

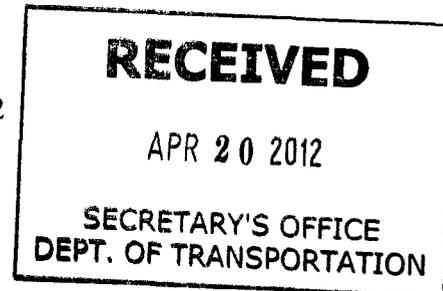


**CALVERT COUNTY
BOARD OF COUNTY COMMISSIONERS**

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Prince Frederick, Maryland 20678
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Board of Commissioners
Gerald W. Clark
Pat Nutter
Susan Shaw
Evan K. Slaughenhoupt Jr.
Steven R. Weems

April 17, 2012



The Honorable Beverley K. Swaim-Staley, Secretary
Maryland Department of Transportation
P. O. Box 548
Hanover, MD 21076

RE: Calvert County Transportation Priorities

Dear Secretary Swaim-Staley:

The Board of County Commissioners (BOCC) would like to thank you once again for your continued interest in transportation issues in Calvert County and Southern Maryland. The Maryland Department of Transportation assisted transportation improvements within the County include: are the completion of the "Prince Frederick Corridor Study," the ongoing "Huntingtown Corridor Study," which will help improve circulation within those town centers as well as along MD 2/4, continued negotiations with owners for purchase of land for a Dunkirk Park and Ride, the completion of the Fairgrounds Prince Frederick Park and Ride - a great and very welcome addition to the ability to facilitate multiple modes of transportation for the citizens. We are grateful that planning continues on Southern Maryland's top transportation project, the "*Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles).*"

The BOCC deserves to update you about the local and regional transportation priorities (attached). We continue to support the four phase project from MD 264 (Broomes Island Road) to MD 263 (Plum Point Road) to widen MD 2/4 to six lanes, build an overpass at the southern and northern ends with an underpass in the middle. However, we have narrowed the focus for the second phase (with the MD 231 intersection phase now completed) from the southern intersection of MD 765 (Main Street) at Industry Lane, to north of Auto Drive, widening to six lanes, with access controls, turning restrictions and an underpass. Results of the State Highway Administration's Prince Frederick corridor study shows that this project will improve the function of 10 intersections, three of which would have been at Level of Service (LOS) "F" when present pipeline projects are built and the Calvert Middle School redevelopment project is completed. For this reason, we urge acceleration of the project.

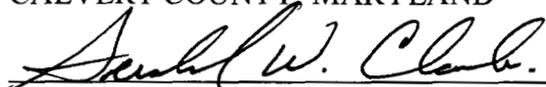


April 17, 2012
The Honorable Beverley Swaim-Staley, Secretary
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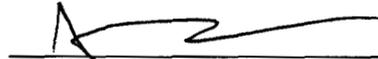
We are very much aware of the present fiscal realities, not only for transportation, but for many other programs. Nevertheless, we must forward the County's transportation priorities to your department for consideration.

Sincerely,

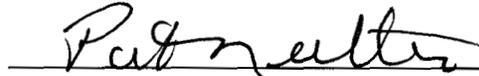
BOARD OF COUNTY COMMISSIONERS
CALVERT COUNTY, MARYLAND



Gerald W. Clark, President



Steven R. Weems, Vice President



Pat Nutter



Susan Shaw



Evan K. Slaughenhaupt Jr.

Attachments

cc: Department of Planning and Zoning
Department of Public Works
Department of Community Resources

Calvert County Transportation Priorities

HIGHWAYS

I. *Development and Evaluation – Major Capital Projects (Project Questionnaires for these projects are attached)*

1. **Governor Thomas Johnson Bridge and MD 4** – Completely fund project design phase for the bridge project, and move this project to completion as soon as possible. This project is critical to national homeland security, as well as safety, security, and efficient transportation in this area of Southern Maryland.
2. **MD 2-4 between the southern end of MD 765 in Prince Frederick at Industry Lane to north of Auto Drive - this portion of a larger, four-phase improvement plan is a top priority (Phase I: Duke Street to Commerce Lane has been completed. The remainder of the planned improvements from south of MD 765 to north of Stoakley Road have not been constructed)** - Widening to six lanes with access control and turning movement restrictions and an underpass in Prince Frederick. Since Calvert County has only this one roadway as a primary transportation link through, into, and out of the County, it is imperative that its function be preserved. Our ability to evacuate or respond in the event of emergencies will be seriously compromised if planned upgrades to this highway are not expedited. This project is included in the Highway Needs Inventory (HNI).

