



Charles County Government

CHARLES COUNTY COMMISSIONERS

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March 3, 2026

The Honorable Katie Thomson
Acting Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21706

RE: FY2027 Priority Letter

Dear Acting Secretary Thomson:

Thank you for the opportunity to present Charles County's transportation priorities for Fiscal Year 2027. Throughout the past year, we have been working closely with the individual modal administrations of the Maryland Department of Transportation (MDOT), our elected colleagues in neighboring jurisdictions, the Transportation Planning Board of the Metropolitan Washington Council of Governments (MWCOCG), and the Tri-County Council for Southern Maryland (TCC) to address our significant local and regional priorities.

First, we are proud to have begun working with the Maryland Transit Administration (MTA) team and our partners in Prince George's County on the Project Planning Phase of our highest transportation priority, the Southern Maryland Rapid Transit (SMRT) project. As you know, this will be a transformative project for the Southern Maryland region bringing a fixed-route, high-capacity transit service within a dedicated transitway in the MD 5/U.S. 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. Based on MTA's 2017 Alternatives Report and the 2010 Southern Maryland Transit Corridor Study, we have integrated the studies' preferred alignment into the Charles County Comprehensive Plan as well as the Waldorf Urban Redevelopment Corridor Master Plan.

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

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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 have continued to pursue additional federal funds in Fiscal Year 2025 and 2026 to advance the project.

In order to secure a Record of Decision and complete 30 percent of the required engineering for the project, additional State funds will be needed. 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 formal planning phase within the next two to three years. We need MDOT to commit additional funding in the FY2025-FY2030 CTP for its completion.

As this project develops, it is critical that right-of-way and corridor preservation remain a priority for the future viability of the SMRT project. Not only are transit needs in this congested and rapidly growing highway corridor steadily increasing, but it is also vitally important that a 70-foot wide, grade-separated transitway for future high capacity, fixed-route transit service continue to be preserved and integrated with improvements that the State Highway Administration is planning along this corridor. The continued efforts of SHA are greatly appreciated as additional growth could inhibit the viability of the transit corridor.

Partnerships and collaboration with neighboring jurisdictions are essential for the successful delivery of the SMRT service. Throughout the planning process for the SMRT project, we have worked closely with Prince George's County's elected and appointed officials, including the Prince George's County Executive and Council, the staff of the Prince George's County Planning Department (the Maryland-National Capital Park and Planning Commission), and Prince George's County Department of Public Works and Transportation. Prince George's Transportation Priority Letter of November 4, 2025, is a clear indication of their support of the SMRT and our partnership to bring this project to ultimate fruition for our citizens. Both jurisdictions have worked tirelessly to promote transit-oriented development along this corridor, including re-zoning efforts, infrastructure investments, and development incentives to support the project. When coupled with the SMRT, these investments will help preserve highway capacity, manage congestion, enhance local mobility, facilitate shorter commutes, create job opportunities, economic development, and investment opportunities near transit.

The County's overarching goal for transportation is to develop, maintain, and enhance a multi-modal transportation system that will provide safe and efficient movement of all people and goods on both an inter- and intra- County basis. We believe that our top priority project in addition with the listed transportation projects for the upcoming year all work in cooperation with one another to achieve this overarching goal as each project highlights maintaining and enhancing the existing road systems, reducing congestion, and creating greater circulation and connectivity within the County.

In June 2023, the Local Roadway Safety Plan (LRSP) for Charles County was completed with funding from the Maryland Highway Safety Office. This plan provides benchmark traffic safety data and outlines a local roadway strategic plan to eliminate roadway deaths and serious injuries in Charles County. The plan includes six emphasis areas and a number of recommendations to improve safety including improving agency capacity, protecting vulnerable roadway users, mitigating crash potential and severity on high-risk rural roads and systematically addressing high injury networks. We appreciate MDOT's support for this project. The priority projects below have been evaluated through the lens of the Local Roadway Safety Plan.

