



CALVERT COUNTY BOARD OF COUNTY COMMISSIONERS

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Board of Commissioners
Mark C. Cox Sr.
Catherine M. Grasso
Earl F. Hance
Mike Hart
Todd Ireland

March 24, 2026

The Honorable Kathryn B. Thomson
Acting Secretary of Transportation
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, MD 21076

Re: Fiscal Year 2027 Consolidated Transportation Program Priorities

Dear Acting Secretary Thomson,

Thank you for the opportunity to present Calvert County's transportation priorities for the Fiscal Year (FY) 2027 Consolidated Transportation Program (CTP). Despite recent fiscal constraints, we appreciate our continued partnership with the Maryland Department of Transportation (MDOT).

In 2023, we adopted the Calvert County Strategic Roadway Safety Plan and meet regularly with our traffic safety partners. This year, we are working toward updating our plan to align with MDOT's Vision Zero 2026-2030 plan. Our dedication to preventing fatalities and serious injuries on county roadways drives our advocacy for the continued funding and resources for the safety and geometric improvements on the MD 231 corridor. Completing these projects remains a top priority to improve safety in Calvert County.

As we identify our most critical and highest-priority transportation projects, it is imperative to emphasize Calvert County's unique geographic constraints, which limit accessibility to and through the county. Without critical infrastructure investment to MD 2/4, our sole and principal arterial roadway, our ability to provide a safe, resilient and reliable transportation network becomes increasingly challenging. Recognizing these limitations, we urge consideration of the following critical and strategic infrastructure improvements aligned with MDOT's goals for our county:

New Capacity and Capacity Expansion Project Requests:

MD Route 2/4, Solomons Island Road – Upgrade and Widen MD 2/4 to a Six-Lane Divided Highway (Prince Frederick)

Calvert County's top local transportation priority is 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 corridor just north of Fox Run Boulevard to Auto Drive.

The purpose of this project is to widen the footprint of MD 2/4 along the entrance to and throughout the northern and southern portions of the Prince Frederick Town Center (PFTC). Improvements were previously conducted in Phases 1 and 2 from Sherry Lane to Fox Run Boulevard within the center portion of the town. The proposed

widening will expand MD 2/4 to six lanes, incorporating access control, turning movement restrictions, dedicated bicycle lanes and pedestrian sidewalks. Current traffic volumes generated by the existing commercial and residential development within the town center result in substantial delays at multiple intersections along the corridor. Anticipated future development in and around the Prince Frederick area is expected to result in increased congestion along the existing roadway unless additional capacity is provided. MD 2/4 is the principal transportation link through, into and out of the county. Congestion on this corridor directly impacts our ability to evacuate or reach the nearest hospital and emergency health facilities in the event of an emergency.

The current geometrical lane alignment at the completion of Phase 2 provides a tenuous right-turn lane drop at an unsignalized intersection. This intersection has been the site of numerous vehicular accidents, as the northbound roadway also condenses from three lanes to two at this location. Moving Phases 3A and 3B forward will remove the lane-drop element and create a much safer vehicular corridor. By adding additional travel lanes, the project will increase highway capacity, reduce congestion and provide safer and more secure movement of people, goods and services through the center of Calvert's largest town center. Vehicular passage through the previously improved section (Phases 1 and 2) offers a temporary respite from congestion, but the preceding and following segments create significant delay due to existing geometric differences.

These improvements are located within the PFTC the county seat, a designated growth area, a state-designated Priority Funding Area and a state-designated Sustainable Community. This project also remains included in the Highway Needs Inventory.

Thomas Johnson Bridge/MD Route 4

Calvert County, St. Mary's County and the Tri-County Council have made this project a top priority since 2002. We ask that funding be allocated for planning and design to support the much-needed expansion of the Thomas Johnson Bridge, a vital infrastructure upgrade for Southern Maryland's growing region. This project is critical to national homeland security and public safety, serving a nuclear power-generating facility, a regional natural gas transport facility and a major U.S. naval base. It is also essential to the safety, security and efficient transportation of Southern Maryland, with daily traffic exceeding 31,400 vehicles per day with projections reaching 38,275 vehicles per day by 2040 the current two-lane bridge is insufficient for the region's needs.

Widening the Thomas Johnson Bridge would relieve commuter congestion, enable emergency evacuation, improve safety and provide greater economic opportunity within the Calvert-St. Mary's Metropolitan Planning Organization Area. The efficiency and security of this corridor are vital to the success of the projected increase in user needs.