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

1. Name of Project: MD 4, Solomons Island Road (Thomas Johnson Bridge)
2. Submitting Jurisdiction: **Calvert County Government**
3. Location of the project (describe project limits and location, attach map if available and applicable): **Between MD 2 and MD 235, including the Thomas Johnson Bridge and the MD 235 intersection**
4. Anticipated cost and funding source (approximate if available):
5. Description of project purpose and need (up to one paragraph): **The purpose of the project is to improve existing capacity and traffic operations, and to increase vehicular, pedestrian and bicycle safety along the MD 4 study corridor while supporting existing and planned development in the area. MD 4 provides commuters in the area with access to points south, including the Patuxent Naval Air Station as well as points north from St. Mary's, including the District of Columbia (DC). MD 4 is also the main southern evacuation route for the Calvert Cliffs Nuclear Power Plant. The enhancements to the MD 4 study corridor would improve access, mobility, and safety for local, regional, and inter-regional traffic, including passenger and transit vehicles. In regard to the need for the project, traffic volumes across the Thomas Johnson Memorial Bridge have increased from 12,900 vehicles per day in 1990 to 27,000 vehicles per day in the year 2007. The residential development in the area just north of Solomons Island has increased substantially over the past few years. Approximately 60 percent of Calvert County residents commute outside of the county. The Patuxent Naval Air Station now hosts over 21,000 people, including active-duty service members, civil-service employees, defense contractor employees, and military dependents. In addition to high traffic volumes along northbound and southbound MD 4 during AM and PM peak periods, the traffic congestion on the Thomas Johnson Memorial Bridge is problematic. Inadequate shoulder widths along the bridge cause major traffic delays and/or closures during crashes and maintenance activities for both northbound and southbound traffic on the bridge. Currently, all maintenance activities on the bridge must be completed during late night to early morning hours to avoid causing major traffic delays during the AM and PM peak traffic hours. In addition to the need for capacity and safety improvements, bicycle and pedestrian access is restricted to the southern portion of the study area. The Thomas Johnson Memorial Bridge does not provide a dedicated bicycle/pedestrian lane.**
6. Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Yes**
7. Is the project consistent with the local land use plans? **Yes**

Describe specifics on how the project supports the local land use plan goals, objectives and/or policies:

Transportation Objectives

- **Stage the development of the transportation system to complement the overall development of the County.**
- **Maintain MD Routes 4 and 2/4 as the main transportation corridor, providing for safe and efficient travel.**
- **Maintain and improve the arterial and non-arterial road systems to provide for safe and efficient travel.**
- **Improve and expand existing public transit services to capture the highest ridership possible.**

- Promote transportation alternatives such as public transit, carpools, vanpools, bicycling, and walking.
- Develop a sustainable program for financing transportation construction and improvement; and
- Continue a countywide transportation planning program that is integrated with State and regional planning programs. Calvert County Comprehensive Plan, 2004

8. In county priority letter? **Yes**

9. Smart Growth status and explanation: **Inside Priority Funding Area**

10. Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal - Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

- ✓ Objective: Enhance customer service and experience.
- ✓ Objective: Provide reliable and predictable travel time across modal options for people and goods.
- ✓ Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: **At the present time, there are significant delays on approach to the Thomas Johnson Bridge in both the morning and afternoon peak hours. Traffic volumes are projected to increase to 35,200 vehicles per day by 2030, far in excess of a two lane bridge capacity. This project will improve the level-of-service dramatically, enabling motorists to better predict their travel time. The capacity improvement will allow shippers more flexibility in scheduling truck deliveries, since the bridge bottleneck will be eliminated. The joint use path will enable pedestrians and bicycles to travel between Calvert County and St. Mary's, which will increase modal choices. Enhanced ease of access between physically-separated local areas and regions will allow greater coordination and collaboration, which can be constrained due to the difficulties of traveling between these areas presently.**

