



TRI-COUNTY COUNCIL FOR SOUTHERN MARYLAND
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March 24, 2025

The Honorable Paul J. Wiedefeld
Secretary
Maryland Department of Transportation
7601 Corporate Drive
P.O. Box 548, Mail Stop 200
Hanover, Maryland 21076

Re: FY26 Southern Maryland Regional Transportation Priorities

Secretary Wiedefeld:

The Tri-County Council for Southern Maryland is pleased to submit our Regional Transportation Priorities for inclusion in the FY 2025-2030 Consolidated Transportation Program (CTP). The projects listed below were incorporated into this priority letter based on consensus reached by the Tri-County Council for Southern Maryland's Regional Infrastructure Advisory Committee (RIAC). Subsequently, this consensus was presented to the Executive Board of the Tri-County Council for Southern Maryland and ultimately adopted by members of Tri-County Council for Southern Maryland's Full Council. The priorities are an inclusive representation of the various transportation issues facing the three counties and are a result of significant collaboration amongst them.

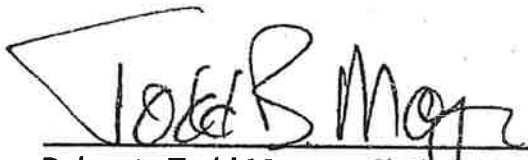
The passage of the Bipartisan Infrastructure Investment and Jobs Act (IIJA) apportions a significant amount of funding towards the State of Maryland over the course of five years starting in FY22, and we feel compelled to highlight our urgent regional needs given its historical nature. IIJA includes a disbursement to Maryland of approximately \$340 million in FY22, and more than \$7 billion total over five years. This funding can significantly contribute to Southern Maryland's top two priorities:

- **Southern Maryland Rapid Transit.**
- **Governor Thomas Johnson Bridge**

We would like to thank MDOT for having funded projects in recent years throughout the region including: the new Nice-Middleton Bridge, the planned extension of Three Notch Trail in St Mary's County which will encourage more non-motorized connectivity resulting in fewer greenhouse gases as supported in the Maryland Greenhouse Gas Emissions Reduction Act, and MD2/4 widening in Prince Frederick.

It is vitally important that we build on current progress with funding of the planning, engineering, and right-of-way acquisition for our long-standing regional priorities in the coming fiscal year. We continue to be confident that the Maryland Department of Transportation, working with the Tri-County Council for Southern Maryland and our local government partners, will do everything possible to ensure that essential steps are included in the FY 2025-2030 CTP to continue making progress on these priorities toward future implementation. The full list of regional transportation priorities is attached. We thank you for your support, consideration, and affirmative action with respect to these important Southern Maryland Regional Projects.


Respectfully,



Delegate Todd Morgan, Chairperson (RIAC)
Regional Infrastructure Advisory Committee

Commissioner Mike Alderson, Chairperson
Tri-County Council for Southern Maryland

Prepared by:



George Clark
Transportation Director
TCCSMD

ROADWAY PRIORITIES

(1a) Top priority – Thomas Johnson Bridge: Calvert County, St. Mary's County and the Tri-County Council have made this project a top priority for decades. This project has been included in the CTP since FY 2007 and improvements will relieve commuter congestion, assist safety/emergency evacuation, and better aid major employers in the area such as Naval Air Station Patuxent River, Calvert Cliffs Nuclear Power Plant, and Cove Point LNG. It currently carries over 31,000 vehicles per day, and that is projected to significantly increase over the years. While it is currently two lanes, it is planned to be a four-lane bridge with shoulders and an elevation between 70 and 140 feet. Additionally, a planned shared use path on the bridge will allow pedestrians and bicycle travelers to cross the bridge. Within the fiscal year 2022 omnibus funding legislation, \$1 million was received, but it is estimated that to replace the bridge will ultimately cost upwards of \$500 million.

NOTE:

This project was St Mary's County and Calvert County's #1 overall priority from 2002 to 2021. However, submitting the bridge continually as their #1 priority seems unrealistic. They understand a new study has been funded; however, they also see no progress toward construction and that MDOT budget zeroed the project out for future years funding. We ask that the next phase of this project, full design, continue to move forward.

