Coordinated Public Transit-Human Services Transportation Plan

Southern Maryland Region

Calvert, Charles, and St. Mary's Counties

Final Draft Plan – March 2026

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MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

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Acknowledgments

Input from a wide range of stakeholders was a key component in the development of this plan. Special thanks to the stakeholders who participated in regional workshops and focus groups and provided input throughout the planning process. Their input was especially beneficial in the assessment of transportation needs in the region and in the development of potential strategies to improve mobility. In addition, appropriate information and pictures were obtained from the websites of some regional stakeholders.

Special thanks go to the Tri-County Council for Southern Maryland for their assistance throughout the development of this plan, and in particular with workshop logistics and outreach efforts.

Chapter 1
Introduction

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA), maintained formula grants through the Federal Transit Administration's (FTA) Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Program. This program funds transportation services planned, designed, and provided to meet the needs of older adults and people with disabilities. As noted by FTA, Section 5310 Program funding can be used for "traditional" capital projects and for "nontraditional" capital and/or operating projects that go beyond the scope of the Americans with Disabilities Act (ADA) complementary paratransit service or public transportation alternatives designed to assist older adults and people with disabilities.

One of the federal requirements of the Section 5310 program is that projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan (Coordinated Transportation Plan). In response to this requirement, the Maryland Department of Transportation Maryland Transit Administration's (MDOT MTA) Office of Local Transit Support (OLTS) that administers the state's public transit and human service funding programs, including the Section 5310 Program, led the update of regional coordinated transportation plans. This is the Coordinated Transportation Plan for the Southern Maryland Region that includes Calvert, Charles, and St. Mary's Counties as shown in **Figure 1-1**. This plan builds upon an initial version produced in 2007, and subsequently updated in 2010, 2015, and 2019. Future projects funded through the Section 5310 Program will be derived from this updated Coordinated Transportation Plan.

Plan Contents

Chapter 1 (this chapter) provides background information on the planning process and the Section 5310 Program.

Chapter 2 discusses outreach efforts and the involvement of regional stakeholders in the planning process.

Chapter 3 provides a review of recent plans and studies in the region that are relevant to the planning process.

Chapter 4 provides a review of current transportation services and resources in the region.

Chapter 5 provides an assessment of the transportation needs in the region based on input from key stakeholders.

Chapter 6 provides an assessment of transportation needs in the region through a demographic analysis.

Chapter 7 presents strategies to meet transportation needs as identified and prioritized by regional stakeholders.

Chapter 8 discusses proposed on-going arrangements in the region to continue the momentum from the planning process.

Chapter 9 provides the process for approval of this coordinated transportation plan.

Chapter 10 provides helpful resources with efforts to improve mobility in the region.

Figure 1-1: Southern Maryland Region

Southern Maryland Region

Section 5310 Program

The goal of the Federal Section 5310 program is to improve mobility for seniors and individuals with disabilities throughout the country by removing barriers to transportation services and expanding the transportation mobility options available. Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas—large urbanized, small urbanized, and rural. The program requires coordination with other Federally assisted programs and services in order to make the most efficient use of Federal resources.

The program is designed to supplement other capital and operating assistance programs by funding transportation projects for seniors and individuals with disabilities in urbanized, small urban and rural areas. The program seeks to enhance coordination of State and Federally assisted programs and services in order to encourage the most efficient use of resources and achieve the programs' goal of improved mobility.

The objectives of the Section 5310 Program in Maryland are to:

- Maximize the use of funds available to the State of Maryland;
- Distribute funds in an equitable and effective manner;
- Promote and encourage applications from a broad spectrum of interested agencies;
- Establish criteria for evaluating applications for program funds;
- Provide technical assistance to organizations through workshops and administrative assistance; and
- Coordinate Maryland's efforts to provide quality human services transportation services by working with appropriate Federal, State, and local agencies, transit customers, and transportation providers to develop a cooperative, coordinated, and human services transportation system.

More information on the Section 5310 Program in Maryland can be found at https://www.taminc.org/5310-grant.

Coordinated Transportation Planning Requirements

FTA guidance defines a coordinated public transit-human service transportation plan as one that identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services and projects for funding and implementation. There are four required plan elements:

(1) An assessment of available services that identify current transportation providers (public, private and non-profit).

(2) An assessment of transportation needs for individuals with disabilities and seniors. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service.

(3) Strategies, activities, and/or projects to address the identified gaps between current services and needs, and opportunities to achieve efficiencies in service delivery.

(4) Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

Coordination with Other Federal Programs

The Coordinating Council on Access and Mobility (CCAM) is a Federal interagency council that works to coordinate funding and provide expertise on human services transportation for three targeted populations: people with disabilities, older adults, and individuals of low income. CCAM works at the Federal level to improve coordination of transportation resources and to address barriers faced by states and local communities when coordinating transportation. The CCAM mission is to issue policy recommendations and implement activities that improve the availability, accessibility, and efficiency of transportation for CCAM's targeted populations, with the vision of equal access to coordinated transportation for all Americans.

As part of the coordination efforts, CCAM encourages Federal fund braiding for local match that allows grant recipients to use funds from one federal program to meet the match requirements of another, such as the Section 5310 Program. The CCAM Federal Fund Braiding Guide provides information to potential grantees on acceptable fund braiding arrangements on transportation-related projects. The guide defines Federal fund braiding for local match and examines whether Federal fund braiding is allowable for 61 programs across CCAM agencies that may fund transportation. More information on CCAM and access to the braiding guide can be found at https://www.transit.dot.gov/coordinating-council-access-and-mobility. This website also provides links to multiple FTA-funded transportation technical assistance centers that can also offer guidance with coordination efforts.

In addition, FTA posted guidance clarifying coordination on human services transportation on a transportation coordination webpage. As noted by FTA, coordinated transportation involves multiple entities working together to deliver one or more components of a transportation service to increase capacity. The transportation coordination guidance aims to reduce overlap between the federal programs across nine agencies that may fund human services transportation and incentivize collaboration by clarifying eligible reporting into the National Transit Database (NTD). This guidance can be found at
https://www.transit.dot.gov/regulations-and-programs/access/ccam/about/transportation-coordination.

Going Beyond the Federal Requirements

While this coordinated plan meets federal coordinated transportation planning requirements, it is also consistent with FTA guidance that encourages broad efforts that incorporate activities offered under a variety of transportation programs sponsored by federal, state, and local agencies to greatly strengthen its impact. Therefore, this plan takes a broad approach that includes:

- Documenting the variety of transportation services offered in the region, and beyond those funded through the Section 5310 program.

- Incorporating and building upon ongoing and recent extensive planning efforts in the region.

- Placing an emphasis on moving people and expanding mobility options, by whatever means possible and through a variety of services.

- Providing strategies and potential projects beyond services funded through the Section 5310 program.

Overall, this plan is designed to serve as a blueprint and a practical document for future discussions and efforts in the Southern Maryland Region to improve regional mobility and coordination.

Chapter 2
Outreach and Planning Process

Introduction

FTA guidance notes that states and communities may approach the development of a coordinated plan in different ways. This guidance also provides recommendations on the stakeholders, groups, and organizations that should be invited to participate in the coordinated planning process. MDOT MTA, in conjunction with regional planning agencies and the KFH Group, led a broad approach that incorporated the federal guidelines. This effort also built upon previous coordinated transportation planning activities to ensure the involvement of a diverse group of stakeholders throughout the planning process.

Regional Outreach Efforts

Primary outreach efforts for the previous coordinated planning process in Southern Maryland involved regional in-person workshops. As a result of the COVID-19 pandemic, it was recognized that some stakeholders may now prefer opportunities to participate through on-line efforts. Therefore, a hybrid approach that offered both in-person and online options at the two most important points in the planning process was utilized:

- An initial in-person regional workshop was conducted early in the planning process to gather and update information on transportation needs and transportation resources. A week later, an online focus with a similar agenda was conducted for stakeholders that preferred to participate in that manner.

- At a later in-person workshop, possible strategies were presented for stakeholder input and possible inclusion on the regional plan. Around the same time, an online focus group was held to obtain input from stakeholders that preferred to participate in that way.

Also recognizing that some stakeholders may have interest in multiple outreach events, marketing was conducted through a statewide effort that highlighted the initial workshop and focus groups in Southern Maryland along with those in the other four regions. A statewide invitation list was developed that included various agencies and organizations familiar with transportation issues, especially regarding older adults and people with disabilities. Collectively the invitation list was distributed to over 475 stakeholders, who were also encouraged to share the invitation through their contact lists to help ensure an even broader outreach effort.

