potomac River to points south, and U.S. 301 is a primary route for evacuation of Washington, D.C. and the surrounding area. As truck traffic and commuter traffic has continued to increase, the requested capacity and enhancement improvements will greatly assist in moving people out of the area in the event of a national security incident. These roadway improvements are also consistent with the goals and objectives of MDOT’s strategy for *System Preservation*, by maximizing the use of the existing roadway infrastructure and improving the overall performance of the facilities. Finally, the requested corridor improvements will further enhance Maryland’s efforts toward *Environmental Stewardship* and have a positive effect on air quality, by easing congestion and substantially reducing vehicle idle time in traffic. This becomes especially important as truck traffic increases and continues to impact issues related to non-attainment of air quality standards in the Washington D.C. region.

Additional Priority Transportation Improvement Projects

STATE HIGHWAY ADMINISTRATION

Project Planning Priorities

3. **U.S. 301 Interim Improvements** – The purpose of this project is to provide interim improvements to the U.S. 301 Corridor in Waldorf and White Plains to alleviate congestion while the US 301 Corridor Study is being completed in the longer term. This includes the construction of an interchange along U.S. 301 at MD 228/MD 5 Business and U.S. 301 at MD 5 (Mattawoman-Beantown Road). These intersections continue to carry the highest volume of traffic in Charles County. We also request that SHA extend an additional travel lane in each direction of US 301 from Smallwood Drive to MD 227 to relieve morning and evening peak hour congestion. Cumulatively, these improvements will greatly improve the traffic flow in the areas of highest volume and provide needed highway capacity.

Consistency with the County Comprehensive Plan: As with the complete U.S. 301 Corridor Waldorf Improvement Project listed earlier in this Priority Letter, the interim U.S. 301 Improvement Projects are consistent with the 2006 Charles County Comprehensive Plan and is listed in Table 5-4 as State Project "A-S-1." Specific 'Comp Plan' goals showing the project's consistency include: Goal 5.1 Maintain and enhance the existing quality of the road system to assure an acceptable level of service; Goal 5.2 Direct the highway program toward the preservation of peak period capacities at acceptable levels along arterials such as US 301, MD 210, MD 228, and MD 5 through the careful application of access management and the development of a supporting network to separate local traffic; and, Goal 5.4 Develop a circulation system that encourages the separation of through and local traffic.

Consistency with the 2014 MDOT Transportation Plan: The U.S. 301 Corridor Improvements would be consistent with MDOT's strategy for *System Preservation* and *Quality of Service* goals and objectives by maximizing the use of the existing roadway infrastructure and improving the overall performance of the facilities. Further, the requested corridor enhancements will further Maryland's efforts toward *Environmental Stewardship*, by having a positive effect on air quality through easing congestion and substantially reducing vehicle idle time in traffic. As with the full U.S. 301 Corridor improvement project, these improvement are of increasing importance as the truck traffic increases and continues to impact issues related to non-attainment of air quality standards in the Washington, D.C. region.

4. **MD 5 Business/MD 925 Corridor Improvements** – As you may be aware, the County has re-zoned a 300-acre portion of Waldorf near the intersection of MD 5 Business and MD 925, to create a new urban zoning district for mixed-use Transit-Oriented Development (TOD). SHA's Office of Highway Development recently completed a small project on one leg of these two intersecting roads, which has been well received by the community and has improved mobility. To further enhance access and mobility in this highly congested intersection, we request further re-design and construction of these two critical roadway corridors. In order to complete the redevelopment plans within the County's Waldorf Urban Redevelopment Corridor (WURC), we are seeking to reconstruct MD 5 Business and MD 925 as urban arterials with bicycle and pedestrian accommodations to assist the County in creating a walkable, transit-oriented new urban community in downtown Waldorf. We greatly appreciate the partial funding of improvements that were completed at one leg of this intersection in 2014 through SHA's Office of Highway Development. The completed project consisted of improvements to the intersection of MD 5 Business, MD 925, and Old Washington Road, including ADA compliant crosswalks and sidewalks,

roadway widening, capacity enhancements, a northbound right-turn lane, signal reconstruction, and stormwater management improvements. These improvements will dovetail with the County's planned improvements along Old Washington Road to the north. This request is to plan, design, and complete roadway improvements throughout these two corridors to improve vehicle circulation, connectivity, access, and bicycle and pedestrian accommodations.

Consistency with the County Comprehensive Plan: The MD 5 Business/MD 925 Corridor Improvements project is consistent with the following specific 'Comp Plan' goals: Goal 5.1 Maintain and enhance the existing quality of the road system to assure an acceptable level of service; and, Goal 5.4 Develop a circulation system that encourages the separation of through and local traffic. Since this project works toward the planned improvements in the Waldorf Sub-Area/Urban Design Area, the project is specifically consistent with the following Transportation-Land Use Goals of the County's Comprehensive Plan: Goal 5.6 Concentrate development density and intensity in mixed use districts and in the Urban Core to help limit and manage the spread of traffic congestion and encourage and support alternate modes of transportation; Goal 5.7 Plan improvements to the overall County transportation network to correspond to, and support the overall land use plan; Goal 5.8 Develop and coordinate land use and transportation improvements that focus on reducing the imbalance of jobs/housing in Charles County; and, Goal 5.9 Concentrate transportation improvements in the form of new roads and transit systems which support new development in the Development District and in Town Centers.

Consistency with the 2014 MDOT Transportation Plan: The MD 5 Business/MD 925 Corridor Improvements would be consistent with MDOT's strategy for *System Preservation* goals and objectives by maximizing the use of the existing roadway infrastructure and improving the overall performance of the facilities. This project also seeks to further enhance Maryland's efforts to create and support economic growth through the "strategic investment in a balanced multi-modal transportation system for people and goods." This project is a key part of the Waldorf Sub-Area and denser new urban zoning which strives to provide *Community Vitality* that the Maryland Transportation Plan seeks to promote.

5. *MD 6 Connector* – This is a request to reevaluate the feasibility of the Maryland Route 6 Connector concept. This roadway would connect existing MD 6 at Willow Lane to U.S. 301, providing additional congestion relief within the Town of La Plata. This project is identified in the U.S. 301 Transportation Study Task Force's Final Report, supported by the U.S. 301 Policy Oversight Committee and included in the ongoing U.S. 301 South Corridor Study. The Maryland Route 6 Connector project is not listed in the Metropolitan Washington Council of Governments (MWCOC) Constrained Long Range Plan (CLRP) as there is no funding for the project at the present time.

Consistency with the County Comprehensive Plan: The MD 6 Connector is consistent with the 2006 Charles County Comprehensive Plan and listed in Table 5-4 as Town of La Plata Project "L-P-1." Specific 'Comp Plan' goals showing the project's consistency include: Goal 5.4 Develop a circulation system that encourages the separation of through and local traffic; Goal 5.7 Plan improvements to the overall County transportation network to correspond to and support the overall land use plan; and, Goal 5.9 Concentrate transportation improvements in the form of new roads and transit systems which support new development in the Development District and in Town Centers.

Consistency with the 2014 MDOT Transportation Plan: The MD 6 Connector project seeks to provide greater circulation in the La Plata area of Charles County. As MD 6 has become increasingly congested in downtown La Plata, this project would provide a bypass for travelers seeking access to U.S. 301 north

of the town. This project is consistent with MDOT's goal to provide *Community Vitality and Economic Prosperity* which supports La Plata's continuing economic growth, with significant recent investment by private corporations. By relieving congestion in the La Plata area, this area may continue its revitalization efforts and create an economic base to encourage a reverse commute pattern and balance the jobs to households.

6. *MD 231 Corridor Improvements* - In coordination with Calvert County, we seek the enhancement of capacity and associated corridor improvements of MD 231 to ease increasing levels of congestion. The need for this project is identified in the SHA Highway Needs Inventory and as a recommended State highway project in the County's 2006 Comprehensive Plan (Page 5-18). Also, the MD 231 project is on the regional transportation priority list prepared by the Regional Infrastructure Advisory Committee of the Tri-County Council for Southern Maryland. We understand that MD 231 is in the National Highway System. It is the only highway linking Charles County with Calvert County.