Finally, we believe these projects are consistent with MDOT's goals of developing a Resilient Transportation System, Providing Better Transportation Choices, Modernizing Maryland's Multimodal Transportation System, Reducing Congestions, and Facilitating Economic Opportunity. These projects are also aligned with MDOT's goals of developing Complete Streets, particularly in areas which overlap with our LRSP's identified High Injury Network. Therefore, we are requesting your commitment to the following transportation system improvements (organized by our top priorities, followed by our remaining priorities by modal agency and phase of development):

Top Transportation Priorities

- Southern Maryland Rapid Transit (SMRT)

As mentioned above, the highest transportation priority for Charles County is the appropriation of full funding to complete the Project Planning phase of the Southern Maryland Rapid Transit (SMRT) project, a fixed-route, high-capacity transit service from the Branch Avenue Metro Station to Waldorf/White Plains. We are requesting that MDOT undertake all necessary steps to complete the design, engineering, and National Environmental Policy Act (NEPA) processes and to secure a Record of Decision for the SMRT project.

- US 301 Corridor Pedestrian Safety Plan and Improvements

The US 301 Corridor has five segments within the LRSP High Injury Network including one segment in the Town of La Plata between Rosewick Road and Old Stagecoach Road, and four segments from Billingsley Road to the northern County border. Nearly all serious incidents involving vulnerable roadway users occurred in the greater Waldorf and La Plata areas. A key recommendation of the LRSP is to develop and implement a pedestrian safety plan specific to the US 301 corridor that limits crossings at unsignalized locations, improves pedestrian visibility, manages vehicular speeds and uses other effective safety countermeasures. Therefore, we are requesting that MDOT complete a pedestrian safety plan along US 301. The Town of La Plata also believes it would be beneficial for MDOT to consider the inclusion of red-light cameras at the intersections of US 301 & MD 6 and US 301 & Shining Willow Way, where there have been numerous accidents, including fatalities. The Town would also request to continue to work with SHA towards implementing the recommendations of its Southwest Access Management Plan, particularly as it seeks to obtain funding through federal grants.

- Pedestrian Safety Enhancements at US 301 at Smallwood Drive

Pedestrian safety is a top priority for both the County and the State alike but many intersections involving State roadways in Charles County lack adequate pedestrian accommodations such as ADA-compliant curb ramps, crosswalks, and pedestrian signal phases. The US 301 and Smallwood Drive intersection is identified as part of the High Injury Network in the LRSP with a documented high degree of pedestrian injuries and vehicle accidents. To improve pedestrian safety and connectivity, and to complement investments in high-capacity transit service, we are requesting that MDOT install ADA-compliant curb ramps, crosswalks, and pedestrian signal phases at US 301 and Smallwood Drive. This intersection serves as a significant barrier for pedestrians

wishing to access nearby commercial, residential, and institutional land uses, and the lack of pedestrian accommodations at these intersections significantly degrades pedestrian safety.

- Leonardtown Road Bicycle & Pedestrian Improvements

Leonardtown Road is a vital transportation corridor in Charles County but is one of the County's most hazardous for vulnerable road users. This road has been identified as "challenging and unpleasant" to cyclists and pedestrians during the Connect Waldorf study and has been included in the High Injury Network in the County's LRSP. Charles County seeks to collaborate with MDOT to improve Leonardtown Road in the vision of MDOT's Model Complete Streets Initiative, making Leonardtown Road into a right-of-way which "prioritizes vulnerable users", "expands access to a range of travel options", and makes it "just as convenient to bike, walk, or use transit as it is to drive". To address the safety for Charles County's vulnerable road users along this busy corridor, Charles County seeks to work with MDOT to fund a feasibility study to determine the appropriate bicycle and pedestrian improvements to improve safety and mobility along the length of Leonardtown Road from US 301 to St. Charles Parkway in the vision of the

County's Connect Waldorf plan. In FY2026, Charles County was pleased to receive funds through the Transportation Alternatives Program to pursue the feasibility study. We continue to look forward to collaborating with our partners at MDOT to complete this study and implement the recommendations and findings from the study.

- US 301 Corridor Waldorf Improvements

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 priority is delivering high-capacity transit to the region, it is understood that such a transit service would not serve all destinations. This corridor is also experiencing substantial increases in truck traffic as an alternate route to Interstate 95, creating significant roadway congestion. This is anticipated to grow with the recently expanded Nice-Middleton Bridge. Therefore, we request MDOT conduct and implement a traffic timing or advanced sensor implementation survey to improve traffic congestion in the corridor as an interim measure.