Overall, consistent with FTA guidelines, the following stakeholder groups and organizations were included in outreach efforts:

- Transportation planning agencies
- Public transportation providers
- Private transportation providers
- Nonprofit transportation providers
- Past or current organizations funded under the Section 5310 Program
- Human service agencies funding, operating, and/or providing access to transportation services
- Advocacy organizations working on behalf of targeted populations
- Agencies that administer health, employment, or other support programs for targeted populations
- Nonprofit human service provider organizations that serve the targeted populations
- Job training and placement agencies
- Housing agencies
- Healthcare facilities
- Mental health agencies
- Economic development organizations
- Faith-based and community-based organizations

Southern Maryland Area Coordinated Transportation Planning Workshops and Focus Groups

In Southern Maryland, the initial workshop and focus group were conducted in September 2025, and included representatives from:

- Aging programs
- Civil rights organizations
- Department of Recreation and Parks
- Healthcare providers
- Human service agencies (including Section 5310 subrecipients)
- Local citizens
- Local governments
- Local transit systems
- Maryland Department of Transportation - Maryland Transit Administration
- Maryland Department of Transportation – State Highway Administration
- Regional medical centers
- Regional planning agencies
- Workforce development agencies

The workshop and focus group began with a review of the coordinated transportation planning process and the Section 5310 Program, and discussion on the important role of stakeholders in providing their input on transportation needs and potential solutions and in the collection of appropriate information and data for the plan. The majority of the outreach events was then focused on obtaining feedback from participants on transportation needs and opportunities to improve transportation services and mobility options in the region, particularly for older adults and people with disabilities.

At the conclusion of the initial outreach events, stakeholders were invited to stay involved with the coordinated planning process by participating in a second round of workshops and focus groups. These events were conducted in November 2025, and provided the opportunity to review the transportation needs and gaps identified through the initial focus group and to discuss preliminary strategies for meeting these needs.

Ongoing Stakeholder Input

While the rounds of workshops and focus groups served as the formal gathering of regional stakeholders, they had multiple opportunities throughout the planning process to review interim documents and provide their input. This ongoing involvement included:

- Reviewing and commenting on a summary of the transportation needs from the initial outreach events.

- Reviewing and commenting on an inventory of public transit, human services transportation, and private transportation services identified in the region.

- Reviewing and prioritizing strategies identified as the most appropriate for improving mobility in the region.

- Reviewing and providing input on a draft version of this plan.

Maryland Coordinated Transportation Planning Website

To assist in outreach and planning efforts, a project website was established at https://marylandcoordinatedplans.com, and is shown in Figure 2-1. This website offered background information on the study and details on regional outreach events, and was used to promote these events and for stakeholders to register. The website was also used to post interim planning documents and a draft plan for stakeholder review and comments.

Figure 2-1: Home Page of the Maryland Coordinated Transportation Planning Website

Chapter 3
Previous Plans and Studies

Introduction

As part of the overall assessment of conditions in Southern Maryland, this chapter provides a review of recent plans in the region relating to public and specialized transportation. The primary components of this review are the previous version of this Southern Maryland Coordinated Plan and the most recent versions of the Transit Development Plans (TDPs) conducted for the Locally Operated Transit Systems (LOTS).

Previous Coordinated Transportation Plan

Southern Maryland Coordinated Public Transit-Human Services Transportation Plan (2019)

The previous version of this coordinated transportation plan was completed in 2019, and served as the foundation for the update. The plan used a very similar methodology and structure as this current one, and included a variety of strategies to improve mobility in Southern Maryland:

- Maintain Existing Services
- Expand Outreach and Marketing Efforts
- Expand Regional Public Transportation Services
- Expand Access to Other Transportation Services and Options
- Expand Specialized Transportation Services
- Explore Opportunities to Obtain Additional Funding and Resources to Support Public Transit and Human Services Transportation
- Improve Coordination and Connectivity in the Region
- Improve Community Infrastructure that Supports Accessibility and Use of Public Transit Services and Human Services Transportation

Maryland Coordinated Public Transit-Human Services Transportation Plans

Southern Maryland Region
Calvert, Charles and St. Mary's Counties

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Prepared for
Maryland Transit Administration

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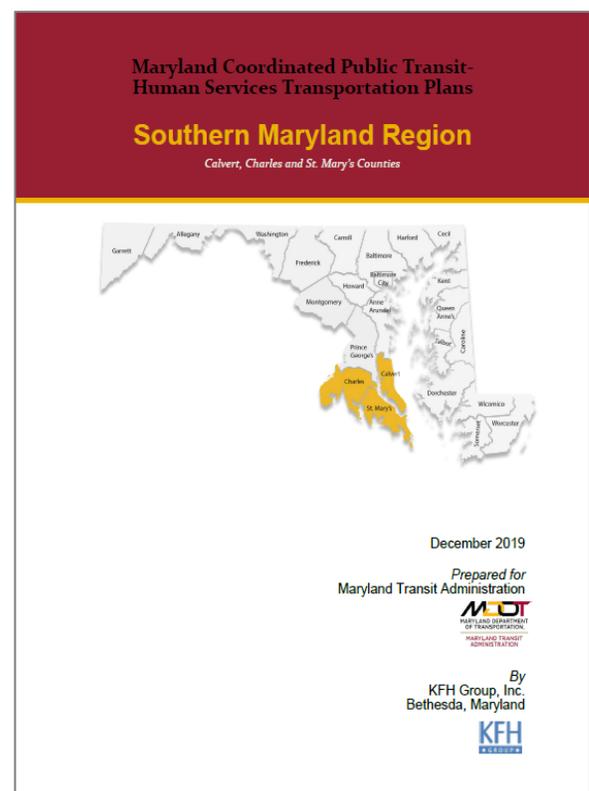
Transit Development Plans

This section discusses the most recent TDP conducted for the LOTS in the region. A TDP serves as a guide for public transportation improvements in a community or service area for the short-range future, and includes an assessment of transit needs, a review of the existing transit services, and a plan for proposed improvements for the county transit system. Those proposed improvements are what is highlighted in this section and divided into short-term (to be done within about a year), mid-term (two to four years), and long-term (five or more years). The TDP process typically covers a five-year period, although St. Mary's County has not had one conducted since 2019. The LOTS use their TDPs as a basis for preparing their Annual Transportation Plans (ATPs) that serve as their grant application for transit funding.

Calvert County Transit Development Plan (2022)

The Calvert County TDP is focused on improving the existing transit system. The suggested improvements center around expanding quality and quantity of existing service, rather than adding new areas to the service area.

Short-Term Improvements

- System-Wide Route Adjustments and Timed Transfers
- Enhance Public Information and Marketing
- Improve Bus Stops and Passenger Amenities

Mid-Term Improvements

- Increase Route Frequency on North and South Routes
- Service Expansion into the Early Evening

Long-Term Improvements

- Expand Saturday Services
- Increase Route Frequency
- Expand Demand Response Service

Charles County Transit Development Plan (2025)

The Charles County TDP is the most recent of the three counties, having only been adopted in 2025. Much of the future plans for VanGo are focused on microtransit, which VanGo wants to add as a new service.

Short-Term Improvements

- Shift 301 Connector to St. Charles Parkway to serve new housing developments

Mid-Term Improvements

- Pilot Microtransit Service in St. Charles with two zone – St. Charles East and St. Charles West.
  - If successful, add three new zone in La Plata, Pinefield, and Indian Head
- Implement Sunday service

Long-Term Improvements

- Increase service frequency on select routes (Indian Head, 301 Connector, La Plata, St. Charles B, Pinefield), improving headways to 30 minutes for 60 minutes at peak hours.
- Expand service hours later in the evening and earlier in the morning

Ongoing Improvements

- Improve bus stop infrastructure
- Improve pedestrian and bicycle access

St. Mary's County Transit Development Plan (2019)

The proposed improvements for STS mostly focus on improving access by expanding the service area and reducing headways, as well as improving the user experience with better technology. Since this plan, STS has launched a new app with route maps, schedules, and real-time locations. Additionally, STS has gone fare-free.

Short-Term Improvements

- Technology improvements: Acquiring paratransit routing software, a payment application, and real time transit information
- Bus Stop Improvements: Adding signs, landing pads, curb ramps, sidewalk connections, benches, trash cans, information cases, and shelters.
- Develop clear and concise route maps and schedules for each route
- Add capacity on the ADA paratransit system
- Allow ADA-eligible riders to ride free on fixed routes
- Advocate for more MTA commuter bus service

Mid-term improvements

- Re-configure the northern route
- Add a second bus to the County Span and Calvert Connection routes so that they have hourly headways
- Run the Calvert Connection and Southern Route on Saturdays
- Conduct a Transfer Hub study

Long-term improvements

- Add a seasonal Leonardtown circulator route that connects major destinations with the Wharf during the summer months.
- Add a second bus to the Southern Route so that there is bidirectional service on the loop
- Conduct a facility feasibility study as the first step in developing a new operating and administrative facility

Comprehensive Plans

Calvert County Comprehensive Plan (2019)

The Calvert County Comprehensive Plan, adopted in August 2019, focuses on the Calvert County values of preserving the rural landscape and directing development to vibrant town centers. Development in the county is directed by Priority Preservation Areas (PPAs) and Priority Funding Areas (PFAs). The comprehensive plan has six specific transportation goals which are listed below. Each of the goals has various objectives, those objectives relevant to public transit are listed under each of the goals.