Goal - Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

- ✓ Objective: Reduce the number and rate of transportation related fatalities and injuries.
- ✓ Objective: Secure transportation assets for the movement of people and goods.
- ✓ Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: **Improving operations and capacity will improve safety and the ability of local emergency operations to respond to crashes and other safety issues and improve the movement of people and goods. These improvements may ultimately enhance this area's ability to contribute to homeland security.**

Goal - System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

- ✓ Objective: Preserve and maintain the existing transportation network.
- ✓ Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: **As aging structures require more maintenance, this project would reduce the number of inspections, and initial maintenance required. In addition, a wider bridge span would enable the SHA to more easily conduct bridge inspections as lane closures can be more readily accomplished. This project would also provide an opportunity to install a state of the art traffic and weather monitoring system, which combined with the current ARRA fiber optic network project, will be able to provide real time, high quality information to travelers in this strategic location. The weather monitoring system, in coordination with Calvert and St. Mary's Emergency Operations Centers and CHART, can be used to automatically broadcast weather related warnings (high wind, icing) during storm events. VMS signs can be strategically located to provide warnings and warn of accidents, road work, and lane closures.**

Goal - Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

- ✓ Objective: Coordinate land use and transportation planning to better promote Smart Growth.
- ✓ Objective: Preserve and enhance Maryland's natural, community, and historic resources.
- ✓ Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: **This project supports Smart Growth by making the PFAs of the two adjacent counties more attractive and conducive for commercial and job growth. The project has a minimal effect on natural, community, and historical resources and the project provides an opportunity for improvements of environmental quality through wetland and stormwater management retrofit projects, which will reduce shoreline erosion and improve water quality in the project area. The waste material from the existing bridge span can also be used to enhance or create under-water habitat in the Patuxent River or the Chesapeake Bay.**

Goal - Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

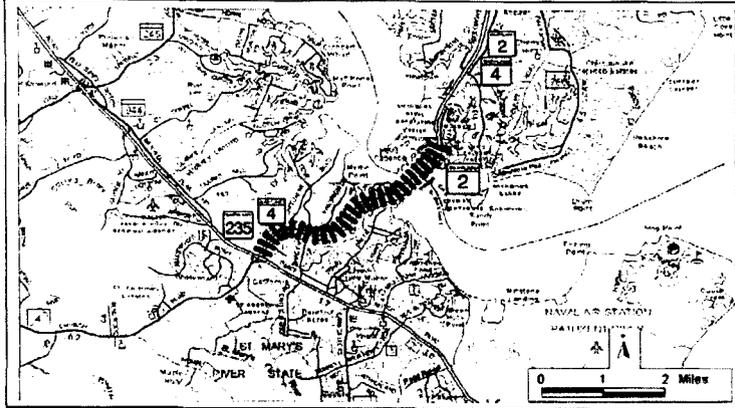
- ✓ Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.
- ✓ Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.
- ✓ Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: **The viability of the PFAs, communities, job bases, along with the Naval Air Station are critical to continued economic growth of not only the immediate areas connected by this project, but also surrounding counties and the state. Enhanced connectivity and the ability to increase modal choices will enhance the entire region in connecting Southern Maryland to other areas and other areas to this region.**

11) Additional Comments/Explanation: **This project should move to design, engineering and construction because these improvements, which come in response to the need created in part by previous BRAC-related population growth, will encourage potential future BRAC-related growth, will assure maintenance of the Base as a continuing and growing presence in the state, which is a high priority for the State.**

STATE HIGHWAY ADMINISTRATION -- Calvert County -- Line 2

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 4, Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders, wide curb lanes and a parallel trail system will accommodate bicycles and pedestrians.