Consistency with the County Comprehensive Plan: The MD 231 Corridor Improvement project is listed in the 2006 Charles County Comprehensive Plan in Table 5-4 as Project "L-S-14." Specific 'Comp Plan' goals showing the project's consistency include: Goal 5.1 Maintain and enhance the existing quality of the road system to assure an acceptable level of service; and, Goal 5.10 Limit transportation improvements in Rural Conservation and Agricultural Preservation Districts to essential capacity improvements as well as maintenance and upgrading of nonstandard roads and under-capacity bridges. This objective will provide for a safe and functional road system while limiting development in these rural areas.

Consistency with the 2014 MDOT Transportation Plan: The MD 231 Corridor Improvements support several aspects of the MDOT Transportation Plan. As MD 231 provides a crossing of the Patuxent River, it serves as an evacuation route for eastern Charles County and northern St. Mary's County. The requested corridor improvements will enable safe and efficient movement of people as well as goods and services (MDOT Goal of *Safety and Security*). These improvements will also greatly improve congestion issues due to roadway design. For example, the addition of auxiliary and bypass lanes will enable the heavy peak-hour traffic to continue moving with competing turn movements.

7. *Bryans Road Town Common Enhancement Project* - One of the implementation strategies for the 2001 Bryans Road/Indian Head Sub-Area Plan is the development of a new "Town Common" in the vicinity of MD Route 227 and Matthews Road to serve as the centerpiece of a proposed pedestrian-friendly town center for the Bryans Road community. Additional improvements include streetscape enhancements to MD Route 210 within the proposed Town Center. The County is seeking assistance from the State with planning and implementation for this project, both in terms of technical design assistance and project funding.

Consistency with the County Comprehensive Plan: The Bryans Road Town Common is an Enhancement Project listed in the 2006 Charles County Comprehensive Plan in Table 5-4, as project "F-C-19." Specific 'Comp Plan' goals showing the project's consistency include: Goal 5.7 Plan improvements to the overall County transportation network to correspond to and support the overall land use plan; and, Goal 5.9 Concentrate transportation improvements in the form of new roads and transit systems which support new development in the Development District and in Town Centers.

Consistency with the 2014 MDOT Transportation Plan: The Bryans Road Town Common project is consistent with the MDOT Transportation Plan goals to enhance *Community Vitality* and *Economic Prosperity* by supporting the planned redevelopment and economic growth of the Bryans Road Town Center. The state investment in this crossroads will help continue the momentum needed to invigorate the jobs-housing balance in this planned mixed-use area. These roadway improvements will also provide safety enhancements for pedestrians seeking to access both shopping and local transit stops.

SHA District 5 Priorities

8. MD 5 Business Improvements (Waldorf) - Traffic congestion along Leonardtown Road (MD 5 Business) between U.S. Route 301 and Post Office Road continues to inhibit the efficient movement of vehicles through this section of highway. Gridlock conditions occur during peak hours and weekends in this area. We appreciate SHA's assistance as we revitalize and improve this business district corridor in downtown Waldorf. We further request that SHA work with the County to reconstruct the roadway within the MD 5 Business corridor, stretching from the "Phase One" area of Downtown Waldorf to Post Office Road, in order to create an Urban Arterial design. These improvements will help create a corridor that is bicycle and pedestrian friendly, while improving safety and mobility through better access management and connectivity for vehicles within the corridor.

Consistency with the County Comprehensive Plan: The MD 5 Business Improvements Project is an Enhancement Project which is described in the 2004 Waldorf Sub Area Plan as well as the Waldorf Urban Design Study. Specific 'Comp Plan' goals showing the project's consistency include: Goal 5.3 Provide the public with adequate transportation facilities while simultaneously providing the opportunity for new development to continue in the County; Goal 5.4 Develop a circulation system that encourages the separation of through and local traffic; Goal 5.7 Plan improvements to the overall County transportation network to correspond to and support the overall land use plan; and, Goal 5.8 Develop and coordinate land use and transportation improvements that focus on reducing the imbalance of jobs/housing in Charles County.

Consistency with the 2014 MDOT Transportation Plan: The MD 5 Business Improvements are consistent with MDOT's goals to promote *Safety and Security* through extending the right turn lane as a refuge for turning vehicles and allowing through traffic the necessary mobility in this major thoroughfare. The improvements also play a key role in Maryland's goal to promote *System Preservation and Performance* of the local and regional highway network, by both improving the flow of traffic as well as upgrading the existing roadway to modern design standards. The State goal of greater *Environmental Stewardship* is also achieved by retrofitting new stormwater management facilities within an area that currently has no stormwater treatment, further improving regional water quality. The additional request to reconstruct this section of MD 5 Business to the Waldorf Urban Design Standards will further enhance these goals, as well as provide the desired goal to provide *Community Vitality and Economic Prosperity*. This project is one of the top three roadway projects envisioned to initiate the redevelopment of downtown Waldorf. We look forward to working with SHA to provide the framework of public investment in infrastructure that will provide a catalyst for the transformation of Waldorf into a multi-modal new urban center.

9. U.S. 301/White Plains Corridor Improvements - An additional travel lane is needed, in each direction of U.S. 301, to relieve increasing congestion from south of Smallwood Drive to south of MD 227. The taper of the 6-lane section of U.S. 301 to 4 lanes south of Smallwood Drive creates increasing back-ups during peak and certain off-peak hours. A continued effort to monitor and evaluate the synchronization

of the four U.S. 301 traffic signals in White Plains may also reduce congestion and facilitate the flow of traffic. These intersections are Billingsley Road, DeMarr Road, Theodore Green Boulevard, and MD 227.

Consistency with the County Comprehensive Plan: The U.S. 301/White Plains Corridor Improvement Project is a capacity improvement project that was originally envisioned as part of the U.S. 301 South Corridor Study. This break-out project request is consistent with the following specific "Comp Plan" goals: Goal 5.1 Maintain and enhance the existing quality of the road system to assure an acceptable level of service. Goal 5.2 Direct the highway program toward the preservation of peak period capacities at acceptable levels along arterials such as U.S. 301, MD 210, MD 228, and MD 5 through the careful application of access management and the development of a supporting network to separate local traffic; and, Goal 5.4 Develop a circulation system that encourages the separation of through and local traffic.

Consistency with the 2014 MDOT Transportation Plan: This project is consistent with the MDOT Transportation Plan goals to maximize the efficient use of resources and infrastructure through *System Preservation* projects. By improving and enhancing existing US 301 in the White Plains area, it will reduce the need for new alternative roadways and minimize any impacts to the environment. This minimally invasive project promotes the State's goal of achieving greater *Environmental Stewardship* by enhancing this long-standing transportation infrastructure.

10. *Hughesville Improvement Project* - Complete planning and design for a streetscape on MD 625 (formerly known as MD 5 Business) in Hughesville, inside the limits of the Hughesville Bypass. The County has completed a Revitalization Plan for the Village of Hughesville and the streetscape is a key element of the revitalization strategy. This streetscape will enhance the revitalization of the village and provide roadway and pedestrian enhancements. As part of this project, or as a separate project, the County seeks the redesign of the intersections of the MD 5 (Leonardtown Road) with Gallant Green Road and with MD 625 (MD 5 Business). This project would include the relocation of the planned Gallant Green Road/MD 5 traffic signal to the northern MD 625 terminus with MD 5. The Gallant Green Road traffic will utilize MD 625A (Foster Lane) to access MD 5. This project will eliminate the need for two traffic signals in the future, and has the support of local and state elected officials and government agencies. It should be noted that the County will be constructing a new training center and regional campus of the College of Southern Maryland, beginning within the next year adjacent to the village of Hughesville. It is expected that much of this traffic will be served by Foster Lane/MD 625A and will need to coordinate this projected traffic with SHA to ensure an appropriate traffic control design.