- Goal 1: Provide a safe and reliable transportation system that complements the overall development of the county and balances use by pedestrians, bicyclists, motorists, and bus riders.
    - o Develop a transportation system that effectively serves the future land use pattern and helps to implement adopted land use and growth management objectives
    - o Achieve a high level of accessibility between residential areas and town centers.

- Goal 2: Maintain MD 2, MD 4, MD 2/4, and MD 231 as the main transportation corridors, providing for safe and efficient travel.

- Goal 3: Maintain and improve the arterial and non-arterial road systems to provide for safe and efficient travel.

- Goal 4: Improve and expand existing transit services.
    - o Increase the frequency of local transit service between town centers, including employment areas and health centers.
    - o Explore the demand among local employers and workers for services taking employees to and from workplaces.

- o   Develop routes likely to encourage transit access for employees, patients, and students from throughout the county.
- o   Review the routes serving town centers to include stops at employment centers. Consider extending transit hours to serve employees within the town centers and adjacent areas.
- o   Review and increase the number of routes connecting major subdivisions to town centers.
- o   Expand, improve, and increase the availability of demand-responsive transit services.

- Goal 5: Promote transportation alternatives such as buses, carpools, vanpools, bicycling, and walking.

- Goal 6: Continue a countywide transportation planning program that is integrated with state and regional planning programs.
  - o   Develop a sustainable program for financing transportation costs and improvements.
  - o   Participate in state and regional transportation planning efforts.

Charles County Comprehensive Plan (2016)

The Commissioners of Charles County adopted the 2016 Comprehensive Plan to guide land use development in the county for the next 25 years. This comprehensive plan found that bus service is increasing in use and importance in Charles County, especially in the La Plata and Waldorf areas. Transit-related goals of the plan include:

- The creation of a fixed-route, high-capacity transit service (light rail) from the Branch Avenue Metro Station to Waldorf/White Plains, designated as the highest transportation priority for Charles County.

- Mixed-use, transit-oriented development was along the Waldorf Urban Redevelopment Corridor (WURC).

- Support all types of transit including local, regional and commuter trips to improve roadway congestion.

- Backing and promoting the preservation of the locally preferred high-capacity fixed-route transit alignment, as outlined in the MTA Southern Maryland Transit Corridor Preservation Study

- Incorporating facilities for pedestrians, bicycles, and daily parking into capital and development projects, especially near proposed transit station locations

St. Mary's Comprehensive Plan (2010)

Adopted in March 2010, the St. Mary's County Comprehensive Plan sets out a vision for a "well-maintained, multimodal transportation system [that] facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services…" The plan contains a transportation element as well as referencing the county's 2006 Transportation Plan. The process of updating the St. Mary's Comprehensive Plan for the first time since 2010 is currently underway, but the update has not been finalized yet.

The plan notes that although the car is the primary means of transportation in St. Mary's County, demand for and use of transit is growing. The plan states the objective of encouraging use of STS and the policy of promoting transit through regional coordination. Specific actions include:

- Developing employer outreach programs

- Improving STS connectivity with systems in Charles and Calvert counties.

- Encouraging transit-oriented and mixed-use development, especially in the principle development districts of Lexington Park and Leonardtown.

- Promoting biking and walking, including a policy of accommodating bicycles on STS vehicles, and building infrastructure to connect biking and walking networks to transit centers

- Supporting carpooling/ridesharing programs

- Preserving the Hughesville to Lexington Park right of way for potential light rail or BRT projects.

- More coordination between government agencies, private providers, and non-profits to address paratransit needs.

Other Plans and Studies

2040 Calvert County Transportation Plan (2020)

In March 2020, Calvert County adopted the 2040 Transportation Plan. The plan will serve as a guide for future planning, local regulations, and public investments over the next 20 years.

The transportation plan's goals include:

- Goal 1: Build and Maintain Transportation Assets that are Safe, Resilient, and In Good Repair

- Goal 2: Eliminate Traffic and Pedestrian Deaths and Serious injuries

- Goal 3: Improve Mobility Within Town Centers

- Goal 4: Expand Practical Choices and Achieve Reliable Travel Times for Commuters Using MD 2/4

- Goal 5: Meet Unmet Transportation Needs for Calvert County's Carless and Limited-Mobility Households
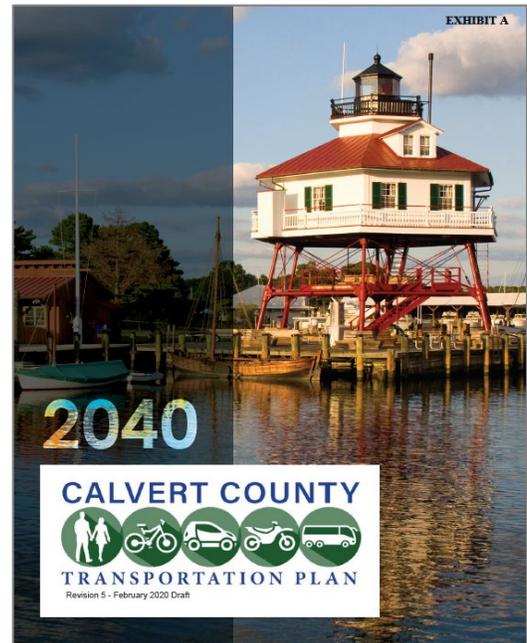
This final goal specifically addresses the transportation needs of the county's carless and limited mobility households. The plan notes the needs of seniors and individuals with disabilities to access doctor appointments, fresh foods, and social services. Transportation services for senior socialization and low income households was also noted as a priority. One objective of Goal 5 is to "Improve connections between areas with concentrations of low income, autoless households, and commercial employment centers." The strategies listed for achieving this are:

- Establish on-demand or subscription-based evening bus service hours to reflect hours of operation for major retail centers in Prince Frederick and Dunkirk.

- Establish a minimum service standard of 60 minutes for fixed route services to and from Prince Frederick.

- Examine periodic fare increases consistently with MDOT MTA policies and/or increasing county funds to support local transit service.

- Defer investment in a new transit center until such a time as service levels warrant it.

C-SMMPO Bus Stop Assessment and Plan (2019)

The Bus Stop Assessment and Plan was completed by the Calvert-St. Mary's MPO in 2019. The plan includes sections on bus stop accessibility guidelines, an existing conditions review, local improvement guidelines, and recommended improvements. One of the plan's appendices includes a detailed inventory of the 46 CCPT bus stops that are within the MPO.

In the improvement's section, the plan addresses the flag stop system that is used by CCPT and St. Mary's Transit System (STS). To promote safety, accessibility, and infrastructure improvements – it was recommended that both transit systems establish signed bus stops at locations with more than five average daily boardings.

The plan identified six bus stops in Calvert County that, based on ridership, warrant new bus stop improvements. Recommended improvements include bus stop signage, paved boarding areas, sidewalk connections, benches/passenger seating, and transit information.

CCPT Bus Stops Identified for Future Improvements:

- Calvert Library Southern Branch
- Giant Lusby
- Holiday Inn Solomons
- Rousby Hall Road @ HG Trueman
- Solomons Island Road @ Solomons Island Gazebo
- Solomons Island Road @ Solomons Island Info Center

The plan includes background information on options for bus stop designs and the various recommended improvements. The costliest of the potential improvements are constructing safe pedestrian routes around bus stops. CCPT must advocate for these improvements during road upgrades and new development, as they are largely outside of the systems oversight. Also noted in the plan was the importance of adopting local bus stop guidelines or standards once undertaking an improvement program.
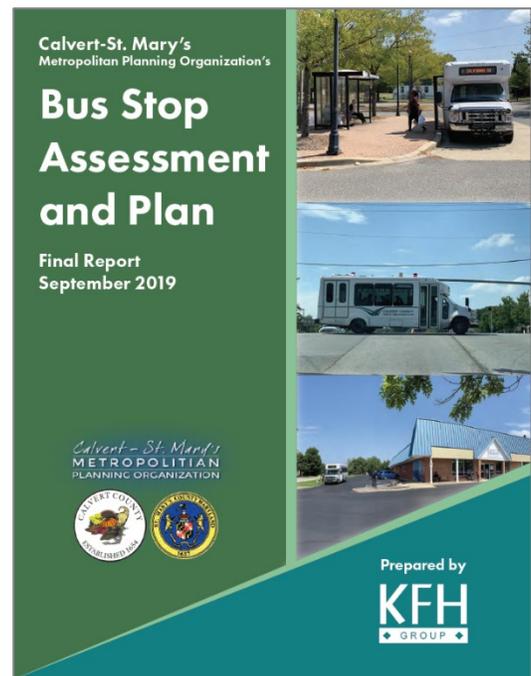
Moving Forward 2040, Calvert – St. Mary's Long Range Transportation Plan (2016)

Moving Forward 2040 is the Calvert-St. Mary's Metropolitan Planning Organization's (C-SMMPO's) Long Range Transportation Plan. It is the source of planning transportation investments for the region over the next 25 years. The Plan prioritizes projects and programs that can have short- and long-term effects on daily commutes, transportation options, and quality of life in this region of Southern Maryland. As a guide for future development and maintenance of the region's transportation system, Moving Forward 2040 integrates plans for different transportation modes, including auto, transit, biking, and walking. It presents constrained and unconstrained transportation projects for the region according to priorities and estimated available funding through 2040.