JUSTIFICATION: Projected traffic volumes generated by planned growth will result in increasing congestion.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			FOR PLANNING PURPOSES ONLY					
			2012	2013	2014	2015	2016	2017		
Planning	6,250	3,452	750	1,585	463	0	0	0	2,798	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,250	3,452	750	1,585	463	0	0	0	2,798	0
Federal-Aid	5,388	2,588	750	1,585	463	0	0	0	2,798	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 29,125
 PROJECTED (2030) - 35,200

STIP REFERENCE #SM3511

12/01/2011

The cost estimate is for the entire project in Calvert and St. Mary's counties.

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Project Questionnaire: Annual Request to Maryland DOT for Project Funding

1. Name of Project: **MD 2/4, Solomons Island Road**
2. Submitting Jurisdiction: **Calvert County**
3. Location of the project (describe project limits and location, attach map if available and applicable): **From south of MD 765 to north of Stoakley Road, excluding MD 231 Intersection, see attached.**
4. Anticipated cost and funding source (approximate if available):
5. Description of project purpose and need (up to one paragraph): **Projected traffic volumes generated by continuing commercial growth in the Prince Frederick area and throughout Calvert County along the MD 2/4 corridor will result in congestion along the existing roadway unless additional capacity is provided. MD 2/4 is the major primary state highway connecting Calvert County with the Washington D.C. metropolitan area and points north. Daily traffic is estimated to grow from the current (2011) volume of 48,600 to 83,600 by 2030.**
6. Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Yes**
7. Is the project consistent with the local land use plans? **Yes** Describe specifics on how the project supports the local land use plan goals, objectives and/or policies:

Transportation Objectives

- **Stage the development of the transportation system to complement the overall development of the County.**
 - **Maintain MD Routes 4 and 2/4 as the main transportation corridor, providing for safe and efficient travel.**
 - **Maintain and improve the arterial and non-arterial road systems to provide for safe and efficient travel.**
 - **Improve and expand existing public transit services to capture the highest ridership possible.**
 - **Promote transportation alternatives such as public transit, carpools, vanpools, bicycling, and walking.**
 - **Develop a sustainable program for financing transportation construction and improvement.**
 - **Continue a countywide transportation planning program that is integrated with State and regional planning programs. Calvert County Comprehensive Plan, 2004**
8. In county priority letter? **Yes**
 9. Smart Growth status and explanation: **Inside Priority Funding Area**
 10. Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal - Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

- ✓ Objective: Enhance customer service and experience.
- ✓ Objective: Provide reliable and predictable travel time across modal options for people and goods.
- ✓ Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: **Improvements will enhance roadway operations and capacity and increase travel time reliability.**

Goal - Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.

- ✓ Objective: Reduce the number and rate of transportation related fatalities and injuries.
- ✓ Objective: Secure transportation assets for the movement of people and goods.
- ✓ Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: **Improving operations and capacity will decrease the occurrence of automobile crashes and improve the movement of people and goods. Emergency response plans and activities, and coordination of those efforts with the state and neighboring counties is critical to the safety of travelers in the county and the ability to respond quickly to emergencies and evacuations, and improving the capacity and operation of this roadway is the key to assuring that these activities can be efficiently conducted in the future.**

Goal - System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

- ✓ Objective: Preserve and maintain the existing transportation network.
- ✓ Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: **Upgrading this road and making the planned improvements will preserve this corridor for future growth. There is no realistic alternative to the existing route and failure to maintain and improve it, and in pace with growth, which although carefully controlled will eventually overwhelm the system, will create extreme conditions in the future which will be costly in terms of lost time, money and safety.**

Goal - Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

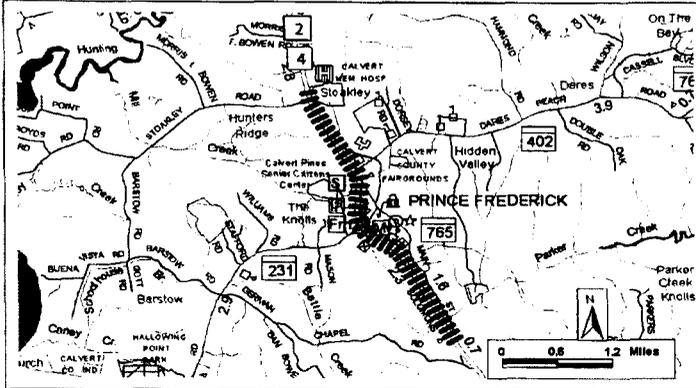
- ✓ Objective: Coordinate land use and transportation planning to better promote Smart Growth.
- ✓ Objective: Preserve and enhance Maryland's natural, community, and historic resources.
- ✓ Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: **Land use in Calvert County has been carefully planned already to protect natural, community, and historic resources and encourage development in areas best able to support it. Maintaining and improving operations and capacity will support the continuation of good land use plans.**

