

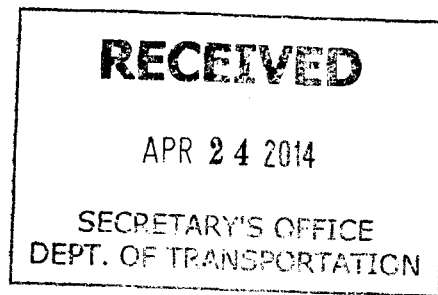
# Charles County Commissioners

Planning

Candice Quinn Kelly, *President*  
Reuben B. Collins, II, Esq., *Vice President*  
Ken Robinson  
Debra M. Davis, Esq.  
Bobby Rucci

Mark Belton  
*County Administrator*

April 8, 2014



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

Dear Secretary Smith:

Thank you for the opportunity to present Charles County's transportation priorities for fiscal year 2015, 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 appreciate 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 (Light Rail) service 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.

As you may recall from our previous meetings and discussions, Charles County's highest transportation priority is the completion of "project planning" for new Light Rail Transit service from the Branch Avenue Metro Station to Waldorf/White Plains. The current Consolidated Transportation Program or "CTP" includes \$5 million for the Southern Maryland Rapid Transit Study, which continues the work begun with the 2010 Southern Maryland Transit Corridor Preservation Study, and will evaluate the merits of alternative modes and subject the proposed transit alignment to detailed evaluation and feasibility 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" development plan and an implementation strategy to launch the Waldorf urban redevelopment effort, and a \$30 million County investment in water, sewer and road infrastructure improvements in the future transit corridor.



The Charles County Commissioners greatly 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. We understand, however, that this level of funding will not be sufficient to complete the "Project Planning" phase for 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 between \$15 and \$25 million in additional State funds will be required. It will be necessary for us to complete "Project Planning" in order to position this project for future consideration in the federal "New Starts" program. Our goal is to complete this planning phase within the next five years. In order to accomplish this, it will be necessary to expand the scope of the current project. We need MDOT to commit additional funding for this project in next year's Consolidated Transportation Program. Our funding request represents a small fraction of the more than \$4 billion in revenue that the bill 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, 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 it the State's next major transit priority (after the Purple Line, the Red Line and the Corridor Cities Transitway (CCT) projects which are already approved by the State). 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 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. Accommodating high-capacity transit service in the MD 5/U.S. 301 corridor from Charles County to Branch Avenue will help preserve highway capacity, manage congestion, enhance local mobility, facilitate shorter commutes, and focus job opportunities, economic development and investment opportunities near transit.

Our second highest priority for consideration in Maryland's CTP is the construction of a controlled access highway option for US 301 through Waldorf and White Plains, 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 help this project quickly progress into the engineering phase.

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 remains one of the most congested in the state. 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 are also grateful for 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. 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 and associated Zoning and Design Guidelines, the County has made major strides to create higher density, transit-oriented development in the 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-bikable environment. These actions will enable us to focus future growth in Waldorf and White Plains, while reducing sprawl and suburban development pressures in the County's rural areas. These policies will also support future investment in high capacity public transit, help to create a reverse commute, and reduce the peak volumes on state roadways to preserve existing and planned 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 urbanization and redevelopment of Waldorf, the County initiated the roll-out of a Phase One Development Plan in November 2013, and funded \$30 Million in infrastructure improvements to incentivize private investment. We believe that only by coordinating our transportation priorities with land use decisions 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 divisions 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.

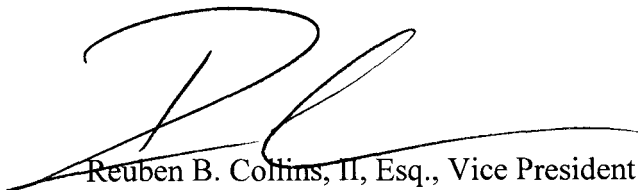
In closing, we would also like to share our continued appreciation for the outstanding final report produced by the Maryland Transit Administration (MTA) and their consultants regarding the Southern Maryland Transit Corridor Preservation Study. Our staff has worked closely with MTA and Prince George's County to ensure that we have the tools we need to bring high-capacity rapid transit service to Waldorf and White Plains, and preserve the right-of-way needed within the corridor. To codify this action, we have integrated the Study's preferred alignment into the Charles County Comprehensive Plan as well as the Waldorf Urban Redevelopment Corridor master plan.