- Hughesville Area Improvements

We are requesting that MDOT SHA District 5 complete: 1) planning and design for a streetscape on MD 625 (formerly known as MD 5 Business) in Hughesville, inside the limits of the Hughesville Bypass; 2) the redesign/relocation/combination of the intersections of MD 5 (Leonardtown Road) with Gallant Green Road and with MD 625 (MD 5 Business); and, 3) design and construct the extension of MD 625-A (Foster Lane) from the College of Southern Maryland Campus to MD 231 (Prince Frederick Road) with an appropriate traffic control design at MD 231.

SHA Project Planning Priorities

- US 301 Interim Improvements – Interim improvements are needed 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 potentially include the construction of an interchange along 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.
- MD 5 Business/MD 925 Intersection Improvements – As a direct action to improve mobility, and in concert with implementation of the County’s Waldorf Urban Redevelopment Corridor (WURC) and 2016 Comprehensive Plan, we are requesting the construction of roadway improvements along MD 5 Business at the intersection of MD 5 Business and MD 925 within the Waldorf Urban Center 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 barrier-separated bicycle lanes, expanded sidewalks, and bicycle/pedestrian accommodations to assist the County in creating the planned walkable, mixed use, transit-oriented community.
- MD 231 Corridor Improvements – As traffic continues to grow in the MD 231 corridor, we 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). 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
- MD 210/MD 227 Intersection Improvements – As growth has continued in the Bryans Road area, congestion and pedestrian traffic have increased. Charles County is working internally and with developers to make several roadway improvements to the surrounding roadway infrastructure, including the intersection of MD 210/MD 227. However, the intersection requires significant improvements that are not necessarily associated with specific developments and community feedback has highlighted the need to improve pedestrian connectivity and safety within and around the intersection. A comprehensive overhaul of the subject intersection is necessary to improve safety and accommodate multi-modal transportation and vulnerable roadway users. In a comprehensive overhaul of the subject intersection, Charles County is requesting MDOT consider pedestrian safety and connectivity along connecting state roads within a half-mile radius of the intersection.
- Capacity/TDM Analysis for US 301 between Smallwood Drive and MD 227 – Building on previous transportation priorities that were not funded, the County is requesting that MDOT perform capacity and travel demand management analysis on US 301 between Smallwood Drive and MD 227. This would include an analysis of the number of vehicle trips on the road, the performance of intersections, the demand for pedestrian and bicycle accommodations, and the safety and condition of the highway, among other aspects of the roadway. The analysis would be used to determine appropriate road improvements.

SHA District 5 Priorities

- MD 488/Radio Station Road Sidepath - The County and the Town of La Plata appreciate MDOT's support for the Radio Station Roadside path project via the Kim Lamphier Bikeways Network Program. The Town is requesting MDOT continue to support this project as it moves towards completion.
- MD 6 (Charles Street) Pedestrian Safety Improvements & Community Enhancements – Roadway corridor improvements along MD 6 are needed to improve pedestrian safety and to create a more walkable environment. SHA's development of a strong purpose and need statement for the project which incorporates the Town's comprehensive plan and mobility goals will be critical to the success of the project. The Town appreciates SHA's commitment to the installation of Rectangular Rapid Flashing Beacons to improve pedestrian safety and to create a more walkable environment on Charles Street at University of Maryland Charles Regional Medical Center and we look forward to the construction in early 2023. Similarly, we appreciate SHA's advance approval of a new traffic signal at Willow Lane/La Plata Parkway at MD 6 and look forward to the developer's installation of the signal in mid-2023. See the details of these projects and others from the Town of La Plata towards the end of the document.
- MD 210 - Indian Head Highway Streetscape Project - Improving the streetscape of Indian Head Highway is viewed as a critical component of the ongoing economic revitalization and development of the Town of Indian Head. In June of 2024, the Town of Indian Head completed a Bicycle & Pedestrian Feasibility Study, which provides concepts and plans of how streetscape improvements would be made along Indian Head Highway from Earl Road to Glymont Road. Charles County and the Town of Indian Head are requesting SHA's assistance in implementing the suggested concepts from this study into the Indian Head Highway streetscape from Earl Road to Glymont Road. Implementation of these concepts will improve safety for vulnerable road users, improve perception of the town, and increase prospects of private sector investment. This also serves to work towards MDOT's goals of creating Complete Streets on State Roads. These streetscape improvements are considered to be the greatest transportation priority for the Town of Indian Head and vital to the continuation of the Indian Head Economic Revitalization Strategy. The Town of Indian Head would like to request MDOT consider these improvements through SHA's Fund 79 and Fund 88.
- MD 6 – Liverpool Point Road to MD 224 (Riverside Road) - Road improvements are needed on this section of MD 6 (Port Tobacco Road) in Nanjemoy to include pavement reconstruction/resurfacing, reinforcement and improvement of the roadway shoulders, and drainage improvements to handle both average and significant storm event flows. This rural area of Charles County is highly dependent on this roadway and is greatly affected by its deteriorating conditions.