(1b) Extension of northbound merge lane from intersection of MD4 & MD235 to north end of South Patuxent Beach Rd: This project would happen concurrently with the bridge replacement project and is planned to alleviate congestion at the MD4/MD235 intersection. The north end of South Patuxent Beach Rd would be turned into a cul-de-sac to prevent traffic entering MD4 from that side road. The objective is to facilitate the continuous flow of traffic from the MD235/MD4 intersection to the bridge as part of this project.

(2) MD5 from MD246 (Great Mills Rd) to MD249 (Piney Point Rd): This segment of roadway has historically been susceptible to flooding due to its proximity to the St. Mary's River. Traffic during the AM and PM peak hours is also highly congested due to military base commuting. Furthermore, some of the driveway entrances adjoining this roadway are skewed. MDOT SHA is currently finalizing a design for the facility to become a four-lane roadway with a new bridge across St. Mary's River with a pedestrian walkway across the bridge. For FY 2019, it was proposed to take two additional years to design the project (through 2022). While project design and right-of-way are being finished, we

request that this happens such that construction can begin no later than FY 2026. Ideally, we would like construction to begin as soon as property is acquired, and utility agreements are established. We are extremely grateful to MDOT for the funding.

(3) MD2/4 widening between the south end of MD765 northwards to Auto Dr:

MD2/4 through Prince Frederick in Calvert County is very congested during the AM and PM peak hours. Widening from the Holiday Inn area to Fox Run Blvd has been completed. The Tri-County Council and Calvert County appreciates the previous widening progress performed on MD 2/4 in Prince Frederick. We are seeking MDOT's continued partnership and diligence to advance into the next phase of the project, by performing the preliminary engineering and acquiring needed rights-of-way in anticipation of continuing phases 3A and 3B, north of Fox Run Boulevard. Widening of these segments will further reduce congestion during peak hours and help move traffic through the town center. This project will significantly improve traffic flow as this roadway currently carries more than 45,000 vehicles per day.

(4) MD236 Shoulders and Sight Distance Improvements: MD236 is a major connector between MD5 and MD234 with poor vertical and horizontal geometry and no paved shoulders and thus dangerous for bikes, pedestrians, and horse drawn buggies. It is an important farm to market connection for the agricultural, Amish, and Mennonite communities in the northern part of St. Mary's County and access to the Maryland International Raceway at the intersection of MD236 and MD234. To support all these needs, Tri-County Council requests the installation of paved shoulders or a side path to allow for safe travel of buggies, bicycles, and pedestrians. A lower cost alternative of a pull-off shoulder area at strategic locations could be an interim step to mitigate sections with poor sight distance.

(5) US301 Corridor Improvements in Waldorf: This project is to provide corridor improvements along US301 in the Waldorf area. As congestion in the region continues to increase, the MD5 (Branch Avenue) and US301 corridors continue to carry the largest volume of vehicles in Southern Maryland. Furthermore, the alignment of Southern Maryland Rapid Transit will not serve all areas of Waldorf. This corridor also experiences significant increases in truck traffic as an alternate route to I-95 further contributing to congestion. This project would also include design improvements at Mattawoman-Beantown Road as well as at MD228 (Berry Road), as previously funded in the FY 2019-2024 CTP. However, these two areas have been put on hold in CTP since then.

(6) MD 231 Corridor Assessment study and Improvements:

(a) As a major inter-county connector, Tri-County Council would like funding for a MD 231 Corridor Assessment Study from MD2/4 in Prince Frederick to MD5 in Hughesville. MD231 is a major roadway linking Calvert County to Charles County. This corridor facilitates both economic and educational purposes with businesses along the corridor as well as access to the College of Southern Maryland. However, this two-lane corridor has both traffic delays and accidents caused by left-turning vehicles into neighborhoods. Also, if someone wants to bicycle from Charles to Calvert, they must use Benedict Bridge, which has no shoulders. Therefore, we highly recommend a holistic corridor study that studies congestion, mobility, access, and safety throughout the corridor.