This Plan synthesizes information and data from federal, state, and local transportation plans, studies, and needs. The main goals are:

- Managing the existing transportation system
- Enhancing access and mobility
- Supporting economic vitality
- Providing a connected, multimodal transportation system
- Improving safety and security
- Conserving the environment

Bryans Road Sub-Area Plan (2023)

The 2023 Bryans Road Sub-Area Plan is a revised plan for the community of Bryans Road. This community lies at the intersection of Livingston Road (MD-227) and Indian Head Highway (MD-210) and radiates outward for about 1.5 miles. The majority, or almost 60%, of the land in the study area and beyond is owned or protected by the local, state, or federal government for environmental protections or federal facilities. The current plan calls for maintaining its rural nature.

For the transit connections in Bryans Road, there are two VanGO routes that serve the area: the Bryans Road route that runs from La Plata to Bryans Road, and the Indian Head Route which runs from Waldorf to Indian Head. The Bryans Road route has headways of 120 minutes, and the Indian Head route has headways of 60 minutes. The plan states that ridership in the area is extremely low, and most trips are made by residents who lack access to a personal vehicle.

The plan notes that stakeholders in the area understood it to be a largely rural area, and that mobility other than by private automobile is likely to be challenging. However, it also states that stakeholders believed that solutions are available that have not been adequately explored, and investments have not yet been made to improve the situation. One- to two-hour wait between trips on VanGo routes were perceived to be antiquated, and insufficient to the mobility challenges faced, especially by older adults in the area.

As such, this sub-area plan recommends VanGO to serve the Bryans Road area with on-demand microtransit service to better meet the needs of the small rural community. The plan notes that current VanGO routes also only operate on the main roadways which currently lack any pedestrian infrastructure, and is therefore difficult, if not dangerous, to walk to one of these two routes to catch the buses which run at low frequencies. The plan calls for a more flexible on-demand service which would be able to reach those who need this service, while overcoming the lack of pedestrian facilities and long distances traveled.

Connect Waldorf (2018)

The Connect Waldorf plan is one of a number of redevelopment plans that Charles County has undertaken in order to transform central Waldorf into the County's premiere urban district with walkable neighborhoods, density, and transit-oriented development. This plan calls for connections into and out of the central Walford area so that it can be integrated into the rest of the County's transportation network. To align itself with the State of Maryland's environmental sustainability goals, Charles County will begin with Waldorf, since it is the county's main population center.

The plan calls for the Waldorf Urban District to adhere to complete streets. These are streets that have been created or modified to accommodate all users of every mobility level and are considered to be the fundamentals of Complete Streets, as defined by Smart Growth America. These are general guidelines, however, as each community is different and unique, and the Complete Streets design will be tailored to each individual community.

The Connect Waldorf plan takes inventory of the existing conditions of the pedestrian and bicycle network. These were the four main findings of the existing pedestrian infrastructure:

1) The areas to the southeast and southwest of Waldorf have decent connectivity internally but often have sub-standard sidewalks or shared-use paths. There are few quality connections between neighborhoods, which makes walking as an alternative to driving increasingly difficult.

2) The northern half of the study area is largely devoid of pedestrian connectivity. These areas are in need of connections with much better walking facilities.

3) Despite being lined by bus stops, jobs, and a diversity of commercial and entertainment destinations, Crain Highway (US-301) bisects the study area into two distinct and separate halves, as no walking or cycling facilities exist along or across this major corridor.

4) In order to meet basic ADA and general safety standards, many intersections need to be retrofitted with tactile curb ramps, high-visibility crosswalks, and other safety features.

Another relevant finding of the plan was that it calls for the transition of all existing and requires new sidewalks/paths to be ADA-compliant and to ensure ADA compliance at all VanGO stops.

Chapter 4
Current Transportation Services and Resources

Introduction

A variety of public transit, human service transportation and private transportation services are provided in the Southern Maryland region. This chapter offers an overview of transportation programs and services identified. The process to identify the various transportation resources available in the region included:

- Using information from the previous coordinated transportation plan for the region.

- Incorporating transportation resources identified by the Tri-County Council for Southern Maryland.

- Reviewing information from the most recent Transit Development Plans (TDPs) conducted in the region.

- Obtaining input from regional stakeholders through the coordinated transportation planning process.

Public Transit

There are three public transit systems in Southern Maryland, one for each county. The following section describes these systems, as well as the MDOT MTA commuter bus service that operates in each county.

Calvert County

Calvert County Public Transportation

Calvert County Public Transportation (CCPT) is the primary public transportation provider in Calvert County. The system is largely centered around Prince Frederick, with only the Dunkirk Route and the Lusby Shuttle not going through the town.

The fixed-routes are described in **Table 4-1**.

Table 4-1: CCPT Routes

Calvert County Fixed Route	Destinations Served	Number of Roundtrips per day	Headways	Hours of Operation	Days of Operation
Dunkirk Route (Orange Shuttle)	Dunkirk, Chaneyville, Owings, Sunderland, Huntingtown	5	~1 hour, 15 minutes	9:00am – 3:30pm	M-F
Lusby Shuttle (Gold Shuttle	Lusby, Chesapeake Ranch Estates, Solomons	7	Variable	7:21am – 6:52pm	M-F
Prince Frederick Shuttle 1(White Shuttle)	Calvert Memorial Hospital, Calvert Pines Senior Center, Walmart	13 (7 on Saturdays)	~1 hour	6:35am – 7:59pm (8:15 – 4:00pm Saturdays)	M-Sat
Prince Frederick Shuttle 2(Green Shuttle)	Calvert Memorial Hospital, Calvert Pines Senior Center, Walmart	5	~1 hour	9:40am – 2:25pm	M-F
Mid-County (Yellow Route)	Prince Frederick, Chesapeake Ranch Estates	4	Variable	8:00am – 3:12pm	M – F
North Route (Pink Route)	Prince Frederick, Chesapeake Beach, North Beach, Dares Beach, Huntingtown	6 (3 on Sat)	Variable	6:30am – 5:27pm (8:30 – 2:19 pm Sat)	M - Sat
South Route (Blue Route)	Prince Frederick, Chesapeake Ranch Estates	5 (3 on Sat)	~2 hours	7:15am – 6:38pm (8:15 – 3:32 on Sat)	M - Sat
Charlotte Hall (Purple route)	Prince Frederick, Bowens, Hughsville, Charlotte Hall	5	~1 hour	7:30am – 5:09pm	M – F