SHA District 5 / Office of Traffic & Safety

- MD 6 Intersections with Oliver Shop Road & Wheatley Road – An analysis of these intersections is needed to evaluate safety, roadway geometrics, and intersection controls based on increased traffic volumes and turning movements.

- MD 228 Corridor – An analysis is requested from US 301 to the Charles County line (to MD 210 is preferred) to assess improvements to improve the flow of traffic and improve safety for motorists. Understanding traffic patterns between the state road and surrounding neighborhoods within the MD 228 corridor, particularly during peak commuting hours, will help make informed decisions on improvements.
- MD 228 at Mill Hill Road – An analysis is needed to determine if a traffic signal is warranted at this intersection due to increased traffic volume and resulting safety concerns for this predominantly residential area.

Maryland Transit Administration Priorities

- Local Transit Operations and Maintenance Facility – The Charles County Department of Planning & Growth Management has nearly completed the design phase of this project that will ultimately result in the construction of a local transit operations and maintenance facility. This County-owned facility will act as a turnkey facility from which a transit contractor will house their operations and maintenance functions. The establishment of such a facility will enhance competition when transit services are put out to bid and will significantly reduce the real estate costs reflected in contracted operational rates. Over time, operational savings will more than offset the capital costs of this project. We request funding for construction in FY2025.
- Increased & Improved Service in the Waldorf/St. Charles Urban Area – We request funding to allow for enhanced and expanded operations of the VanGO locally-operated transit service within Charles County's urban area that will increase the frequency of service on high-capacity routes during the peak periods. As population has increased, many of the routes are operating at capacity. Adding additional buses to existing high-capacity routes will increase the frequency of service, reduce high passenger loads, and expand the routes to improve the convenience of public transit. Also, Charles County is experiencing rapidly escalating demand for specialized transportation that is compliant with the Americans with Disabilities Act (ADA) and additional funding is critical for adequately meeting the demand for this important mode of transportation.
- Park & Ride Implementation – We request that MTA continue to implement the recommendations of the "MD 5/ US 301/ MD 228 Corridors Park and Ride Feasibility Study-Site Identification Report." 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 MTA Commuter Bus service parking. The following Park and Ride locations are requested: 1) Downtown Waldorf Station (Waldorf Urban Redevelopment Corridor), Mattawoman/Pinefield Station, and potential locations for a new Park & Ride lot that could address the capacity issues at the Accokeek Park & Ride Lot.
- Commuter Bus Enhancements – Changes in the federal government have seen a dramatic increase in commuting towards Washington DC regionally. Charles County residents continue to see heavy peak hour congestion. As ridership increases, we request that MTA continue to support operational measures

along the MD 5/US 301 corridor as well as the MD 210 corridor that would reduce travel times on commuter bus routes, continue to improve the reliability of the service, and further incentivize commuters to ride transit.

- Restoration of WMATA Route W-19 or Effective Alternative Service – As part of major WMATA Metrobus service reductions in July 2017, WMATA’s W-19 route between the Town of Indian Head and the Southern Avenue Metrorail station was eliminated, severing a vital link and bidirectional transit connection between Charles County and the Metrorail system. As a result, the MD Route 210 corridor in Charles County is only served by MTA Commuter Bus routes 640 and 650, with no connections offered to the Metrorail system prior to the L’Enfant Plaza Station in Washington, D.C. The considerable gap in public transit options for people who live, work, or visit western Charles County or the Town of Indian Head is a limiting factor for this area’s economic development and poses challenges for the transportation network in light of the Naval Support Facility Indian Head’s ongoing expansion. A restored W-19 route would serve the Western Charles Technology Corridor, and catalyze economic activity within the MD Route 210 corridor. In recent years, WMATA and regional planning authorities have been considering options for increasing and expanding Metrobus service regionwide through the DMVMoves initiative. The County is therefore requesting that MTA appropriate funding to restore the W-19 bus route or establish an effective alternative service.