Consistency with the County Comprehensive Plan: The Hughesville Improvement Project is an Enhancement Project listed in the 2006 Charles County Comprehensive Plan in Table 5-4, as project "F-S-1." Specific 'Comp Plan' goals showing the project's consistency include: Goal 5.3 Provide the public with adequate transportation facilities while simultaneously providing the opportunity for new development to continue in the County; Goal 5.4 Develop a circulation system that encourages the separation of through and local traffic; Goal 5.7 Plan improvements to the overall County transportation network to correspond to and support the overall land use plan; and, Goal 5.8 Develop and coordinate land use and transportation improvements that focus on reducing the imbalance of jobs/housing.

Consistency with the 2014 MDOT Transportation Plan: The Hughesville Improvement Project is comprised of two components: the streetscape of MD 625 (formerly known as MD 5 Business) through the village of Hughesville and the intersection improvements at MD 5 (Leonardtown Road) at MD 625

(northern terminus). The streetscape project is consistent with MDOT's goal of providing *Community Vitality*, by creating the catalyst to revitalize the village of Hughesville. As the through traffic have been diverted outside of the village by the construction of the Hughesville Bypass, MD 625, Hughesville's Main Street is now able to better serve the community. This project will help bring a rejuvenation of economic growth to a once thriving commerce center. In addition to the streetscape, the relocation of the planned MD 5/Gallant Green traffic signal to the MD 625 North intersection will provide the needed safety improvements for the Gallant Green Road travelers trying to access MD 5, while eliminating the future need for a second traffic signal and keeping travelers moving. This project is consistent with MDOT's goals of providing increased *Safety and Security* for travelers in this high collision activity area and provides the desired System Preservation and Performance of the Maryland Highway System. Finally, this project also provides the *Economic Prosperity* by promoting the state investment in economic growth that will spur investment by the private business community that is greatly needed in the village of Hughesville.

11. MD 488/Radio Station Road Intersection Improvements/Traffic Control – As a related component of the local upgrade of Radio Station Road to a 4-lane boulevard design, the County is seeking to address the intersection with MD 488 (La Plata Road). With the completion of St. Charles Parkway/Rosewick Road a few years ago, traffic has been increasing on Radio Station Road. Together with traffic from the adjacent educational facility campuses along Radio Station Road, driver safety has become an increasing concern, and may require additional traffic control. Therefore, we have been seeking State funds to assist in the design and installation of a traffic signal. We greatly appreciate the coordination efforts of the Maryland State Highway Administration to bring this project to fruition. However, we request greater consideration be given to the cost implications and property impacts with regard to the currently mandated round-about option. While we certainly understand the benefits of a round-about in general, the application of this solution at this location is cost prohibitive. We look forward to further discussions on this important safety and mobility project.

Consistency with the County Comprehensive Plan: The MD 488/Radio Station Road Intersection Improvements are part of the transportation improvements for the Radio Station Road Improvement Project, also known as Project F-C-17. Specific 'Comp Plan' goals showing the project's consistency include: Goal 5.1 Maintain and enhance the existing quality of the road system to assure an acceptable level of service; Goal 5.4 Develop a circulation system that encourages the separation of through and local traffic; and, Goal 5.7 Plan improvements to the overall County transportation network to correspond to and support the overall land use plan.

Consistency with the 2014 MDOT Transportation Plan: The MD 488/Radio Station Road Intersection Improvement project is consistent with the MDOT Transportation Plan goals to enhance *System Preservation* Goals: "To preserve and maintain the existing transportation network" and "Maximize operational performance and efficiency of existing systems" through intersection improvements to this growing area that improve performance of the facility. These roadway improvements will also provide safety enhancements for a busy intersection that includes school busses and student drivers.

12. U.S. 301 Pedestrian Improvements (Waldorf) – We understand that SHA has recently completed a pedestrian analysis of select intersections within the US 301 corridor. As the new Waldorf Park and Ride lot is constructed at MD 925 and Smallwood Drive in the coming year, we expect foot traffic to continue to rise at the intersection of U.S. 301 and Smallwood Drive. Similar increases are expected at the MD 228 intersection with US 301 as the commercial and retail growth continues to draw pedestrians and new

members of the local work force who are travelling by local bus or on foot. In addition, as implementation of the "Phase One" development plan for the Waldorf Urban Redevelopment Corridor progresses, between U.S. 301 and the CSX right-of-way along MD 5 Business and Old Washington Road, with future transit-oriented development and pedestrian access to enhanced transit services, there will be a steadily increasing need for safe pedestrian crossings from the west to the east side of U.S. 301. As we move forward with our development plans and attempt to improve safety and mobility, it would greatly assist our efforts if SHA would share the complete Pedestrian Study with our staff so that we may coordinate any necessary crosswalk improvements.

Consistency with the County Comprehensive Plan: The U.S. 301 Pedestrian Improvements request is consistent with the Charles County Comprehensive Plan to improve safety, help reduce vehicle trips, relieve congestion and increase transit use. The following specific County Transportation Goals illustrate the compliance and consistency of this project: Goal 5.12 Reduce the number of single occupant vehicles through encouraging multi-modal trips, expanded transit use, ridershare programs, carpool and vanpool programs, and additional park-and-ride lots; and, Goal 5.13 Provide incentives that encourage commuters to switch to higher occupancy alternatives. These improvements will help overcome certain obstacles to transit use, while providing the necessary safe crossings for existing pedestrians.

Consistency with the 2014 MDOT Transportation Plan: This project is consistent with the Maryland Transportation Plan as it is a primary project to promote *Community Vitality, System Preservation, and Environmental Stewardship*. This accomplished by providing multi-modal transportation options, preserving existing roadway capacity and improving air quality by reducing the number of single-occupancy vehicles. . This project is also consistent with MDOT's goals of providing increased *Safety and Security* for travelers and pedestrians in this high traffic volume area.

13. *MD 6 (Charles Street) Pedestrian Safety Improvements & Community Enhancements* – The Town of La Plata and the La Plata Business Association are seeking various roadway corridor improvements within the business district along MD 6 (Charles Street) in order to improve pedestrian safety and create a more walkable environment. As traffic congestion has increased, the La Plata Town Council and the business community have raised concerns over the public being able to safely cross the roadway to homes, businesses, and the local hospital and associated facilities. We urge you to work with the Town and community members to investigate various improvements to make a safe and business friendly roadway corridor.

Consistency with the County Comprehensive Plan: The MD 6 (Charles Street) Pedestrian Safety Improvements & Community Enhancements Project is within the corporate limits of the Town of La Plata and is mentioned in support of the our mutual goals of improving traffic safety and creating a business friendly, walkable environment for our communities. Specific 'Comp Plan' goals showing the project's consistency include: Goal 5.3 Provide the public with adequate transportation facilities while simultaneously providing the opportunity for new development to continue in the County; Goal 5.4 Develop a circulation system that encourages the separation of through and local traffic; Goal 5.7 Plan improvements to the overall County transportation network to correspond to and support the overall land use plan; and, Goal 5.8 Develop and coordinate land use and transportation improvements that focus on reducing the imbalance of jobs/housing in Charles County.

Consistency with the 2014 MDOT Transportation Plan: The MD 6 (Charles Street) Pedestrian Safety Improvements & Community Enhancements Project is consistent with MDOT's goal of providing

Community Vitality, by limiting the obstacles to economic growth with one of our significant commerce centers in the County. The needed safety improvements for the MD 6 Corridor will greatly assist local citizens and visitors to gain safe and effective access to businesses and services while keeping travelers moving. This project is consistent with MDOT's goals of providing increased *Safety and Security* for travelers in this high traffic area and provides the desired System Preservation and Performance of the Maryland Highway System. Finally, this project also provides the *Economic Prosperity* by promoting the state investment in economic growth that will spur investment by the private business community that continues to be sought within the Town of La Plata.

MARYLAND TRANSPORTATION AUTHORITY (MdTA)

14. *Gov. Harry Nice Bridge Replacement* - An expansion of the Governor Harry Nice Bridge to 4 lanes, consistent with the southbound and northbound approaches of U.S. 301 to the bridge, is necessary to reduce traffic congestion. This bridge is also a major limiting factor in the path of evacuation from Washington D.C. to points south. Should a natural disaster or an issue of Homeland Security arise, this bridge would create a major bottleneck, with the current two-lane capacity limitation. The County's 2006 Comprehensive Plan recommends increasing the capacity of the bridge to address this issue. Increased traffic capacity of the bridge would improve traffic flow, alleviate congestion, and provide an evacuation route of greater capacity.