Note: Functional efficiency and operational safety of the bridge will continue to be of great importance to Calvert County, and we will continue to advocate for the bridge replacement project. Prior to the execution of bridge enhancement or replacement, we support St. Mary's priority to improve existing traffic conditions through the extension of the northbound merge lane from the intersection of MD 4 and MD 235 to the north end of South Patuxent Beach Road. This project could be performed concurrently with the bridge replacement project to alleviate current and future congestion at the MD 4/MD 235 intersection. It would also offer traffic remediation to a portion of the overall transportation corridor function in anticipation of the bridge modification.

Feasibility Study Request:

MD 260 (E. Chesapeake Beach Road) Roundabout Feasibility Study: Calvert County is currently updating the Owings Town Center Master Plan. Through recent public meetings and community surveys, residents consistently identified speeding as a major concern along the MD 260 corridor within the town center area. The existing town center master plan identifies potential traffic-calming and roadway realignment improvements along MD 260 between the MD 2 intersection and Thomas Avenue. To further evaluate potential solutions, Calvert County is requesting funding for a feasibility study to determine whether a roundabout at this location would be a viable and beneficial option to improve traffic safety, manage speeds and enhance overall operations within the town center.

Bike/Pedestrian or Complete Streets Project Requests:

MD 765 Sidewalk Extensions – Between Old Field Road and Calvert Towne Road: In the historic core of Prince Frederick, traffic operates at lower speeds. There is often significant pedestrian traffic volume along and across MD 765 (Main Street), accessing the courthouses, and the nearby state and county office buildings. This proposed sidewalk extension will provide additional pedestrian access from communities within the adjacent Old Town Residential subarea of the PFTC.

MD 402 Bike Lane/Sidewalk Installation – From MD 2/4 to Calvert High School: Calvert County performed a feasibility study for the Dunkirk and Prince Frederick town centers. In Prince Frederick, one of the highlighted recommendations was to work with MDOT State Highway Administration (SHA) to provide bicycle and pedestrian facilities to both Calvert High School and the surrounding existing and proposed amenities. Future residential and commercial development in the immediate vicinity on the north side of MD 402 will produce significant pedestrian and bicycle transportation opportunities for the community if safe facilities are provided.

MD 2/4 and Armory Road Crosswalk: Recent and proposed higher-density residential and commercial development within the PFTC has resulted in a measurable increase in pedestrian activity along key corridors. As these projects move through construction and toward full occupancy, pedestrian demand is expected to continue to grow, particularly between commercial destinations, residential areas and nearby services. To address these changing conditions and improve safety, the county requests that MDOT provide a safe, signalized pedestrian crossing at this intersection. A controlled crossing will help manage vehicle speeds, improve visibility of pedestrians and provide a reliable connection across the roadway.

Transit-Oriented Development Project Request:

Chesapeake Bay Passenger Ferry: The project would establish a high-speed and long-range electric ferry (shuttle ship) between numerous ports along the Chesapeake Bay. It would promote tourism and multimodal 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 collaborative effort among several counties and municipalities has prepared a feasibility study to evaluate the vessel parameters, terminal sites, operational and maintenance needs, tourism and economic strategies and system partnerships. Calvert and St. Mary's Counties have initiated an additional study to further evaluate a previously identified site.

Additional project requests from the Town of Chesapeake Beach:

The following additional requests from the incorporated town of Chesapeake Beach are supported by the Calvert County Board of County Commissioners:

- **Safe Routes to School (SRTS) MD 261:** Complete sidewalk construction from Beach Elementary School to Chesapeake Village and along Old Bayside Road to "F" Street.
- **Trails and Greenways:** Extend the Chesapeake Beach Railway Trail to E Street, establishing a neighborhood greenway connecting to the future SRTS project, providing safe open access for pedestrians to schools, amenities, recreational areas and nearby neighborhoods.
- **Traffic Calming in front of Bayfront Park:** Install traffic-calming measures, such as a median island, on Rt 261 in front of Bayfront Park to slow traffic for pedestrians utilizing the area to access nearby recreational amenities.
- **Boardwalk safe crossing on MD 261:** The town submitted a feasibility study to MDOT SHA for the inclusion of a boardwalk walkway for safe crossing on the eastern side of MD 261. This walkway would prevent pedestrians from having to cross MD 261 to gain access to the only sidewalk along the highway, currently positioned on the western side of MD 261.