(b) As stated in the Charles County's FY24 TPL: As the traffic continues to grow in the MD 231 corridor, they seek an analysis of Travel Demand Management (TDM) enhancements to ease congestion and reduce conflict points. The need for this project is identified in the SHA Highway Needs Inventory and as a recommended State highway project in the County's 2016 Comprehensive Plan (Page 8-22)

TRANSIT PRIORITIES

(1) Top Priority - Southern Maryland Rapid Transit (SMRT): This project is an 18.8-mile, fixed-route, high-capacity transit service that follows the MD Route 5/US 301 corridor from the Branch Avenue Metro Station to White Plains in Charles County. SMRT project is estimated to reduce single occupancy vehicle trips on MD 5 (Branch Avenue) by 24,000 to 28,000 vehicles each day. In addition, the project will support jobs and economic investment throughout the corridor. Thanks to the generous support of Senator Cardin, Senator Van Hollen, and Congressman Hoyer, the SMRT project has received two Congressionally Designated Spending appropriations (earmarks) for FY22 and FY24 of \$5 Million, respectively. This investment, coupled with the legislation created by the Charles County Delegation and supported by the Maryland General Assembly (2021 Session), requires the MDOT to match these federal contributions in CTP.

As stated in the Charles County FY25 TPL: We look forward to completing the design, engineering, and National Environmental Policy Act (NEPA) processes to secure a Record of Decision for the SMRT project. With the project's inclusion in the Consolidated Transportation Program (CTP) for the Project Planning Phase, it has now been included in the Metropolitan Washington Council of Governments' Constrained Long Range Plan (CLRP) and the Transportation Improvement Plan (TIP) for the region. Thanks to the support of our Congressional Delegation, we have secured the federal investment of \$10 Million of Congressionally Directed Spending (CDS) funds to initiate the matching funds from the Maryland Department of Transportation under Section 7-713 of the State Transportation Article. Likewise, we are continuing to pursue additional federal funds in Fiscal Year 2025 to advance the project.

(2a) Transit Transfer station in Calvert County: Calvert County's Public Transportation (CCPT) continues to see an increase in service demand. Currently, the County provides eight fixed routes and five demand-response/para-transit routes to link residents with major shopping, medical and employment areas, as well as with public services available in Prince Frederick. CCPT received FY23 funding through MDOT's capital budget to conduct a feasibility and needs assessment for a proposed Transit Transfer Station. In collaboration with the Maryland Transit Administration (MTA), CCPT completed the needs assessment in mid-2024. CCPT continues to coordinate with MTA on the project's next phase, which includes site selection. With the site now identified, capital funds awarded in FY24 are being used for site development, including a Title VI analysis, National Environmental Policy Act (NEPA) fieldwork, an Equity Analysis, and preliminary environmental studies. A request for FY26 grant funding will be submitted to support the design and engineering phase, advancing the project toward the final stage of transfer station construction.

2b) Bus stop improvements in St. Mary's County: We would like funding for additional bus stop shelters on concrete pads along Great Mills Road, along MD235 from Hollywood Road to Hermanville Road, the Charlotte Hall Veterans Center, Loveville Produce Market and County Farmers Markets, St. Mary's Hospital, or universities such as St. Mary's College of Maryland and University System of Maryland at Southern Maryland. We would also like to relocate the Tulagi PI terminal - one or two alternative locations have been identified, and communications are ongoing with property owners.

(2c) Funding for expansion of both general and specialized transit in Charles County: Funding is also needed for increased VanGo operations in urban areas during peak hours, for specialized transportation compliant with the Americans With Disabilities Act, for construction of a local transit operations and maintenance facility, for a new park & ride facility in the Downtown Waldorf area, and for an additional park & ride lot for overflow at Accokeek Park & Ride Lot on MD210.