We appreciate the coordination efforts of the Maryland Transportation Authority (MdTA) staff through the Project Planning Phase and the NEPA process for the bridge improvements which ultimately resulted in a Record of Decision by the Federal Highway Administration. The recent addition of \$50 million in the CTP to initiate the engineering and right-of-way acquisition phases is a substantial step forward in bringing this regionally significant project to fruition. We strongly encourage MdTA to continue this recent momentum and to prioritize this crucial infrastructure replacement project to ensure public safety and continued regional mobility.

Consistency with the County Comprehensive Plan: The Governor Harry Nice Bridge Replacement project is listed in the 2006 Charles County Comprehensive Plan in Table 5-4 as Project "L-S-18." Specific 'Comp Plan' goals showing the project's consistency include: Goal 5.1 Maintain and enhance the existing quality of the road system to assure an acceptable level of service; and, Goal 5.16 Foster close coordination between the County, Maryland Department of Transportation, and the Tri-County Council for Southern Maryland on matters related to planning and programming improvements transportation systems management, and whenever necessary, pursue legislative incentives on a coordinated basis.

Consistency with the 2014 MDOT Transportation Plan: This project is consistent with MDOT's *Safety and Security* Goals: "To reduce the number and rate of transportation related fatalities and injuries" by replacing this bridge facility that frequent closes due to vehicle accidents and antiquated and substandard design; and, to "Secure transportation assets for the movement of people and goods" by replacing this bridge that currently serves as the most limiting factor for safe and efficient travel within Charles County. This project is also consistent with MDOT's *System Preservation* Goals: "To preserve and maintain the existing transportation network" and "Maximize operational performance and efficiency of existing systems" through replacement of this aging infrastructure to not only maintain, but improve performance of the facility.

MARYLAND TRANSIT ADMINISTRATION

15. ***Park & Ride Implementation*** - Continue to implement the recommendations of the "MD 5/ US301/ MD228 Corridors Park and Ride Feasibility Study-Site Identification Report," October 2001. This report identifies locations for new park and ride facilities. New facilities in proximity to proposed transit stations and existing CSX railroad lines within Charles County are necessary to meet the growing demand for parking by users of commuter bus and VanGo services. As part of the transit-oriented redevelopment of downtown Waldorf, the County will be seeking to locate new State park and ride facilities in the Old Washington Road corridor, near the location of future transit stations that are proposed on the fixed-route transit alignment, in order to support future passenger rail transit and TOD. Charles County is also continuing to work with the developers of the "Waldorf Crossing" Transit-Oriented Development (TOD) project in the northern portion of Waldorf, in order to secure additional park and ride sites within the property. A portion of this site may also serve as a future light rail station. The County seeks to partner with MTA to locate and construct park and ride facilities within the light rail transit corridor.

The "Phase One" development plan for Waldorf Center, in the Waldorf Urban Redevelopment Corridor (WURC), includes a new 540-space State commuter bus Park & Ride lot, which would function at the transit component of the TOD at this location until Waldorf has a high-capacity, fixed-route transit connection. The County is taking steps to implement the plan and secure the property necessary for the proposed Park & Ride lot. A commitment by MDOT to construct this new Park & Ride lot after the land is secured would help expedite the project.

Charles County eagerly anticipates the construction of the MD 925 (Old Washington Road)/Smallwood Drive Park and Ride facility to alleviate overcrowded conditions at the US 301/Smallwood Drive Park and Ride lot. As the fastest growing commuter bus system in the State, we continue to seek additional Park and Ride lots to facilitate the growth of the State's commuter bus transit service in Southern Maryland, and build the foundation for future high-capacity, fixed-route transit service.

Consistency with the County Comprehensive Plan: The implementation of MDOT's Park and Ride Study Report enables the County to integrate land use and transportation infrastructure, focused on transit services. The following Comprehensive Plan goals show this project's consistency: Goal 5.6 Concentrate development density and intensity in mixed use districts and in the Urban Core to help limit and manage the spread of traffic congestion and encourage and support alternate modes of transportation; Goal 5.7 Plan improvements to the overall County transportation network to correspond to and support the overall land use plan; and Goal 5.9 Concentrate transportation improvements in the form of new roads and transit systems which support new development in the Development District and in Town Centers.

Consistency with the 2014 MDOT Transportation Plan: This request is consistent with the 2009 Maryland Transportation Plan regarding enhancements to *Quality of Service* as it has facilitated coordination and collaboration with agency partners and stakeholders. The project also seeks to promote *System Preservation* through maximizing the operational performance and efficiency of the existing highway system through reducing the number of single-occupancy vehicles on the highway network and improving congestion levels.

16. *Commuter Bus Enhancements* – The Southern Maryland region and Charles County specifically continue to have the fastest growing commuter bus ridership in the State of Maryland. As a result of the growth of the MTA Commuter Bus System and the associated issues raised by the riders, the Charles County Commissioners formed a Commuter Bus Advisory Group in early 2007, and submitted their report and recommendations to MTA in 2008. While many of the issues have been resolved by MTA, the service is still unable to keep pace with the demand. We strongly urge the state to fund the additional buses needed to keep pace with demand for this rapidly growing service. Additional measures are also needed to improve route efficiency, links to other forms of transit, and service periods (additional hours of operation). The County will continue to work collaboratively with MTA staff to locate new Park and Ride lots, plan route enhancements, and provide any other technical assistance.

Consistency with the County Comprehensive Plan: The Commuter Bus Enhancements request is consistent with the Charles County Comprehensive Plan to reduce vehicle trips, relieve congestion and increase transit use. The following specific County Transportation Goals illustrate the compliance and consistency of this project: Goal 5.12 Reduce the number of single occupant vehicles through Transportation Demand Management programs, expanded commuter bus systems, ridershare programs, carpool and vanpool programs, and additional park-and-ride lots; and, Goal 5.13 Provide incentives that encourage commuters to switch to higher occupancy alternatives.

Consistency with the 2014 MDOT Transportation Plan: This project is consistent with the Maryland Transportation Plan as it is a primary project to promote *Community Vitality, System Preservation, and Environmental Stewardship*. This accomplished by providing multi-modal transportation options, preserving existing roadway capacity and improving air quality by reducing the number of single-occupancy vehicles.

17. *Increased VanGo Service in the Waldorf/St. Charles Urban Area* – We request funding to allow expanded VanGo operations within Charles County's urban area that will increase the frequency of service on high capacity routes during the peak periods of the operating day. As population increases, many of the routes are operating at capacity. Adding additional buses to existing high capacity routes will increase the frequency of service, reduce overcrowding and high passenger loads and improve the convenience of public transit.

Consistency with the County Comprehensive Plan: Our Locally Operated Transit Service (LOTS) known as VanGo, has seen dramatic increases in ridership, and has become the primary mode of transportation for many individuals and families. Our request for funding to increase service in the Waldorf/St. Charles Area is consistent with the Charles County Comprehensive Plan goals. Specific goals include: Goal 5.8 Develop and coordinate land use and transportation improvements that focus on reducing the imbalance of jobs/housing in Charles County; Goal 5.9 Concentrate transportation improvements in the form of new roads and transit systems which support new development in the Development District and in Town Centers; Goal 5.12 Reduce the number of single occupant vehicles through Transportation Demand Management programs, expanded commuter bus systems, ridershare programs, carpool and vanpool programs, and additional park-and-ride lots.; and, Goal 5.13 Provide incentives that encourage commuters to switch to higher occupancy alternatives.

Consistency with the 2014 MDOT Transportation Plan: This request is consistent with the 2014 Maryland Transportation Plan regarding development of public transportation alternatives, integration of transportation programs and increasing the capacity of public transportation. Furthermore, this project is

consistent with MDOT's Quality of Service Goals: Maintain and enhance customer satisfaction; Seek to maintain or improve travel time reliability for key transportation corridors and services.