All these routes are shown below in **Figure 4-1.**

Figure 4-1: CCPT Map
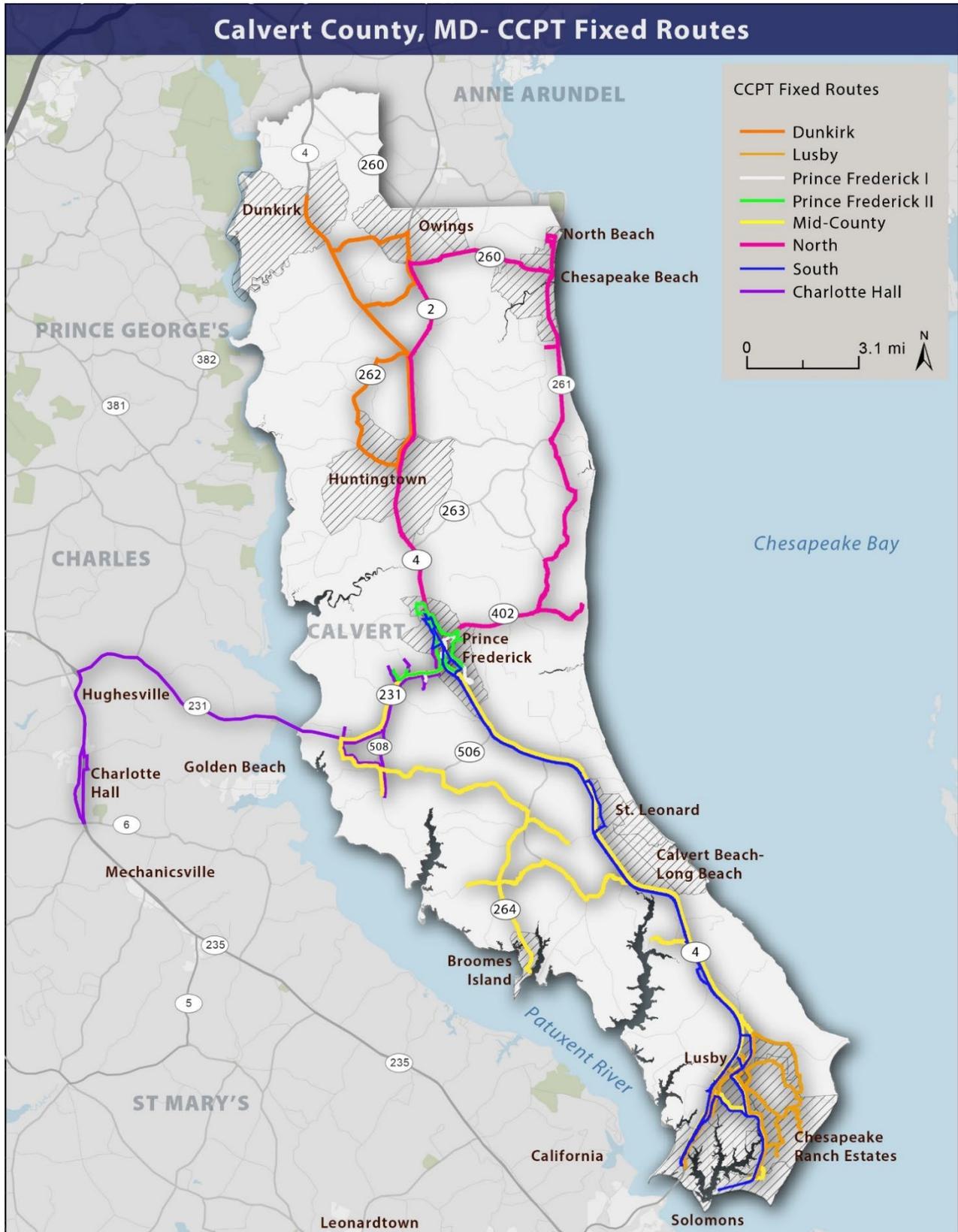
In addition to the 10 fixed routes, CCPT also has four demand response routes that are open to individuals with disabilities and the elderly. These routes operate Monday through Friday, and are offered in addition to required complementary ADA paratransit. One cover Prince Frederick and north, one is Prince Frederick and south, one is for the center of the county near Prince Frederick, and the final one is for the area between Owings and Chesapeake Beach/North Beach.

MDOT MTA Commuter Bus Service

In addition to the services provided by CCPT, there are four MDOT MTA commuter buses that operate in Calvert County, as shown in **Table 4-2**.

Table 4-2: Calvert County Commuter Buses

Route	Calvert County Stops	Destination
820	North Beach, Owings	Washington, D.C.
830	Sunderland, Dunkirk	Washington, D.C.
840	St. Leonard, Prince Frederick, Sunderland, Dunkirk	Washington, D.C.
850	Prince Frederick, Dunkirk	Washington, D.C.

Charles County

VanGo is the public transit provider in Charles County, administered through the county Department of Planning and Growth Management. The 301 Park and Ride in Waldorf is the primary transfer center. The system offers 16 routes, shown in **Table 4-3.**

Table 4-3: VanGo Routes

Charles County Fixed Route	Destinations Served	Headways	Hours of Operation	Days of Operation
301 Connector	301 Park and Ride, La Plata	60 minutes	7:00am –5:20pm	M-F
Berry Road	301 Park and Ride, Berry Road area	60 minutes	7:00 a.m. – 8:47 p.m.	M-F
Brandywine Connector	301 Park and Ride, Brandywine	60 minutes	7:00 a.m. – 9:44 p.m.	M – Sat
Business A	Eastern Waldorf, Pinefield South Shopping Center	60 minutes	6:54 a.m. – 8:12 p.m.	M – Sat
Business B	Western Waldorf along Rt. 301	60 minutes	7:30 a.m. – 7:17 p.m.	M- Sat
Charlotte Hall	301 Park and Ride, Hughsville, Charlotte Hall	60 minutes	7:00 a.m. – 8:24 p.m.	M – Sat
Indian Head	301 Park and Ride, Bryans Road, Indian Head	60 minutes	6:20 a.m. – 9:31 p.m.	M – Sat
La Plata	Walmart, Department of Social Services, La Plata Manor	60 minutes	7:00 a.m. – 9:23 p.m.	M – Sat
Nanjemoy	301 Park and Ride, small towns west of Waldorf	Twice daily	1:30 p.m. – 7:03 p.m.	M – Sat
Newburg/Bryans Road	La Plata, College of Southern Maryland, Newburg, Bryans Road	120 minutes	8:30 a.m. – 7:27 p.m.	M – Sat
Pinefield	Eastern Waldorf, Pinefield South Shopping Center	60 minutes	7:00 a.m. – 10:00 p.m.	M – Sat
St. Charles A	301 Park and Ride, St Charles Southern Side	60 minutes	6:30 a.m. – 10:15 p.m.	M – Sat
St. Charles B	301 Park and Ride, St. Charles Northern Side	60 minutes	6:30 a.m. – 10:22 p.m.	M – Sat
St. Charles C	301 Park and Ride, Eastern and Western St. Charles	60 minutes	6:30 a.m. – 7:53 p.m.	M – Sat
St. Charles D	301 Park and Ride, Billingsly Road Area, Blue Crabs Stadium	60 minutes	6:30 a.m. – 9:50 p.m.	M – Sat
College of Southern Maryland Connector	Charlotte Hall, CSM La Plata Campus, CSM Hughesville Campus	2 hours	7:00 a.m. – 3:50 p.m.	M – Th, does not operate in the summer or when CSM is not in session

These routes are shown below in **Figure 4-2**:

Figure 4-2: VanGo Map

Charles County VanGO TDP
Systemwide Map

301 Connector Route	Bryans Road Route	Indian Head Route	Pinefield Route	St. Charles D Route
Berry Road Route	Business A Route	La Plata Route	St. Charles A Route	
Brandywine Connector Route	Business B Route	Nanjemoy Route	St. Charles B Route	
	Charlotte Hall Route	Newburg Route	St. Charles C Route	
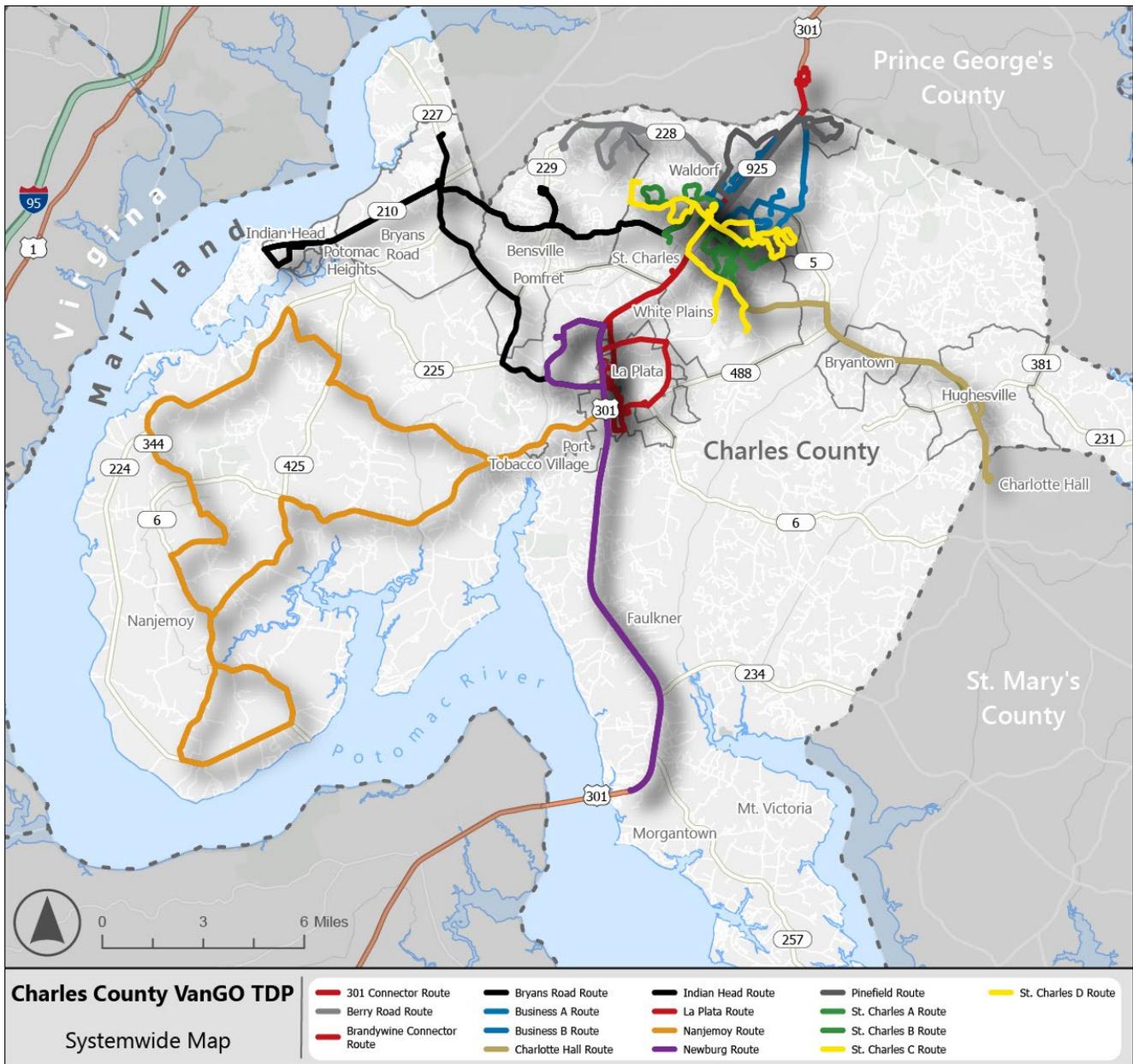
VanGo provides ADA complementary paratransit to individuals with disabilities who live within ¾ of a mile from the existing fixed routes. They also operate a demand response service which provides door-to-door service to seniors and people with disabilities that only operates within Charles County. There is also a specialized Subscription Service that takes people to dialysis centers and senior centers.

MDOT MTA Commuter Bus Service

There are eight MDOT MTA commuter buses that operate in Charles County, shown in **Table 4-4**.

Table 4-4: Charles County Commuter Buses

Route	Charles County Stops	Destination
610	Waldorf	Washington, D.C.
620	Waldorf,	Washington, D.C.
630	Waldorf, La Plata	Washington, D.C.
640	Waldorf	Washington, D.C.
650	Waldorf, La Plata	Washington, D.C.
705	Waldorf	Washington, D.C.
715	Waldorf	Washington, D.C.
725	Waldorf	Washington, D.C.

St. Mary's County

St. Mary's Transit Services is the primary provider of public transportation in St. Mary's County, and is operated as part of the county Department of Public Works and Transportation. They have nine fixed routes, which are shown in **Table 4-5**.

Table 4-5: St. Mary's County Transit Routes

St. Mary's County Fixed Route	Destinations Served	Headways	Hours of Operation	Days of Operation
California Route	Leonardtown, Wildewood, California, Great Mills, Lexington Park	60 minutes	6:00am –6:48pm	M-F
Charlotte Hall	Charlotte Hall, Mechanicsvile, Leonardtown	60 minutes	6:00 a.m. – 5:52 p.m.	M-F
Great Mills	Leonardtown, Great Mills, Lexington Park, Hermanville	60 minutes	6:00 a.m. – 6:51 p.m.	M-F
County Span	Charlotte Hall, Wildewood, California, Lexington Park	60 minutes	6:00 a.m. – 6:53 p.m.	M-Sat
Calvert Connection	Lexington Park, Wildewood, Solomons	60 minutes	7:00 a.m. – 5:53 p.m.	M-F
Northern Route	Charlotte Hall, Mechanicsville, Rural areas in northwest of county	60 minutes	7:00 a.m. – 5:48 p.m.	M–Sat
Southern Route	Lexington Park, St. Mary's College, Ridge	60 minutes	5:00 a.m. (7:00 a.m. on Sat) – 7:17 p.m.	M-Sat
Great Mills/California	California, Lexington Park, Great Mills	60 minutes	6:00 p.m. (6:00 a.m. Sat/Sun) – 10:45 p.m. (8:51 p.m. Sun)	M-Sun
Leonardtown/Charlotte Hall	Leonardtown, Charlotte Hall, Wildewood	60 minutes	6:00 p.m. (6:00 a.m. Sat) – 8:53 p.m.	M-Sat

A map of St. Mary's County routes is shown below in **Figure 4-3**.

Figure 4-3: St. Mary's County Transit Routes
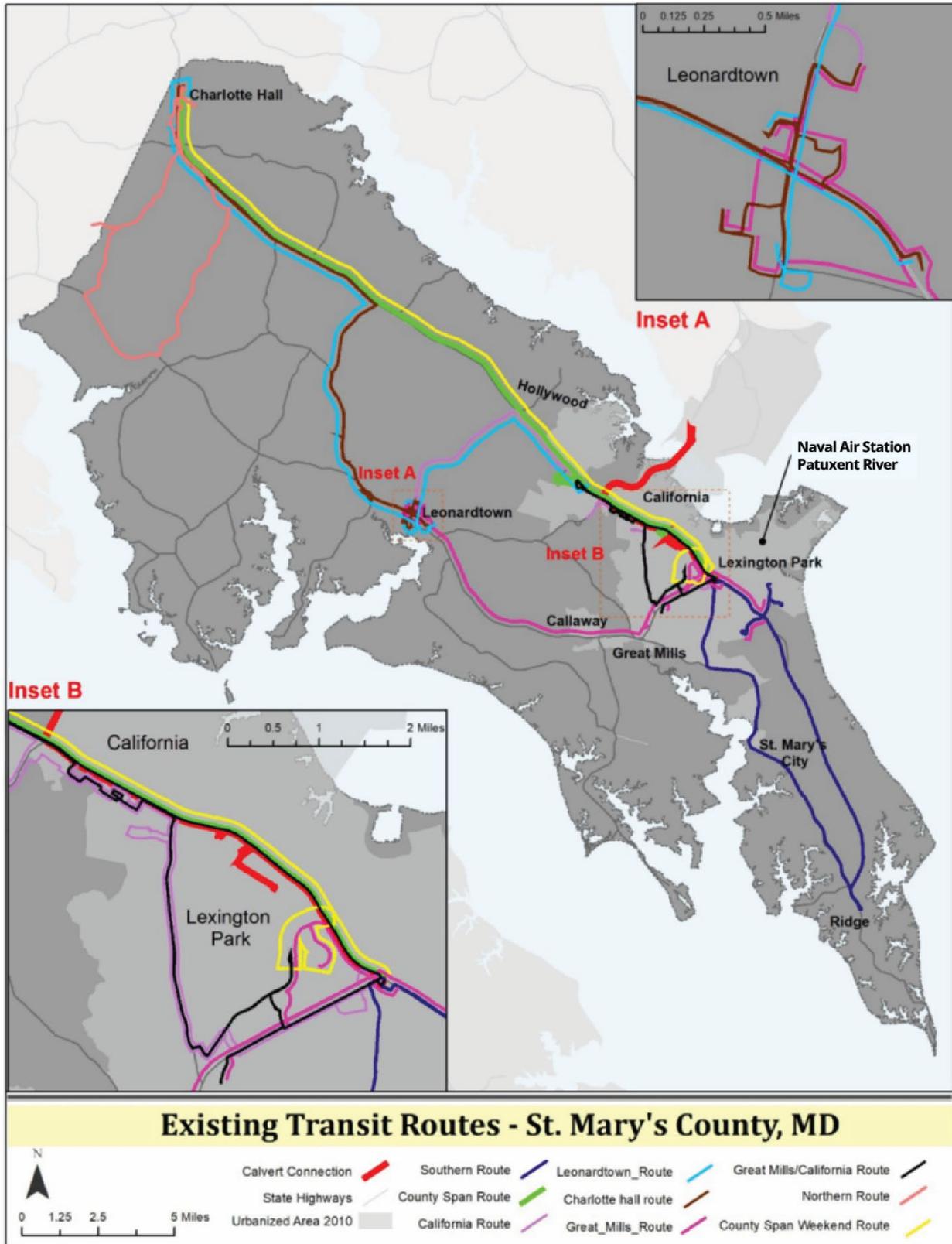
In addition to the fixed routes, STS provides the required ADA complementary paratransit for people with disabilities who live within ¾ of a mile of the STS fixed route network. STS also operates SSTAP service, which provides demand-response service for senior citizens and people with disabilities who live beyond ¾ mile of the STS fixed route network.