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](mailto:AluottoP@charlescountymd.gov).


Very Truly,

COUNTY COMMISSIONERS OF  
CHARLES COUNTY, MARYLAND

  
Candice Quinn Kelly, President

  
Reuben B. Collins, II, Esq., Vice President

  
Ken Robinson

  
Debra M. Davis, Esq.

  
Bobby Rucci

Attachment (1)

cc: Ms. Melinda Peters, SHA  
Mr. Robert Smith, MTA  
Mr. Glen Smith, MdTA  
Mr. John Hartline, Tri-County Council  
Mr. Mark Belton, 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. Jeffrey 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 creation of a fixed-route, high-capacity transit service (Light Rail) 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 toward a "Record of Decision," completion of required NEPA studies, engineering and future 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), with a goal of increasing mobility for our citizens, including 92,350 daily commuter trips from Charles and St. Mary's Counties, and helping to ease congestion in the MD 5/US 301 corridor and the Southern Maryland region.

*Consistency with the County Comprehensive Plan:* The Southern Maryland Transit Corridor 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 Transit Corridor 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 have the greatest impact in improving air quality by dramatically reducing vehicle emissions, it is also considered to be the best transportation initiative for creating high-density, compact development that promotes the State's Smart Growth Policies. Finally, this project is also a catalyst for the creation and support of 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 business investment, contributing to the *Economic Prosperity* that the Maryland Transportation Plan seeks to promote.

## STATE HIGHWAY ADMINISTRATION

### 2. US 301 Corridor Waldorf Improvements

As previously stated in this letter, the US 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 US 301 corridors continue to carry the largest volume of vehicles in Southern Maryland. While our primary project is high capacity 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 the needed corridor improvements along US 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 MD 228 Berry Road, as recently funded in the FY14 CTP.

*Consistency with the County Comprehensive Plan:* The US 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 US 301 Corridor Improvements would significantly improve the *Safety & Security* of the Southern Maryland Highway System. As the Harry W. Nice Bridge is the southern-most crossing of the Potomac River to points south, US 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 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. Finally, 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. This becomes especially important as the truck traffic increases and further compounds the issues of non-attainment of air quality standards in the Washington D.C. region.

---

## Additional Priority Transportation Improvement Projects

## STATE HIGHWAY ADMINISTRATION

### Project Planning Priorities

3. US 301 Interim Improvements – The purpose of this project would be to provide interim improvements to the US 301 Corridor in Waldorf and White Plains to alleviate congestion while the US 301 Corridor Study is being completed in the longer term. This would include the construction of an interchange along

Secretary Smith  
April 8, 2014

US 301 at MD 228/MD 5 Business and US 301 at MD 5 (Mattawoman-Beantown Road). These intersections 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 US 301 Corridor Waldorf Improvement Project listed earlier in this Priority Letter, the interim US 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 US 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 US 301 Corridor improvement project, these improvement are of increasing importance as the truck traffic increases and continues to impact the issues of non-attainment of air quality standards in the Washington D.C. region.

4. MD 5 Business/MD 925 Corridor Improvements – As a direct action to improve mobility, and in concert with implementation of the County's Waldorf Urban Redevelopment Corridor (WURC), we have requested the construction of roadway improvements along MD 5 Business and MD 925 within the new Urban Zoning District for mixed-use Transit Oriented Development (TOD). Consistent with the Waldorf Urban Design Guidelines and the County's Urban Road Standards, we seek to reconstruct these roadways as Urban Arterials with bicycle and pedestrian accommodations to assist the County in creating the planned walkable, transit-oriented community. We are grateful for the partial funding of improvements which are currently under construction. The funded project consists 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. To augment these improvements, we request that the State provide additional turn lane and pedestrian improvements on the east-bound approach of MD 5 Business, to further complete the reconstruction of the intersection consistent with the Waldorf Urban Design. As always, the County is willing to work with the State on property acquisition as needed.