Goal - Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

- ✓ Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.
- ✓ Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.
- ✓ Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The intersection improvements will provide bicycle and pedestrian amenities where appropriate. They will also allow for future growth by increasing capacity: **MD 2/4 is the major primary state highway connecting Calvert County with the Washington D.C. metropolitan area and points north. Daily traffic is estimated to grow from the current (2011) volume of 48,600 to 83,600 by 2030. This project will facilitate expanded transportation options such as bikeways, pedestrian accommodations, as well as greater capacity for transit. This project will allow future growth to be accommodated and guided to appropriate, planned growth areas.**



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Upgrade MD 2/4, from south of MD 765 to north of Stoakley Road, excluding the MD 231 intersection, to a 6 lane divided highway with auxiliary lanes (3.29 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Projected traffic volumes generated by continuing commercial growth in the Prince Frederick area and throughout Calvert County along the MD 2/4 corridor will result in congestion along the existing roadway unless additional capacity is provided.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Project Outside PFA Grandfathered
 PFA Status Yet To Be Determined Exception Will Be Required
 Exception Granted

ASSOCIATED IMPROVEMENTS:
 Prince Frederick Boulevard (County Project)

STATUS: Engineering on hold for the segment from Fox Run Boulevard to Commerce Lane.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU YEAR	CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
Planning	1,972	1,972	0	0	0	0	0	0	0	0	0
Engineering	1,674	1,674	0	0	0	0	0	0	0	0	0
Right-of-way	644	644	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,290	4,290	0	0	0	0	0	0	0	0	0
Federal-Aid	1,573	1,573	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 48,600

PROJECTED (2030) - 83,600

SYSTEM PRESERVATION/HIGHWAY SAFETY PROJECTS

The following should be studied to identify the necessary improvements needed to improve motorist safety and relieve congestion. Once identified, the improvements should be constructed.

1. **MD 231 (Church Street) at MD 765 (Main Street)** – Redesign of intersection and construction for traffic calming. Include improvement of storm drainage along Church Street and sidewalks as a part of this project.
2. **Intersection at MD 231, Sixes Road, and Skipjack Road (Calvert Industrial Park)** - This location is one of the County's major employment centers. This intersection is unsafe and needs to be signalized. This improvement will also create breaks in traffic along MD 231, creating safer access for traffic entering and exiting this section of road.

TRANSIT

1. **Dunkirk Park and Ride Facility** - The Dunkirk Park-and-Ride Facility is a combined effort between Calvert County and the MTA to locate, design, construct, and maintain a new 400 to 500 space park-and-ride lot that would serve the needs of daily commuters leaving the Dunkirk area and traveling to the Washington D.C. area. MTA has recently completed negotiations with property owners. Calvert County wishes to see that project continue to move to the construction phase.
2. **Commuter Bus Service to Suitland Metro/Federal Center** - MTA currently subsidizes commuter buses from Calvert County to Washington D.C. Those commuter buses, Routes 902 and 904 are very heavily used by the Calvert County citizens, and bus drivers often have to leave people behind because the buses are full. Hundreds of citizens from Calvert County commute to the Suitland Federal Center every day. Expansion of commuter bus service has been hindered by lack of parking in the previous Park and Ride locations in Calvert. With the opening of the recently completed Prince Frederick Park and Ride in June, 2011, adding 200+ additional spaces, plus the pending construction and addition of another 200+ spaces in Dunkirk, we urge you to revisit the issue of expanding commuter bus service to the Suitland metro station and Federal Center and the adjacent Census Bureau.
3. **Transit Transfer Station** – In order to increase job access for our local citizens without vehicles, we need to have a transfer point for locally operated public transportation to coordinate the drop off and pick up riders at the commuter bus lot in Prince Frederick. In addition, the current transfer station (Calvert Pines Senior Center) has become problematic, both in the high numbers of users of public transportation, and the increased number of seniors utilizing the Senior Center. We need to develop the “transit transfer station” concept to increase both economic and safety issues and urge consideration for planning funding.