MDOT MTA Commuter Bus Service

There are 4 MTA commuter buses that operate in St. Mary's County, shown below in **Table 4-6**.

Table 4-6: St. Mary's County Commuter Routes

Route	St. Mary's County Stops	Destination
705	Charlotte Hall	Washington, D.C.
715	Charlotte Hall	Washington, D.C.
725	Hollywood	Washington, D.C.
735	Charlotte Hall	Washington, DC.

Non-Profit and Human Service Transportation Providers

Section 5310/Senior Ride/JARC/ Subrecipients

Adult Day Care of Calvert County: Services are provided to seniors, 55 and older, or disabled adults, eighteen and older who need some help with their daily living and/or who have the potential for being alone for a good part of the day. Transportation services are operated directly with two vehicles, providing approximately 1,000 trips annually.

The Center for Life Enrichment: Provides day programs, work training programs, supported employment, and transportation for individuals with disabilities in St. Mary's and Calvert Counties. Transportation services are provided primarily for employment, medical appointments, community activities, and to and from the center itself.

Charles County Freedom Landing: Charles County Freedom Landing provides transportation services for adults with emotional disorders. Their programs include residential services, day, and vocational programs.

Charles County Nursing and Rehabilitation Center, Inc (Sagepoint Senior Living Services): Sagepoint Senior Living Services, located in La Plata, is a non-profit organization offering a range of services, including long-term care, rehabilitation, assisted living, memory care for assisted living, and adult day services.

Spring Dell Center: Spring Dell Center offers subscription-based transportation services for individuals with intellectual and developmental disabilities who participate in their residential, day, and vocational programs. Individuals may receive round-trip transportation between their homes and community jobs.

St. Mary's Adult Medical Day Care, Inc.: St. Mary's adult medical day care provides specialized care for seniors and individuals with intellectual and developmental disabilities, including medical treatment, meals, and transportation.

St. Mary's County Department of Aging and Human Services Senior Rides: The Senior Rides program provides door-to-door transportation for older adults in St. Mary's County using a pool of volunteer drivers. Adults aged 60 years of age or older who are unable to utilize other public transportation options are eligible to use the service. Out-of-country trips are limited to medical trips.

St. Mary's Nursing Center: St. Mary's Nursing Center is a specialized nursing facility with 160 beds offering both long-term and short-term care. The organization owns vans that they use to provide transportation to other locations in southern Maryland.

The Arc of Southern Maryland: The Arc of Southern Maryland offers supported living services for adults with intellectual and developmental disabilities who live independently. Headquartered in Prince Frederick, with additional offices in Charles and St. Mary's Counties, the Arc serves the entire southern Maryland region. Their services include identifying transportation options and providing transportation for essential needs such as groceries, medical appointments, and more.

Other Non-Profit and Human Service Transportation Providers

Bay Community Support Services: Bay Community Support Services offers subscription-based transportation for individuals with intellectual and developmental disabilities who participate in residential, day, and vocational programs. They operate in Charles, Calvert, St. Mary's, and Anne Arundel Counties.

Charles County Non-Emergency Medical Transportation Program (NEMT): This is a county-run service that provides non-emergency medical trips for county residents who qualify. This is a last resort service for residents who have no other way to reach medical appointments on their own. The service provides different modes of transportation, including ambulatory, wheelchair van, and ambulance services.

Charlotte Hall Community-Based Outpatient Clinic: The Charlotte Hall Community-Based Outpatient Clinic (CBOC) provides medical services for veterans residing in southern Maryland. CBOC offers transportation to the VA Medical Center on Tuesday and Thursday, departing from the clinic at 6:30 a.m. and returning in the afternoon. For wheelchair-bound veterans, CBOC arranges home pick-ups and flexible transportation to Washington, DC. Additionally, some trips to Washington, DC are provided by volunteer drivers from Disabled American Veterans (DAV).

Chesapeake Medical Transport Services LLC: Chesapeake Medical Transport Services provides medical and mobility transportation services in the southern Maryland area. Based in Waldorf, they offer a range of services including advanced life support, basic life support, and wheelchair/mobility services.

Empowering People with Intellectual Challenges (EPIC) Southern Maryland Vocational Industries (SMVI): EPIC-SMVI, formerly Southern Maryland Vocational Industries, is a non-profit organization offering a range of support services for individuals with intellectual disabilities. In addition to transportation services, EPIC-SMVI provides day programs, work activities, and in-home support for individuals with disabilities. While services are primarily offered in Prince George's County, they also extend to Charles County.

LifeStyles, Inc.: LifeStyles, Inc. is a non-profit organization that assists individuals in crisis by offering emergency aid and connecting them with health and human services through partnerships. Their programs include food and clothing services, as well as an overnight shelter. According to the LifeStyles website, they serve as a "one-stop shop" for a community with limited public transportation and areas of poverty amidst growth and prosperity.

- LifeStyles also provides transportation services tailored to the needs of transportation-disadvantaged populations, including older adults, individuals with disabilities, and those with low incomes:

- The Southern Maryland RIDES program offers subsidized, coordinated transportation to facilitate access to employment and medical appointments throughout the Washington, DC area.

- The Senior Rides program provides low-to-moderate income older adults with subsidized, door-to-door transportation to meet basic needs, such as medical appointments, shopping, nutritional programs, and other community services.

- The Shuttle is a free shuttle service for clients to get from their La Plata office, the Department of Social Services, and the VanGO transfer points. The Shuttle can also be used to access other community and social resources.

Melwood: Melwood is a non-profit organization that supports individuals with intellectual and developmental disabilities, serving over 2,100 people in the Washington, DC area, including Charles County. Melwood's services encompass job training, employment, housing, and recreational programs. In Charles County, the organization operates a training center at an inclusive camp that welcomes both individuals with and without disabilities.

New Horizons Supported Services, Inc. (NHSSI): NHSSI is a non-profit organization that provides support services for individuals with developmental disabilities. The organization offers a variety of programs, including center-based vocational training, community support services, employment development, and supported employment job coaching. NHSSI also operates a transportation department to help clients participate in its programs, connecting residences, NHSSI, and other locations.

Southern Maryland Center for Independent Living: The Southern Maryland Center for Independent Living (SMCIL) is a non-profit organization established by and for individuals with disabilities. SMCIL is an advocacy, information, and educational center that promotes independent living and empowerment for people with various disabilities. The agency provides transportation services to help residents of Calvert, Charles, and St. Mary's counties access community resources and services that enhance their independence.

Southern Maryland Tri-County Community Action Committee (SMTCCAC): SMTCCAC is a private, non-profit organization that offers self-sufficiency services for individuals with low incomes in Charles County, as well as for residents of Calvert and St. Mary's Counties. Their services include health care, job training, home energy assistance, housing support, and a Head Start program.

Southern Maryland Community Network: Southern Maryland Community Network supports individuals in the community who are diagnosed with severe and persistent mental illness. The organization provides flexible, around-the-clock services to clients, including transportation and assistance with daily living skills.

Abilities Network: Based in La Plata and serving all of Southern Maryland. Provides transportation and travel training for agency clients in a program under independent living services.

Calvert County Department of Social Services: Operates and purchases transportation services to support low income individuals in the County.

Calvert County Health Department: Provides the Medical Assistance Transportation Program that assists County residents who have a valid Medical Assistance card and need help in arranging transportation to planned medical appointments. Transportation is limited to medical services in Calvert County or hospital clinics in Washington, D.C., or Baltimore.

Calvert Family Advocates: Calvert Family Advocates is the Social Services Advisory Board for Calvert County that provides financial assistance to homeless and individuals living below poverty referred by the Calvert County Department of Social Services. It also provides subsidized transportation services to the residents of Southern Maryland to ride to Washington Metropolitan Area (D.C., Maryland, and Virginia) for basic day to day needs as well as emergency travel.

Disabled American Veterans (DAV): It is a nonprofit charity that assists veterans with healthcare, disability, employment, education, and financial benefits and provides transportation to medical appointments. The vans are driven by volunteers, and the trips are coordinated by over 155 Hospital Service Coordinators around the country.

QCI Behavioral Health Southern Maryland: Provides mental health care to individuals, families, children, adolescents, teenagers, and adults with persistent and chronic mental illness in Charles, St. Mary's, and Calvert Counties. QCI also assists patients with scheduling and transportation to their clinics.

Southern Maryland Community Network: Assists individuals in the community who have been diagnosed with severe and persistent mental illnesses. The Southern Maryland Community Network offers around the clock, flexible, and individualized services to program clients including transportation and daily living skills.