18. ***Local Transit Operations and Maintenance Facility*** - The Charles County Department of Community Services is beginning Phase II of a planning project that will ultimately result in the construction of a local transit operations and maintenance facility. The Phase II component of this project is fully funded at the Federal, State and Local levels and is anticipated to commence early in Fiscal Year 2016, to be completed by the end of Fiscal year 2017. This County owned facility, once operational, will provide a turnkey facility from which a transit contractor will house their operations and maintenance functions. The establishment of such a facility will enhance competition when transit services are put out to bid and will significantly reduce the real estate costs reflected in contracted operational rates. Over time, operational savings will more than offset the capital costs of this project.

We request funding, following completion of the Phase II planning component, to begin property acquisition and the environmental component of the project. This phase is anticipated to become a priority in Fiscal Year 2018.

Consistency with the County Comprehensive Plan: The Local Transit Operations and Maintenance Facility request is consistent with the Charles County Comprehensive Plan to reduce vehicle trips, relieve congestion and increase transit use. The following specific County Transportation Goals illustrate the compliance and consistency of this project: Goal 5.12 Reduce the number of single occupant vehicles through Transportation Demand Management programs, expanded commuter bus systems, ridershare programs, carpool and vanpool programs, and additional park-and-ride lots; and, Goal 5.13 Provide incentives that encourage commuters to switch to higher occupancy alternatives.

Consistency with the 2014 MDOT Transportation Plan: This project is consistent with the Maryland Transportation Plan as it is a primary project to promote *Community Vitality, System Preservation, and Environmental Stewardship*. This is accomplished by providing multi-modal transportation options, preserving existing roadway capacity and improving air quality by reducing the number of single-occupancy vehicles.



THE PRINCE GEORGE'S COUNTY GOVERNMENT

(301) 952-3820

Mel Franklin
Council Chairman, District 9

September 29, 2014

The Honorable James T. Smith, Jr., Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Subject: Southern Maryland Rapid Transit Project

Dear Secretary Smith:

We are looking forward to our annual Tour Meeting with you on October 23 to discuss Prince George's County's transportation priorities. In anticipation of this meeting, I would like to request your favorable consideration of an allocation of sufficient funds in the Maryland Department of Transportation's next Consolidated Transportation Program (CTP) to complete the "project planning" phase of the Southern Maryland Rapid Transit (SMRT) project.

As you know, work was initiated with last year's commitment of \$5 million in new gas tax revenues to begin the planning phase of this project, following up the exceptional work of the Maryland Transit Administration on the 2010 Southern Maryland Transit Corridor Preservation Study. However, it is estimated that an additional \$20 million will be required to secure a "Record of Decision" and complete 30 percent of the required engineering for this new high-capacity, fixed-route transit service in the MD 5/US 301 corridor, from the Branch Avenue Metrorail Station, south through Prince George's County, to Waldorf and White Plains in Charles County.

This project is very important to Prince George's County, and has been designated one of the top transit priorities in our 2014 priorities letter. Two-thirds of the 19-mile transit alignment is in our County and would facilitate commutes, enhance local mobility, preserve highway capacity, manage congestion, and focus economic development, private sector investment, and new job opportunities near key transit-oriented activity centers along MD 5. Given the projected future growth and development in this already congested corridor, an integrated multi-modal approach, combining highway and transit, will be absolutely essential to maintaining acceptable levels of service in the coming decades. The MD 5 and SMRT studies now underway provide a unique opportunity to create a sustainable, multi-modal transportation strategy for this major corridor of the State.

14741 Governor Oden Bowie Drive
County Administration Building – Upper Marlboro, Maryland 20772
CouncilDistrict9@co.pg.md.us Fax: 301-952-5275



THE PRINCE GEORGE'S COUNTY GOVERNMENT

(301) 952-3820

Mel Franklin

Council Chairman, District 9

On November 15, 2011, the Prince George's County Council unanimously adopted a resolution of support for the development of new high-capacity, fixed-route transit service—preferably light rail transit—on the proposed MD 5/US 301 transit alignment between Branch Avenue and White Plains. Our resolution requested the designation of this project as “the State’s next highest public transit priority in the Consolidated Transportation Program, after the Purple Line, the Red Line and the Corridor Cities Transitway projects.”

As you prepare for this fall’s Tour Meetings, I would appreciate your commitment to provide an additional \$20 million in the next Consolidated Transportation Program to complete the “project planning” phase of this vitally important regional transit project.

Best Regards,

A handwritten signature in black ink that reads "Mel Franklin".

Mel Franklin

Chairman

Prince George's County Council

Cc: Governor Martin O'Malley
Lt. Governor Anthony Brown
U.S. Senator Barbara Mikulski
U.S. Senator Ben Cardin
U.S. Congressman Steny Hoyer
U.S. Congresswoman Donna Edwards

14741 Governor Oden Bowie Drive
County Administration Building – Upper Marlboro, Maryland 20772
CouncilDistrict9@co.pg.md.us Fax: 301-952-5275

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

2011 Legislative Session

Resolution No. CR-78-2011
 Proposed by Council Member Franklin
 Introduced by Council Members Franklin, Patterson, Harrison, Olson, Lehman and Campos
 Co-Sponsors _____
 Date of Introduction November 8, 2011

RESOLUTION

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

A RESOLUTION concerning
 High-Capacity Fixed -Route Mass Transit Service
 in the MD 5/US 301 Corridor

For the purpose of expressing the County Council's continued support for the development of new high-capacity, fixed-route transit service on the 18.8-mile MD Route 5/US Route 301 corridor alignment between the Branch Avenue Metrorail Station in Prince George's County and Waldorf/White Plains in Charles County.

WHEREAS, in November 2001 the Prince George's County Council adopted Council Resolution CR-72-2001, recommending that Charles County should act in concert with Prince George's County and the Maryland Department of Transportation on the establishment of rail links to the Metrorail Green Line; and

WHEREAS, The Prince George's County government supported the recommendation of the 2004 Southern Maryland Transit Services Staging Plan that a fixed-guideway transit line in the Prince George's County segment of the MD 5 and US 301 Corridor could be connected to the Pope's Creek rail line in the Waldorf area, providing Charles County with additional mobility options; and

WHEREAS, in July 2007, Prince George's County Council wrote to the Secretary Maryland Department of Transportation, stating that "the mobility needs within and around the MD 5 and US 301 Corridor require stronger consideration and provision for future fixed-guideway mass transit facilities" and that Prince George's County supports the "future provision of fixed-guideway transit between the Branch Avenue Metrorail Station and Charles County" and "firmly believes that this concept deserves serious consideration by the Maryland

1 Department of Transportation and its modal administrations”; and

2 WHEREAS, in August 2010 the Maryland Transit Administration (MTA) completed the
3 “Southern Maryland Transit Corridor Preservation Study,” which defined an 18.8 mile alignment
4 for future Light Rail Transit or Bus Rapid Transit from the Branch Avenue Metrorail Station in
5 Prince George’s County to Waldorf and White Plains in Charles County; and

6 WHEREAS, since the completion of the Southern Maryland Transit Corridor
7 Preservation Study in 2010, no additional funding for this project has been allocated in the State
8 Consolidated Transportation Plan (CTP), even though the current CTP states that additional
9 “planning is needed to determine the role of a high-capacity transit service in the corridor”; and

10 WHEREAS, in March 2011 the County Council approved the 2011 State CTP Priority
11 Projects List, which listed the Southern Maryland Transit Corridor as a priority for State transit
12 programs and projects in Prince George’s County; and

13 WHEREAS, in May 2011 the Charles County Commissioners approved the 2011 State
14 CTP Priority Projects Letter designating the accelerated implementation of high-capacity fixed-
15 route mass transit improvements in the MD 5/US 301 corridor as Charles County’s highest
16 transportation priority, and in October 2011 the Commissioners confirmed Light Rail Transit as
17 the County’s highest transportation priority at a meeting with the Secretary of the Maryland
18 Department of Transportation, and

19 WHEREAS, a new high-capacity, fixed-route transit line from the Branch Avenue
20 Metrorail Station to Charles County would provide a tool for managing growth in the
21 Developing Tier and for protecting the Rural Tier of Prince George’s County from sprawl
22 development by focusing future growth and development around proposed transit stations in the
23 corridor; and

24 WHEREAS, the Prince George’s County Council is committed to promoting improved
25 air quality, reduced traffic congestion, conservation of energy and the use of transportation
26 alternatives in the County and Region.