COMMUNITY SAFETY AND ENHANCEMENT PROGRAM

The following projects, when funded for construction, will help further implementation of Town Center Master Plans.

1. **MD 231 (Church Street) at MD 765 (Main Street) Sidewalks** – This project will continue the existing sidewalks along Main Street to its intersection with Church Street and follow along the south side of Church Street to its intersection with MD 4. In addition to sidewalks, the scope of this project also includes improving the storm drainage along Church Street and the intersection of Main and Church Streets by channelizing the lanes in an attempt to achieve a traffic calming effect, thus improving traffic as well as pedestrian safety in this area. This project is important to facilitate pedestrian traffic within the Town Center of Prince Frederick and should be completed along with the intersection improvements at MD 2/4 and MD 231.
2. **MD 760 (Rousby Hall Road) from east of MD 765 (HG Trueman Road) to west of MD 765 and MD 765 from Appeal Lane to south of MD 760: Lusby Town Center Streetscape** - A portion of this network of streetscape has been completed. We are asking the State to fill the gaps left after developers have completed their projects along these roads.

REGIONAL TRANSPORTATION PRIORITIES

(Approved by the Calvert County Board of County Commissioners)

SOUTHERN MARYLAND'S TOP TWO REGIONAL PRIORITIES:

1. *Highway Priority: Governor Thomas Johnson Bridge and Maryland Route 4* – Initiate the detailed design of the Governor Thomas Johnson Bridge replacement and highway corridor widening, including the upgrade of MD Route 4 and MD Route 235. Request includes construction funding for short-term intersection improvements.¹ This project will relieve commuter congestion, improve safety, help position the Patuxent River Naval Base for future BRAC realignments, improve emergency evacuations, and provide bicycle tourism opportunities between the Three Notch Trail and Solomon's Island.
2. *Transit Priority: Southern Maryland Transit Corridor* – Initiate preliminary engineering to perform a detailed alternate analysis to select Light Rail/Bus Rapid Transit alignment alternatives along the MD 5/US 301 Transit Corridor, from the Branch Avenue Metro Station to Waldorf/White Plains.² As called for in both the Southern Maryland Transportation Needs Assessment (2008) and the Southern Maryland Transit Corridor Preservation Study (August 2010), we must preserve rights of way in the face of continuing residential and commercial development pressure along the transit corridor to maintain the feasibility of this option. The project will assist in implementation of county and town comprehensive plans, as well as sector and transportation plans including facilitating Priority Funding Area (PFA) conformity. When constructed, this project will improve the mobility and accessibility of people, facilitate the movement of goods within the region, and complete the missing link for transit oriented development. The project will also improve efficiency, ensuring the best use of existing and future transportation networks, resources and infrastructure.

SOUTHERN MARYLAND'S REGIONALLY SIGNIFICANT PROJECTS:

1. Construction of a controlled access highway option for US 301 in Waldorf, which balances the needs of the residential and business communities, while minimizing the impacts to cultural, social, and natural resources; and,
2. Enhanced Commuter Bus Services and further Park & Ride development in Charles, Calvert, and St. Mary's Counties.
3. The widening of MD Route 2/4 from the southern intersection of MD 765 (Main Street) at Industry Lane, to north of Auto Drive, widening to six lanes, with access controls and turning restrictions and an underpass in the vicinity of Fox Run Boulevard

¹ Detailed design cost for Thomas Johnson project is \$85 million; cost for intersection ramp for Route 2/4/Route 235 estimates requested from SHA.

² Alternate analysis cost for Light Rail/Bus Rapid Transit alignments study is \$10 million.