Thank you for the opportunity to collaborate in the development of this year's upcoming CTP. Calvert County looks forward to continuing our partnership with the Maryland Department of Transportation to advance transportation projects efficiently to best serve the needs of our community.

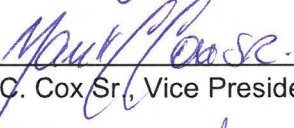
Our contact is Jessica Gaetano, planner III in the Department of Planning & Zoning. Jessica can be reached via phone at 410-535-1600, ext. 2338, or via email at Jessica.Gaetano@calvertcountymd.gov.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
CALVERT COUNTY, MARYLAND



Todd M. Ireland, President



Mark C. Cox Sr., Vice President



Catherine M. Grasso



Earl F. Hance



Mike Hart

MDOT Priority Letter Submission Form

Submitted by Jessica Gaetano on Mar 30th, 2026 at 9:52 am

Status: *Completed*

MDOT Priority Letter Submission Form

Introduction

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. MDOT may follow up with you to clarify categorization.

"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.

A "feasibility study" takes a project from a concept to 10-15% design, including basic concept development, purpose & need, alternatives development, preliminary scope definition and cost estimates, etc. Once complete, the project is ready for project scoring under project prioritization.

"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	
Jessica		Gaetano	
Title/Role		Government Entity	
Planner III, Transportation		Calvert County Government	
Email		Phone	
Jessica.Gaetano@calvertcountymd.gov			
Address Line 1			
150 Main Street, Suite 360			
Address Line 2			
City	State	Zip Code	
Prince Frederick	Maryland	20678	

Section 2. Local Government Priorities

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

Calvert County's goals for transportation policies and spending are as follows:

1. Maintain and preserve infrastructure by building and maintaining transportation assets so they are safe, resilient, and in good repair.
2. Prioritize safety by focusing on engineering, enforcement, education and policy alignment to make safety the top priority on our roadways.
3. Improve mobility in key growth areas - we aim to enhance multi-modal transportation especially within our town centers to support local circulation and reduce reliance on the MD 2/4.
4. Improve commuting efficiency and options by expanding practical transportation choices and ensure reliable travel times, especially along the MD 2/4 corridor.
5. Address equity and accessibility by meeting the needs for carless, low-income, elderly and mobility-limited populations.

For questions 2-10, 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 priority projects for system preservation/state of good repair?

No projects identified. Calvert County is satisfied with the existing system preservation provided by the State Highway Administration.

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

1. MD Route 2/4, Solomons Island Road – Upgrade and Widen MD 2/4 to a Six-Lane Divided Highway (Prince Frederick)

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The purpose of this project is to widen the footprint of MD 2/4 along the entrance to and throughout the northern and southern portion of the Prince Frederick Town Center (PFTC). Improvements were previously conducted in Phases 1 and 2 from Sherry Lane to Fox Run Blvd. within the center portion of the town center. The proposed widening will expand MD 2/4 to six lanes, incorporating access control, turning movement restrictions, dedicated bicycle lanes and pedestrian sidewalks. Current traffic volumes generated by the existing commercial and residential development within the town center result in substantial delays at multiple intersections along the corridor. Anticipated future development in and around the Prince Frederick area is expected to result in increased congestion along the existing roadway unless additional capacity is provided. MD 2/4 is the principal transportation link through, into and out of the county. Congestion on this corridor directly impacts our ability to evacuate or reach the nearest hospital and emergency health facilities in the event of an emergency.

The current geometrical lane alignment, at the completion of Phase 2, provides a tenuous right turn lane drop at an un-signalized intersection. This intersection has been the site of numerous vehicular accidents as the northbound roadway also condenses from three lanes to two at this location. Moving Phases 3A and 3B forward will remove the lane drop element and create a much safer vehicular corridor. By adding additional travel lanes, the project will: increase highway capacity, reduce congestion and provide safer and more secure movement of people, goods and services through the center of Calvert's largest town center. Vehicular passage through the previously improved section (Phases 1 and 2) offers a temporary respite from congestion, but the preceding and following segments create significant delay due to the existing geometric differences.

These improvements are located within the PFTC—the county seat, a designated growth area, a state-designated Priority Funding Area and a state-designated Sustainable Community. This project also remains included in the Highway Needs Inventory.