27 THEREFORE BE IT RESOLVED, that the County Council of Prince George’s County,
28 Maryland, hereby reaffirms its support for the development of new high-capacity, fixed-route
29 transit service—preferably light rail transit service—on the 18.8-mile MD Route 5/US Route 301
30 corridor alignment between the Branch Avenue Metrorail Station and Waldorf /White Plains,
31 which has been adopted by the Prince George’s and Charles County governments.

1 BE IT FURTHER RESOLVED that the County Council requests the support of the
2 Governor, the Maryland General Assembly, and the Maryland Department of Transportation and
3 its modal administrations for the designation of this project as the State's next highest public
4 transit priority in the Consolidated Transportation Program, after the Purple Line, Red Line and
5 Corridor Cities Transitway projects.


6 BE IT FURTHER RESOLVED that the County Council pledges to work in partnership
7 with the Charles County Commissioners and other interested leaders in the region to jointly plan
8 this project, pursue federal, state and local funding to accelerate the transit planning process,
9 preserve right-of-way for the transit corridor alignment, adopt complementary transit-oriented
10 land use and zoning policies along the transit corridor alignment and around proposed transit
11 stations, and request the support of other regional leaders for this project.

12 BE IT FURTHER RESOLVED that the County Council urges the Governor, the
13 Maryland Department of Transportation, and the Maryland Congressional Delegation to pursue
14 federal funding for the planning phase of the Federal Transit Administration's "New Starts"
15 project development process, which must be completed before this project can compete for
16 federal transit construction funds.

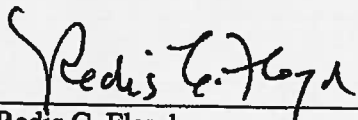
17 BE IT FURTHER RESOLVED that a copy of this Resolution be sent by the Clerk of the
18 Council to the Governor Martin O'Malley, Lt. Governor Anthony Brown, United States Senators
19 Barbara A. Mikulski and Benjamin L. Cardin, Congressman Steny H. Hoyer, Maryland State
20 Senate President Thomas V. Mike Miller, Jr., Maryland Speaker of the House of Delegates
21 Michael Busch, State Senator Thomas McLain Middleton, Charles County Commissioners
22 President Candice Quinn Kelly and Maryland Secretary of Transportation Beverley Swaim-
23 Staley.

Adopted this 15th day of November, 2011.

COUNTY COUNCIL OF PRINCE
GEORGE'S COUNTY, MARYLAND

BY: 
Ingrid M. Turner
Chair

ATTEST:


Redis C. Floyd
Clerk of the Council

Prince George's County Council Agenda Item Summary

Meeting Date: 11/8/2011
Reference No.: CR-078-2011
Draft No.: 2
Proposer(s): Franklin
Sponsor(s): Franklin, Patterson, Harrison, Olson, Lehman, Campos
Item Title: A Resolution for the purpose of expressing the County Council's continued support for the development of new high-capacity, fixed-route transit service on the 18.8-mile MD Route 5/US Route 301 corridor alignment between the Branch Avenue Metrorail Station in Prince George's County and Waldorf/White Plains in Charles County.

Drafter: Todd M. Turner, Legislative Officer
Resource Personnel: Brendon Laster, Legislative Aide District 9

LEGISLATIVE HISTORY:

Date Presented:		Executive Action:
Committee Referral:	11/8/2011 - C.O.W.	Effective Date:
Committee Action:	11/8/2011 - FAV(A)	
Date Introduced:	11/8/2011	
Public Hearing:		
Council Action (1)	11/15/2011 - ADOPTED	
Council Votes:	WC:A, DLD:A, MRF:A, AH:A, LJ:-, ML:A, EO:A, OP:A, IT:A, KT:-	
Pass/Fail:	P	
Remarks:		

AFFECTED CODE SECTIONS:

COMMITTEE REPORTS:

COMMITTEE OF THE WHOLE

Date 11/8/2011

Committee Vote: Favorable with amendments, 8-0 (In favor: Council Members Turner, Campos, Lehman, Davis, Toles, Olson, Franklin, and Harrison)

Staff provided a summary of the resolution and referral comments that were received. CR-78-2011 expresses the County Council Support for the development of the new high capacity route transit service on the 18.8 mile MD-Route 5 / US Route 301 corridor alignment between the Branch Avenue Metro Rail Station in Prince Georges County and Waldorf / White Plains in Charles County.

Two representatives from Charles County: (A former County Commissioner and a representative from the Planning Department) provided additional information to the Committee.

The Office of Law determined that CR-78-2011 was in proper legislative form.

The Office of Audits and Investigation indicated there will be no adverse fiscal impact on the County as a result of

adopting CR-78-2011.

BACKGROUND INFORMATION/FISCAL IMPACT:

(Includes reason for proposal, as well as any unique statutory requirements)

This resolution seeks to express the County Council's continued support for the development of new high-capacity, fixed-route transit service on the 18.8-mile MD Route 5/US Route 301 corridor alignment between the Branch Avenue Metrorail Station in Prince George's County and Waldorf/White Plains in Charles County.

CODE INDEX TOPICS:

INCLUSION FILES:

CHAIR, SALLY Y. JAMESON
The Maryland House of Delegates
Legislative District 28
6 Bladen Street, Room 427
Annapolis, Maryland 21401
410-841-3337 • 301-858-3337

PETER F. MURPHY
The Maryland House of Delegates
Legislative District 28
6 Bladen Street, Room 426
Annapolis, Maryland 21401
410-841-3247 • 301-858-3247

C.T. WILSON
The Maryland House of Delegates
Legislative District 28
6 Bladen Street, Room 307
Annapolis, Maryland 21401
410-841-3325 • 301-858-3325



THE MARYLAND GENERAL ASSEMBLY
ANNAPOLIS, MARYLAND 21401
CHARLES COUNTY DELEGATION

THOMAS MCLAIN MIDDLETON
The Senate of Maryland
Legislative District 28
Miller Senate Office Building
11 Bladen Street, Suite 3E
Annapolis, Maryland 21401
410-841-3616 • 301-858-3616

ROY DYSON
The Senate of Maryland
Legislative District 29
James Senate Office Building
11 Bladen Street, Room 102
Annapolis, Maryland 21401
410-841-3673 • 301-858-3673

JOHN F. WOOD, JR.
The Maryland House of Delegates
Legislative District 29A
6 Bladen Street, Room 422
Annapolis, Maryland 21401
410-841-3770 • 301-858-3770

October 24, 2014

The Honorable James T. Smith, Jr.
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Subject: Southern Maryland Rapid Transit (SMRT) Project

Dear Secretary Smith:

Before our annual Tour Meeting on October 28 with the Maryland Department of Transportation, the Charles County Delegation would like to emphasize the importance of one of the County's transportation priorities and request that it be included in the new 2015-2020 Consolidated Transportation Program.

Charles County's top transportation priority is the allocation of sufficient State funds in the new six-year CTP, estimated at an additional \$20 million, for the completion of "project planning" for high-capacity, fixed-route rapid transit service, preferably light rail transit, from the Branch Avenue Metrorail Station in Prince George's County, down the MD 5/US 301 corridor to Waldorf and White Plains in Charles County.

We appreciate the \$5 million commitment that MDOT made in last year's CTP after the enactment of the Transportation Infrastructure Investment Act, which is funding the current Southern Maryland Rapid Transit (SMRT) study. What is needed now, in the new CTP, is a State commitment to complete the multi-year planning process, address the NEPA requirements, complete 30 percent of the engineering, and secure a "Record of Decision" for this new transit project.