(3) Foster Ln extension / College of Southern Maryland Hughesville Campus Transportation Hub: This project could be done concurrently with the MD231 corridor study. Tri-County Council highly recommends the creation of a transit hub at the College of Southern Maryland Hughesville campus. Currently, access to CSM is very circuitous and done via Foster Lane after exiting MD5. For this reason, Calvert and St. Mary's counties are not providing bus service to this location. To solve this problem, we would like Foster Ln to be extended southward until it intersects with MD231, and create a transit hub request at CSM, which would be moved from its current location in Charlotte Hall, MD. This would provide not only access to CSM, but also greater interconnectivity between transit in the three counties of Southern Maryland.

(4) (Regional) Keep MDOT/MTA Commuter Bus Trips:

It is imperative that MDOT/MTA retain all trips which MDOT has proposed to alter or remove due to budget cuts. While ridership has not yet returned to pre-pandemic levels, these proposed cuts will create severe hardship on our local commuters, following decades of growth in the service allowing our citizens to reduce single-occupancy vehicles on State roadways. Removing or reducing services will only make it more difficult to restore ridership. The Tri-County Council is further concerned about the reduction in daily trips. As ridership is increasing due to the Executive Order of Return to Office by the Federal Government, we would like to see those trips added back to service. These trips are examples of services that our citizens have become dependent on to get to work and reduce regional congestion.

(5) Passenger Ferry:

The project would establish a high-speed and long-range electric ferry (shuttle ship) between numerous ports along the Chesapeake Bay. Potential port locations include sites located in Calvert and St. Mary's Counties. It would promote tourism and multi-modal connections by allowing visitors to reach multiple destinations by boat without the need for a car, while also demonstrating the benefits of an electrified waterfront. A collaboration effort between several counties and municipalities has occurred to prepare

a feasibility study to evaluate the vessel parameters, terminal sites, operational and maintenance needs, tourism and economic strategies and system partnerships.

BICYCLE AND PEDESTRIAN TOP PRIORITIES

(1) Controlled crosswalk at US 301 and Smallwood Drive (Charles):

To improve pedestrian safety and connectivity, and to complement investments in transit service, we are requesting to install ADA-compliant curb ramps, crosswalks, and bike/pedestrian signal phases at US 301 at Smallwood Drive. These intersections serve as significant barriers for pedestrians wishing to access nearby commercial, residential, and institutional land uses, and the lack of pedestrian accommodation at these intersections significantly degrades pedestrian safety.

(2) Three Notch Trail (Phase III, VIII and IX design and additional connections of trail to Wildewood, Pegg Road and the NAS PAX Gate 2 (St Mary's):

Your continued support of the Three Notch Trail within the Transportation Enhancement Program is appreciated, including funding the design and construction phases of Phases VIII and IX connect this 7-mile portion from the Trailhead property to Baggett Park and the Phase III missing connections from Harris Teeter south to the Wal-Mart Shopping Center. Ultimately this project will connect with the Indian Head rail Trail in Charles County and has the potential to be a significant recreational commute, and tourism facility for the Tri-County area. The County has created a project to construct an additional connection from the southern terminus of the Wildewood Community along FDR Boulevard between Route 235 and Route 4 which will connect the 10-foot-wide trail to the existing trail along FDR Boulevard ending at MD 237. Additional construction of FDR Boulevard and the trail is underway to extend the trail to Pegg Road, near Gate 1 of the Naval Air Station, Patuxent River (NAS PAX). Funding for the connection to the existing crosswalk at Pegg Road and MD 235 intersection would be helpful.

Investigate widened shoulders and alternative pathways along section of MD 5 from MD 243 south approximately 0.5 miles, tying into terminus of recently completed MD 5 improvements.

(3) MD 2/4 (Solomons Island Rd) Widening Phase 3A and 3B – Preliminary engineering and right-of-way acquisitions (Calvert):

The continuation of the major project to upgrade and widen MD 2/4 through Phases 3A and 3B. Specifically, in this year's capital budget, Calvert County is requesting funding for the preliminary engineering and right-of-way acquisitions for the corridor just north of Fox Run to Auto Drive. The proposed widening in Phases 3A and 3B will allow future growth and development in and around the Town Center, which will facilitate expanded, safer, and upgraded transportation options such as bikeways and pedestrian accommodations.