2. Thomas Johnson Bridge/MD Route 4

Calvert County, St. Mary's County and the Tri-County Council have made this project a top priority since 2002. We ask that funding be allocated for planning and design to support the much-needed expansion of the Thomas Johnson Bridge, a vital infrastructure upgrade for Southern Maryland's growing region. This project is critical to national homeland security and public safety, serving a nuclear power generating facility, a regional natural gas transport facility and a major U.S. Naval Base. It is also essential to the safety, security and efficient transportation of Southern Maryland with daily traffic exceeding 31,400 vehicles per day—with projections reaching 38,275 vehicles per day by 2040—the current two-lane bridge is insufficient for the region's needs.

Widening the Thomas Johnson Bridge would relieve commuter congestion, enable emergency evacuation, improve safety and provide greater economic opportunity within the Calvert-Saint Mary's Metropolitan Planning Organization Area. The efficiency and security of this corridor are vital to the success of the projected increase of user needs.

Note: Functional efficiency and operational safety of the bridge will continue to be of great importance to Calvert County and we will continue to advocate for the bridge replacement project. Prior to execution of bridge enhancement or replacement, we would like to show support for St. Mary's priority to improve existing traffic conditions; the extension of the northbound merge lane from the intersection of MD 4 and MD 235 to the north end of South Patuxent Beach Road. This project could be performed concurrently with the bridge replacement project to alleviate current and future congestion at the MD4/MD 235 intersection, but it does offer traffic remediation to a portion of the overall transportation corridor function even in anticipation of the bridge modification.

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

MD 260 (E. Chesapeake Beach Road) Roundabout Feasibility Study: Calvert County is currently updating the Owings Town Center Master Plan. Through recent public meetings and community surveys, residents consistently identified speeding as a major concern along the MD 260 corridor within the town center area. The existing town center master plan identifies potential traffic calming and roadway realignment improvements along MD 260 between the MD 2 intersection and Thomas Avenue. To further evaluate potential solutions, Calvert County is requesting funding for a feasibility study to determine whether a roundabout at this location would be a viable and beneficial option to improve traffic safety, manage speeds and enhance overall operations within the town center.

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

Calvert County requests the continued safety investments along MD 231.

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

1. MD 765 Sidewalk Extensions – Between Old Field Road and Calvert Towne Road: In the historic core of Prince Frederick, traffic operates at lower speeds. There is often significant pedestrian traffic volume along and across MD 765 (Main St.) accessing the courthouses, and the nearby state and county office buildings. This proposed sidewalk extension will provide additional pedestrian access from communities within the adjacent Old Town Residential subarea of the Prince Frederick Town Center.
2. MD 402 Bike Lane/Sidewalk Installation – From MD 2/4 to Calvert High School: Calvert County performed a feasibility study for the Dunkirk and Prince Frederick Town Centers; In Prince Frederick, one of the highlighted recommendations was to work with MDOT SHA to provide bicycle and pedestrian facilities to both Calvert High School and the surrounding existing and proposed amenities. Future proposed residential and commercial development in the immediate vicinity on the north side of MD 402 will produce a significant amount of pedestrian and bicycle transportation opportunities for the community if safe facilities are provided.
3. MD 2/4 and Armory Road Crosswalk: Recent and proposed higher-density residential and commercial development within the Prince Frederick Town Center has resulted in a measurable increase in pedestrian activity along key corridors. As these projects move through construction and toward full occupancy, pedestrian demand is expected to continue to grow, particularly between commercial destinations, residential areas and nearby services. To address these changing conditions and improve safety, the county requests that MDOT provide a safe, signalized pedestrian crossing within the town center at this intersection. A controlled crossing will help manage vehicle speeds, improve visibility of pedestrians and provide a reliable connection across the roadway.

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

Chesapeake Bay Passenger Ferry: The project would establish a high-speed and long-range electric ferry (shuttle ship) between numerous ports along the Chesapeake Bay. 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. Calvert and St. Mary's County have recently initiated an additional study to evaluate the site previously identified in greater detail.

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?

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

1. MD Route 2/4, Solomons Island Road - Upgrade and widen MD 2/4 to a six-lane divided highway in Prince Frederick (Phases 3A and 3B).
2. Thomas Johnson Bridge study and design.
3. MD 765 Sidewalk Extensions – Between Old Field Road and Calvert Towne Road
4. MD 402 Bike Lane/Sidewalk Installation – From MD 2/4 to Calvert High School
5. MD 2/4 and Armory Road Crosswalk

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

Calvert County's priorities for housing and economic development remain in and near the Prince Frederick Town Center.

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



[FY2027_Final_Signed_CTP_Letter.pdf \(3.42 MB\)](#)

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.

Jessica Gaetano

I agree to be legally bound by this document.