Our request is consistent with the April 8, 2014 Tour Letter submitted by the Charles County Commissioners, which identifies this project as the County's top priority, and a recent letter you received from Mel Franklin, President of the Prince George's County Council, making

the same request for additional "project planning" funds in the new CTP. This request is also supported by the formal resolution adopted by the Prince George's County Council on November 15, 2011 (CR-78-2011), and by adopted plans, zoning ordinances and policies of both counties.

The Charles County Delegation (District 28) voted unanimously for the transportation revenue increase in 2013, and was instrumental in its enactment by the Maryland General Assembly. Since then, few additional project commitments have been forthcoming. The State's \$50 million commitment to complete the design and engineering phase of the Nice Bridge project on the Potomac River is greatly appreciated, but is funded through the Maryland Transportation Authority with toll revenues.

After the completion of numerous studies over the past 25 years confirming the feasibility of high-capacity, fixed-route mass transit service between Branch Avenue and Waldorf, including the Maryland Transit Administration's 2010 landmark "Southern Maryland Transit Corridor Preservation Study," the time has come for the State to make a commitment to complete the detailed "project planning" phase of this project and prepare it for implementation.

Charles County has taken decisive steps over the past eight years to put in place the transit-supportive zoning and land use policies in the Waldorf urban core that will facilitate the redevelopment of the downtown as a transit-oriented, walkable, new urban center that will complement and support the transit project, and provide a catalyst for new private investment and economic growth.

The issue you raised during our Tour Meeting a year ago regarding the County's Tier Map has been resolved, and has been approved by the Maryland Department of Planning.

This request for a State funding commitment to complete the multi-year "project planning" phase of the Southern Maryland Rapid Transit project does not compete with Maryland's three major transit projects—the Purple Line, Red Line and Corridor Cities Transitway—which are already underway and moving toward construction.

When we have completed the formal planning process, then and only then would we be ready to proceed to complete the engineering, right-of-way acquisition and construction phases of the project, with Federal Transit Administration approval and participation.

For the past 25 years, the elected leaders of Charles County, Prince George's County, and Southern Maryland, and the tens of thousands of citizens and commuters who travel the congested and rapidly growing MD 5/US 301 corridor every day, have been pressing the State for action on this urgent priority.

Now is the time for the State of Maryland to pledge the resources needed to complete the next critical phase of this vitally needed rapid transit project.

Sincere regards,

Sally Y. Jameson

Sally Y. Jameson, Chair
Maryland House of Delegates
District 28

Thomas Mac Middleton
Maryland State Senate
District 28

Peter F. Murphy
Maryland House of Delegates
District 28

C.T. Wilson
Maryland House of Delegates
District 28

Cc: Governor Martin O'Malley
Lt. Gov. Anthony Brown
U.S. Senator Barbara Mikulski
U.S. Senator Ben Cardin
U.S. Congressman Steny Hoyer
U.S. Congresswoman Donna Edwards
Mel Franklin, Chair Prince George's County Council

THOMAS V. MIKE MILLER, JR.
PRESIDENT OF THE SENATE
27th Legislative District



The Senate of Maryland
ANNAPOLIS, MARYLAND 21401-1991

November 12, 2014

Annapolis Address
H-107 State House
Annapolis, Maryland 21401-1991
410-841-3750 • 301-858-3700
800-492-7122 Ext. 3700

District Addresses
Prince George's County
P.O. Box 219
8808 Old Branch Avenue
Clinton, Maryland 20735
301-868-6931
Calvert County
P.O. Box 364
Dunkirk, Maryland 20754
410-257-4400

The Honorable James T. Smith, Jr.
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Subject: Southern Maryland Rapid Transit Project

Dear Secretary Smith:

For a quarter century the Maryland Department of Transportation has been studying the feasibility and need for high-capacity, fixed-route transit service in the MD 5/ U.S. 301 corridor between the Branch Avenue Metrorail Station and Charles County. Every five years or so MDOT completes another study confirming that new rapid transit service in this corridor is both feasible and necessary to keep pace with future growth and development.

The most recent and significant of these studies, the Maryland Transit Administration's 2010 "Southern Maryland Transit Corridor Preservation Study," identified a 19-mile alignment for future rapid transit service from Branch Avenue, down the MD 5 corridor through Prince George's County, to Waldorf and White Plains. The study was "mode neutral" but light rail is the clear choice of the local citizens and elected policy-makers. This alignment has been adopted in the local transportation plans and land use policies of both Prince George's and Charles counties.

During the last 25 years, the population of the region has doubled, the number of daily commuters headed north to the Washington area from Southern Maryland alone has reached 46,000. With no passenger rail options available, and transit options limited to commuter buses, much of the auto-dependent MD 5 highway corridor through Prince George's County is congested, and becoming more so every day. It is clear that we will need to implement a sustainable, integrated highway and transit strategy in the MD 5 corridor if we hope to meet the needs of our citizens for the generation to come.

Further delay in providing the State funding necessary to complete the formal "project planning" phase will in turn postpone the completion of the NEPA process, preliminary engineering and a "record of decision," all steps that must be completed before the project will be ready to move forward into design and engineering, land acquisition and construction phases. A State commitment to "project planning" establishes a timeline and schedule for implementation on the basis of which public and private sector decisions can be made regarding future investments in infrastructure and transit-oriented development.

Both counties see this transit project as an opportunity to manage and focus future growth and development in the corridor around transit stations and activity centers, and a potential catalyst for new private sector investment, economic development, and employment.

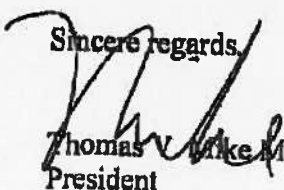
A prime example of this is the Waldorf Urban Redevelopment Corridor, a revitalization strategy being pursued by Charles County concurrently with the light rail initiative. This is the most significant "Smart Growth" project in Southern Maryland, and lines up perfectly with the Governor's new "Reinvest Maryland" initiative. Rapid transit will be the catalyst for the transformation of downtown Waldorf into a vibrant, mixed-use, walkable new transit-oriented urban community. The TOD zoning and implementation strategy are already in place.


Additionally, in the Prince George's County, the Brandywine corridor along Route US-301/MD-5 has become a thriving commercial center with several planned, walkable mixed-used development projects slated for the next several years. These projects will provide significant long-term support for sustained ridership for the Southern Maryland Rapid Transit project.

The time has come for the State of Maryland to make a commitment to complete the "project planning" phase of the Southern Maryland Rapid Transit project and invest an additional \$20 million in the new Consolidated Transportation Program for 2015-2020. This project is a priority for both Prince George's and Charles counties, as reflected in the Tour letters you received from both counties, and in their adopted policies.

MDOT's current investment of \$5 million to the Southern Maryland Rapid Transit study is limited in scope, and merely the first step of a much larger endeavor that needs to be undertaken to complete the planning phase of this project and prepare it for implementation. My elected colleagues and I in Prince George's County and Southern Maryland urgently request that you make a funding commitment to move this vitally important high-capacity, fixed-route rapid transit project into "project planning," for completion in the new six-year Consolidated Transportation Program.

Sincere regards,


Thomas Mike Miller, Jr.
President
Senate of Maryland



**Co: Governor Martin O'Malley
Lt. Governor Anthony Brown
U.S. Senator Barbara Mikulski
U.S. Senator Ben Cardin
U.S. Congressman Steny Hoyer
U.S. Congresswoman Donna Edwards**

ST. MARY'S COUNTY GOVERNMENT

**COMMISSIONERS OF
ST. MARY'S COUNTY**



James R. Guy, President
Michael L. Hewitt, Commissioner
Tom Jarboe, Commissioner
Todd B. Morgan, Commissioner
John E. O'Connor, Commissioner

March 10, 2015

The Honorable Pete K. Rahn
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Subject: Southern Maryland Rapid Transit Project

Dear Secretary Rahn:

The Commissioners of St. Mary's County would like to join the elected officials of Prince George's and Charles counties in requesting that additional State funds be included in MDOT's new, six-year Consolidated Transportation Program (CTP) to complete the "project planning" phase of the Southern Maryland Rapid Transit (SMRT) project.