Note:

Calvert County would like to emphasize a commitment to working to prevent fatalities and serious injuries on our roadways. For that reason, we would like to advocate for continued funding and resources for safety and

geometric improvements on the three previously identified intersections along the MD 231 corridor. Bringing these projects to completion remains a top priority for Calvert County.

BICYCLE AND PEDESTRIAN TOP PRIORITIES

Recommendations

(Calvert) MD 765 Sidewalk Extension – Between Old Field Road and Calvert Towne Road:-

The Prince Frederick Town Center Master Plan update supports walkable communities, Proposal to obtain funds to conduct a planning study to connect nearby neighborhoods to civic and downtown Prince Frederick core.

(St Mary's) MD Route 6 Overpass of Three Notch Trail:

To improve traffic through the southern end of Charlotte Hall at the MD Route 5 and 6 intersections, St. Mary's County would like to create an overpass for the Three Notch Trail over MD Route 6. The Overpass would remove a dangerous crossing for bikes/pedestrians for a State Highway currently posted at 50 mph. Initial funding will provide design and construction estimates. Once approved, additional funding will be requested for construction.

(Charles) Design of Indian Head Trail-Three Notch Trail Connection:

Extension of the Indian Head Trail to connect to the Three Notch Trail in the Hughesville area. Following construction, this extension would comprise roughly 13 miles of a 30+ mile connected trail network. This network would connect communities, traverse environmental assets, and provide links to commercial, institutional, and environmental destinations.

MDOT Priority Letter Submission Form

Submitted by George Clark on Apr 7th, 2025 at 12:45 pm

Status: *Completed*

MDOT Priority Letter Submission Form

Introduction

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

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

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

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

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

Key Terms

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

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

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

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

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

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

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

Section 1. Local Government Information

First Name	Last Name	
George	Clark	
Title/Role	Government Entity	
Transportation Director	Tri-County Council for Southern Maryland	
Address Line 1		
PO BOX 745		
Address Line 2		
15045 Burnt Store Road		
City	State	Zip Code
Hughesville	Maryland	20637

Section 2. Local Government Priorities

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

The Tri-County Council for Southern Maryland is pleased to submit our Regional Transportation Priorities for inclusion in the FY 2025-2030 Consolidated Transportation Program (CTP). The projects listed below were incorporated into this priority letter based on consensus reached by the Tri-County Council for Southern Maryland's Regional Infrastructure Advisory Committee (RIAC). Subsequently, this consensus was presented to the Executive Board of the Tri-County Council for Southern Maryland and ultimately adopted by members of Tri-County Council for Southern Maryland's Full Council. The priorities are an inclusive representation of the various transportation issues facing the three counties and are a result of significant collaboration amongst them.

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It is vitally important that we build on current progress with funding of the planning, engineering, and right-of-way acquisition for our long-standing regional priorities in the coming fiscal year. We continue to be confident that the Maryland Department of Transportation, working with the Tri-County Council for Southern Maryland and our local government partners, will do everything possible to ensure that essential steps are included in the FY 2025-2030 CTP to continue making progress on these priorities toward future implementation. The full list of regional transportation priorities is attached. We thank you for your support, consideration, and affirmative action with respect to these important Southern Maryland Regional Projects.

For questions 2-9, please list the jurisdiction's priorities in ranked order, with #1 as the highest priority. Please limit responses to 4 lines of text per priority. Please include the following information in the description of the priority: location, need, proposed improvements, and, as applicable, partners and/or existing funding. An example of a priority description is provided below:

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

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

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

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

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

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

BICYCLE AND PEDESTRIAN TOP PRIORITIES

(1) Controlled crosswalk at US 301 and Smallwood Drive (Charles):

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Following construction, this extension would comprise roughly 13 miles of a 30+ mile connected trail network. This network would connect communities, traverse environmental assets, and provide links to commercial, institutional, and environmental destinations.

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

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

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

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

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

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



FY26 Regional TPL signed 3.24.2025.pdf (0.52 MB)

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

George Clark

I agree to be legally bound by this document.