*Consistency with the County Comprehensive Plan:* The MD 5 Bus./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 new urban high-density zoning which strives to provide *Community Vitality* that the Maryland Transportation Plan seeks to promote.

5. MD 6 Connector - Initiate a project planning study for the Maryland Route 6 Connector in the Town of La Plata, consistent with the completed SHA feasibility study for this project. 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, and we are requesting those funds from MDOT for the Project Planning phase.

*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 US 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 are currently working with Mr. Dennis German and Ms. Marissa Lampart of the SHA project team for a Community Enhancement project along MD 5 Business between US 301 and the CSX railroad right-of-way. This project includes the addition of a turn lane from west-bound MD 5 Business onto northbound Old Washington Road. We understand that SHA is pursuing land acquisition to provide a much needed right turn lane and further alleviate the traffic congestion at this intersection. We appreciate SHA's assistance as we revitalize and improve this corridor of Waldorf. We further request that SHA work with the County to improve the MD 5 Business corridor within these same limits to reconstruct the roadway to the Urban Design Standards as outlined in the Waldorf Urban Design Guidelines. These improvements will help create the urban landscape of downtown Waldorf, consistent with the Waldorf Urban Redevelopment Corridor and "Phase One" development plan, while improving safety, mobility, and access management 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. US 301/White Plains Corridor Improvements - An additional travel lane is needed, in each direction of US 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 keep traffic flowing. These intersections are Billingsley Road, DeMarr Road, Theodore Green Boulevard, and MD 227.

*Consistency with the County Comprehensive Plan:* The US 301/White Plains Corridor Improvement Project is a capacity improvement project that was originally envisioned to be part of the US 301 Southern 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 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:* 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 (Leonardtwn 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 received overwhelming support from both 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 within the next 2 to 4 years 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 in Charles County.

*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 (Leonardtwn 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 recent completion and opening of St. Charles Parkway/Rosewick Road, 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 are seeking State funds to assist in the design and installation of a traffic signal or roundabout.

*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. US 301 Pedestrian Improvements (Waldorf) – As the Waldorf Area continues to urbanize, consistent with the State policies for Smart Growth, the County is experiencing an increase in pedestrian traffic crossing US 301. Pedestrian crossings are concentrated at or near the intersections of US 301 at Smallwood Drive, and US 301 at MD 228 (Berry Road). 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 US 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 "Phase One" of the Waldorf Urban Redevelopment Corridor progresses, between US 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

Secretary Smith  
April 8, 2014

west to the east side of US 301. We are requesting that SHA perform a pedestrian analysis of these intersections and respond with any necessary crosswalk improvements.

*Consistency with the County Comprehensive Plan:* The US 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.

## MARYLAND TRANSPORTATION AUTHORITY (MdTA)

13. *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 inclusion of \$50 Million into 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 to 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 closures due to vehicle accidents due to 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

14. *Increased service in the Waldorf/St. Charles urban area* – We request funding to allow expanded 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, reducing the high passenger loads and improving the convenience of public transit.

*Consistency with the County Comprehensive Plan:* Our Locally Operated Transit Service 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. Further 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.

15. *Increased kidney dialysis and senior center subscription service* – We request funding to increase subscription specialized transit to residents needing service to kidney dialysis treatment and senior centers. A third dialysis treatment center recently opened and in the past year ridership for this trip purpose has doubled. Additionally, as the population ages, there is increasing demand for service to the County's senior centers. Adding buses and service to meet this demand will improve the quality of life for the elderly and residents receiving dialysis treatment.

*Consistency with the County Comprehensive Plan:* Our Locally Operated Transit Service 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. Further 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.

16. *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 rail lines within Charles County are necessary to meet the growing demand for VanGO and commuter bus service parking. As part of the urban re-development of Waldorf, the County will be seeking future park and ride locations within the Old Washington Road Corridor that are oriented along the planned fixed-route transit corridor, in order to provide new park and ride facilities and support future rail transit. 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 site and construct park and ride facilities within the rail 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, and realizing the escalating price of fuel, we continue to seek additional Park and Ride lots to facilitate the growth of this 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 projects consistency: Goal 5.6 Concentrate

Secretary Smith  
April 8, 2014

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.

17. *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.