An estimated \$20 to \$25 million, allocated over the six-year period of the CTP, would be needed to complete the "project planning" phase, secure a "Record of Decision," and complete 30 percent of the required engineering for a new high-capacity, fixed-route transit service, preferably light rail transit, in the MD 5/U.S. 301 corridor from the Branch Avenue Metrorail Station to Waldorf, terminating in White Plains, with a transit station and parking accessible to St. Mary's County citizens.

The Maryland Transit Administration began an initial step in the planning process last year with a limited State funding commitment of \$5 million. This work is expected to be completed next year. What is needed going forward is a State commitment to provide adequate funding to complete the entire "project planning" phase with annual allocations programmed over the multi-year period of the new CTP, so there are no further interruptions in the progress of this important regional initiative, and key benchmarks in the development of the project are achieved.

This is not a request for construction money. It is a request for planning money to complete all the steps necessary to make this project ready to move into the final engineering, land acquisition, and construction phases, when federal, State and private sector funding for implementation has been secured.

This project has a long history. In 1988, more than a quarter century ago, 32 elected officials of Southern Maryland and Prince George's County signed a joint letter asking Governor William Donald Schaefer to undertake a study of mass transit options to meet the needs of our rapidly growing region of the State. Since then, State and federally-funded studies have confirmed the need and the feasibility of high-capacity, fixed-route transit service connecting Southern Maryland and Washington's Metrorail System.

In the mid-1990's, following the BRAC decisions to consolidate thousands of Navy jobs at the Patuxent River Naval Air Station, including the headquarters of the Naval Air Systems Command, the Regional Infrastructure Advisory Committee of the Tri-County Council recommended a rapid transit connection between Washington, D.C. and Southern Maryland as one of the key priorities for State action. The "Southern Maryland Regional Strategy," unanimously adopted by the region's elected officials in 1999, reaffirmed this regional priority.

The Honorable Pete K. Rahn
Page 2
March 10, 2015

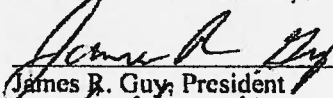
For many years, the Tri-County Council for Southern Maryland's annual tour letter has consistently designated high-capacity, fixed-route transit service in the MD 5/U.S. 301 corridor from the Branch Avenue Metrorail Station to Waldorf and White Plains, as the region's highest transit priority. The Council's 2015 letter confirmed this regional priority.

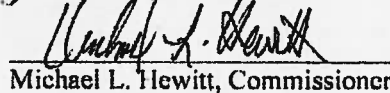
In 2009, the report of the State-appointed "Commission to Study Southern Maryland Transportation Needs" provided further evidence of the need, the opportunity, and regional consensus for action, and MTA's groundbreaking "Southern Maryland Transit Corridor Preservation Study," completed in 2010, for the first time delineated a specific transit alignment that has been adopted by Prince George's and Charles counties.

The impact of recent federal budget decisions on defense jobs in St. Mary's County has highlighted the need for more efficient commuting options for our citizens seeking employment in the metropolitan Washington area. St. Mary's County residents already make up a significant number of the 60,000 commuters who leave Southern Maryland every day for jobs in the Washington, D.C. area, as evidenced by the ever-increasing ridership of MTA's commuter bus service and our crowded park and ride lots.

We request your commitment of additional funds in the new 2015-2020 CTP, sufficient to complete the "project planning" phase of the Southern Maryland Rapid Transit project. Thank you very much for your consideration.

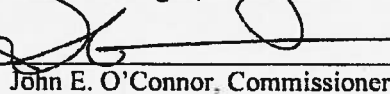
Sincerely,
COMMISSIONERS OF
ST. MARY'S COUNTY, MARYLAND


James B. Guy, President


Michael L. Hewitt, Commissioner


Tom Jarboe, Commissioner


Todd B. Morgan, Commissioner


John E. O'Connor, Commissioner

BOCC/dg

T:All/Consent/2015/7422

cc: Governor Larry Hogan, Jr.
Lt. Governor Boyd Rutherford
U. S. Senator Barbara Mikulski
U. S. Senator Ben Cardin
U. S. Congressman Steny Hoyer
U. S. Congresswoman Donna Edwards
Dr. Rebecca B. Bridgett, County Administrator
Mr. George Erichsen, Director, Dept. of Public Works and Transportation
Mr. John Hartline, Executive Director, Tri County Council for Southern Maryland



Charles County Commissioners

CHARLES COUNTY COMMISSIONERS

Peter F. Murphy, *President*
Ken Robinson, *Vice President*
Debra M. Davis, *Esq.*
Amanda M. Stewart, *M.Ed.*
Bobby Rucci

Deborah E. Hall, *CPA*
Acting County Administrator

March 10, 2015

Mr. John F. Hartline, Executive Director
Tri-County Council for Southern Maryland
P. O. Box 745
Hughesville, MD 20637

Dear Mr. Hartline:

We appreciate the opportunity to participate with Calvert and St. Mary's counties in recommending the FY 2016 regional transportation priorities for funding consideration in the Maryland Department of Transportation's (MDOT) next six-year Consolidated Transportation Program (CTP) for Fiscal Years 2016-2021.

Consistent with previous years, the Charles County Commissioners continue to support the following top priority regional transportation projects for funding in MDOT's new CTP, and request the endorsement of these projects by the Regional Infrastructure Advisory Committee (RIAC) and the Executive Board of the Tri-County Council for Southern Maryland in the Council's FY 2016 regional tour letter to the MDOT Secretary:

Southern Maryland's two top priorities:

1. Highway Priority – Complete planning and engineering, followed by replacement of the Governor Thomas Johnson Bridge, including upgrades of MD Route 4 between MD Route 2 and MD Route 235, and the MD 235 intersection; and,
2. Transit Priority - Complete the "Project Planning" phase for new high-capacity, fixed-route transit service, preferably light rail transit, in the MD 5/U.S. 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County.

Southern Maryland's three most regionally significant projects:

1. Construction of a controlled access highway option for U.S. 301 in Waldorf, including grade separated interchanges at U.S. 301 and MD 5, and U.S. 301 and MD 228, which balances the needs of the residential and business communities, while minimizing the impacts to cultural, social, and natural resources; and,
2. The Upgrade of MD Route 2/4 from the southern intersection of MD 745 (Main Street) at Industry Lane to north Auto Drive, widening the highway to six lanes with access controls and turning

P.O. Box 2150 • 200 Baltimore Street • La Plata, Maryland 20646 • 301-645-0553 • 301-870-3000
Fax: 301-648-0544 • E-Mail: Commissioner@CharlesCountyMD.gov

Maryland Relay Service: 711 • Relay Service TDD: 1-800-735-2258 • Equal Opportunity County

Visit us online at www.CharlesCountyMD.gov



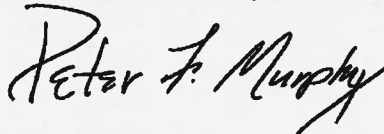
Mr. John F. Hartline
March 10, 2015
Page Two

restrictions, with a focus during the upcoming fiscal year of providing funding for Phase II construction to keep this project on schedule, and
3. Enhanced Commuter Bus Services and development of additional Park & Ride facilities in Charles, Calvert, and St. Mary's Counties.

We appreciate the support of our priority transit and highway projects in the Regional Priority Letter and look forward to working with the Tri-County Council for Southern Maryland in bringing these projects to fruition. Should you have any questions, please do not hesitate to contact Mr. Peter Aluotto, Director of the Charles County Department of Planning & Growth Management by calling 301-885-1324 or by email to AluottoP@CharlesCountyMD.gov.

Very truly,

COUNTY COMMISSIONERS OF
CHARLES COUNTY, MARYLAND



Peter F. Murphy, President



Ken Robinson, Vice President



Debra M. Davis, Esq.



Amanda M. Stewart, M.Ed.



Bobby Rucci

cc: Ms. Deborah Hall, CPA, Acting County Administrator
Mr. Peter Aluotto, Director of Planning & Growth Management
Mr. Jason Groth, Chief of Resource & Infrastructure Management