MARYLAND DEPARTMENT OF TRANSPORTATION, SECRETARY’S OFFICE

- Design of Indian Head Rail Trail – Three Notch Trail Connection – We greatly appreciate the Maryland Bikeways Program grant funding in FY25 to Charles County for the design and engineering of the first phase of the extension of the Indian Head Rail Trail towards the Three Notch Trail. Connecting these two trails would enhance the bicycle and pedestrian connectivity of Charles and St. Mary’s Counties, expand the reach of the National Capital Trail system, and provide a high-quality transportation and recreation option to Southern Maryland residents. Construction of this trail connection would promote economic development by bringing additional visitors to the communities of Charles and St. Mary’s Counties. Completion of this trail would also align with the most recent Maryland State Transportation Trails Strategic Plan, which identified the Indian Head Rail Trail as both a key trail in the state network and as a “Maryland Destination Trail”.

PROJECT REQUESTS FROM THE TOWN OF LA PLATA

The following projects are additional requests from the incorporated Town of La Plata that the Charles County Commissioners support, listed by roadway:

Charles Street (MD 6):

- Request for a Comprehensive Study from US 301 (Crain Hwy) to Rt. 488 (La Plata Rd.)
- Implementation of pedestrian safety improvements along MD 6, particularly within the core of the Town of La Plata

- Request for review of safety upgrades to the intersection with Hickory Lane
- Stormwater structure deterioration and related road conditions
- Left turn signal to Garrett Avenue (hospital and library entrances)
- Synchronize the traffic signal timing of Garrett Avenue and La Plata Road/488

Crain Highway (US 301):

- Standing water in front of 6720 Crain Hwy creates a potential safety hazard
- Request to plant thorny bushes in the median to deter pedestrians from crossing at the Deluxe Inn and to Patuxent Inn

Southwest Access Management Plan:

- Request for assistance and partnership with Town Staff on the requests made to SHA in the Town's November 20, 2025 letter to SHA, particularly as they seek implementation through SS4A grant funding.

La Plata Road (MD 488):

- Request for review of crosswalk to neighboring pedestrian path to Tilghman Lake Park
- Request for review of safety issues at Kings Grant entrance
- Request for consideration of installation of Hiker/Biker trail
- Request for MDOT's continued support of the MD 488/Radio Station Road Path

Hawthorne Road (MD 225):

- Hawthorne Road intersection – Poor visibility, light timing and traffic pattern review are needed.
- Crosswalks, acceleration and deceleration lanes

Glen Albin Road at Crain Highway (US 301):

- Intersection improvements – Traffic Signal

The Town would like to highlight that pedestrian safety on US 301 is a major concern for the town, especially regarding intersections of US 301 & MD 6 and US 301 & Shining Willow Way, where there have been numerous accidents, including fatalities. Town of La Plata leadership believes MDOT should consider the installation of red-light cameras at these locations, to reduce the risk of future incidents and improve overall safety in these high traffic areas.

In closing, we would also like to express our sincere appreciation to MDOT for funding our Local Roadway Safety Plan through the Maryland Highway Safety Office as we all strive to make our roads safer for all modes of transportation. Further, 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 call our office at 301-645-0550 on weekdays from 8:00 a.m. through 4:30 p.m. or you can email us at commissioners@charlescountymd.gov for further assistance.

Sincerely,
COUNTY COMMISSIONERS OF
CHARLES COUNTY, MARYLAND



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



Ralph E. Patterson, II, M.A.

Vice President, *District 4*



Gilbert O. Bowling, III

District 1



Thomasina O. Coates, M.S.

District 2



Amanda M. Stewart, Ed.D.

District 3

MDOT Priority Letter Submission Form

Submitted by Markus Tarjamo on Mar 4th, 2026 at 3:32 pm

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	
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Section 2. Local Government Priorities

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

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?

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

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

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

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

7. What are the jurisdiction’s priority projects 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?

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

 [FY2027_Priority_Letter_SIGNED.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.

Markus Jussi Tarjamo

I agree to be legally bound by this document.