Wheels to Wellness: Wheels to Wellness is a program that combines hospital and human service providers to help low-income people and people with disabilities living in rural areas access medical appointments. The program is a partnership effort among the Tri-County Council for Southern Maryland (TCCSMD); Calvert Health Medical Center; MedStar St. Mary's Hospital; the Community Transportation Association of America (CTAA); the ARC of Southern Maryland; and the Center for Life Enrichment (TCLE). The program operates in St. Mary's and Calvert Counties, with the ARC of Southern Maryland providing trips in Calvert County and TCLE providing trips in St. Mary's County.

St. Mary's County Department of Social Services: The St. Mary's County Department of Social Services (DSS) administers a number of federal, state, and local programs to assist residents of St. Mary's County. The DSS administers the distribution of Job Access Reverse Commute funds and purchases daily and monthly passes for clients who are served by DSS programs specific to providing access to employment.

St. Mary's County Health Department: The St. Mary's County Health Department is responsible for the Medical Assistance Transportation Program in St. Mary's County. This program provides transportation assistance for people enrolled in the Medicaid program to access non-emergency, medically necessary appointments.

Private Transportation Providers

All American Ambulance (AAA) Transport: Provides non-emergency medical transportation via ambulance or wheelchair vans for a fee.

Kidz Kab Express: Children's transportation company serving Charles County. They offer door-to-door service for children aged 4-17 for an affordable price.

New Horizons Solutions Transportation Services: Provides transportation to the general public, organizations, workers compensation programs, and individuals with disabilities.

Taxi Companies

- Silver Cab & Van Services
- Safe Ride Services
- Waldorf Yellow Cab
- Waldorf Silver Taxi Cab Service
- Smart Ride, Inc.

- Checker Taxi Cab
- Calvert Taxi
- ABC CAB

Ridehailing Services

Both Uber and Lyft operate in Southern Maryland, providing 24-7, on-demand transportation. Rides can only be booked through a smartphone app, and must be paid for with a credit/debit card. Trips require an individual driver to accept them, which may make getting a ride to an/or from isolated rural areas difficult.

Commuter Assistance

Park and Ride Lots

Park and Ride Lots that serve as meeting and parking areas for carpoolers and vanpoolers are located throughout the region, and listed **Table 4-7**.

Table 4-7: Park and Ride Lots

Location	Number of Spaces
Mattawoman-Beantown Park & Ride MD 5 – 3220 Mattawoman Beantown Road, Waldorf, MD 20601	700
La Plata Armory Park and Ride US 301@MD 255 – 14 W Hawthorne Drive, La Plata, MD 20646	20
Mechanicsville Park and Ride MD 5@MD 235 – 31501 Point Lookout Road, Mechanicsville, MD 20659	24
Clements Park and Ride MD 234@MD 242 – 23670 Budds Creek Road, Clements, MD 20624	17
Solomons Park and Ride MD 2/4@Creston Lane – 7 Creston Lane, Solomons, MD 20688	16
Lusby Cove Point Park and Ride MD 765@MD 497 – 95 Cove Point Road, Lusby, MD 20657	51
Huntingtown Park and Ride MD 2/4@MD 524 – 3808 Old Town Road, Huntingtown, MD 20639	32
Sunderland Park and Ride MD 2/4@MD 262 – 6425 N Solomons Island Road, Sunderland, MD 20689	103
Prince Frederick Park and Ride Fairground Rd@MD 262 – 130 Fairground Rd, Prince Frederick, MD 20678	550
Dunkirk Park and Ride MD 4@Town Center Blvd - 10839 Town Center Blvd, Dunkirk, MD 20754	500
North Beach Park and Ride 5th St @ Chesapeake Ave - 9125 Chesapeake Ave, North Beach, MD 20714	100
Blue Crab Stadium 11781 Saint Linus Dr, Waldorf, MD 20602	800
La Plata Park and Ride	277

Location	Number of Spaces
Talbot St@Washington Ave - 5998 Washington Ave, La Plata, MD 20646	
South Potomac Church Park and Ride Rhodes Way@US 301 - 9985 Rhodes Way, White Plains, MD 20695	200
Smallwood and Crain Park and Ride Smallwood Dr@US301 - 1125 Smallwood Dr W, Waldorf, MD 20603	425
Waldorf Park and Ride Old Washington Rd@Smallwood Dr - 3750 Old Washington Rd, Waldorf, MD 20602	550
St. Charles Town Mall – JC Penney and CitiTrends	444
Lexington Park Park and Ride MD235@Tulagi Pl - 21779 Tulagi Pl, Lexington Park, MD 20653	50
Golden Beach Park and Ride Golden Beach Rd@US 5 - 37767 Market Dr, Charlotte Hall, MD 20622	500
Charlotte Hall Park and Ride US 5@Traveled Ln - 29946 Three Notch Rd, Charlotte Hall, MD 20622	600

Commuter Connections

Commuter Connections is a ridesharing program that connects people who have similar commutes and work schedules so that they can carpool to work. It is operated by the Metropolitan Washington Council of Governments, but includes Southern Maryland in its operating area and is affiliated with the Tri-County Council of Governments. Using Commuter Connection's rideshare technology, users can see and compare a variety of potential carpool options. Carpool options may be limited or nonexistent from more rural areas, or from areas further from commuter destinations like Washington, D.C.

Guaranteed Ride Home Program (GRH)

GRH is a program run by Commuter Connections that acts as a safety net for residents who use alternative transportation to get to work. Commuters who register with GRH and commute by carpool, vanpool, bike, walk, or transit at least twice a week may get a free ride home in case of emergencies or unscheduled overtime, up to four times per year. There are a number of program participation guidelines associated with the program and these are listed at the following link: https://www.commuterconnections.org/grh-participation-guidelines/.

Commuter Choice Maryland

Commuter Choice Maryland is MDOT's travel demand management program and incentivizes employees to choose transit or vanpool options for their commute. It allows employees to set aside pre-tax money to pay for transit if their company is enrolled in Commuter Choice programs. Employers who participate are eligible for a tax benefit. Commuter Choice does not offer any rideshare or transit services themselves, but directs interested individuals to information about commuter buses and Commuter Connections.

Chapter 5
Assessment of Transportation Needs

Introduction

Federal Transit Administration (FTA) coordinated transportation planning guidelines require an assessment of transportation needs for individuals with disabilities and older adults. While the transportation needs assessment for the Southern Maryland region focuses on these population groups, the planning process involved a broader approach that built upon needs identified in the previous coordinated transportation plan for the region. These transportation needs and gaps in mobility were updated based on stakeholder input through both the in-person workshop and an online focus group, and are summarized in this chapter.

While many of the transportation needs are interrelated, they are segmented by those that are regional in nature and those that are more specific to one of the counties in the region.

Regional Transportation Needs

This section highlights regional transportation needs broken out by the following key categories and themes that were expressed by regional stakeholders:

- Expanded or Improved Transportation Services
- Improved and Expanded Outreach, Marketing, and Education
- Improved Coordination
- Additional Funding

Expanded or Improved Transportation Services

Regional stakeholders expressed the overall need for greater transportation services, including the need for expanded morning, evening, and weekend service; more options for same day and spontaneous trips; expanded options for long-distance trips; more transportation options to access employment, more transportation options in remote areas of the region, and greater mobility for veterans. Some specific needs included the following:

Expanded Transportation for Medical Trips – Stakeholders noted that there is a major need for greater access to medical services, with a particular need for transportation to hospitals and doctor's offices located in the Baltimore, Annapolis, and the Washington D.C. areas. It was highlighted that veterans often struggle with transportation from the region to hospitals in the District of Columbia as

the trip is long and difficult, despite being nominally possible via public transportation. Some stakeholders noted that a portion of these trips outside of Southern Maryland are for needs that could be met by doctors in Southern Maryland. In addition, transportation to dialysis treatment facilities takes up a significant portion of capacity on door-to-door services provided by the public transit systems in the region, reducing availability for transportation to other services.

Expanded Transportation Options for Older Adults and People with Disabilities – Stakeholders expressed the need for additional transportation options for older adults, particular for evening trips when seniors with limited night vision may be unable to drive. They also noted the need for transportation to access to specific programs, such as the YMCA's exercise program for people with Parkinson's disease.

First Mile-Last Mile Services – While each county in the region has fixed-route services that cover much of the county, there is need for first mile-last mile transportation services to fill gaps and make connections to existing services. Exploring ways to implement on-demand microtransit services that allow customers to access trips through improved technology was noted as an opportunity to expand mobility options in the region. Due to the rural nature of Southern Maryland, first mile-last mile services often need to cover distances far further than one mile, which is an added challenge.

Greater Access to Education Facilities – Southern Maryland stakeholders expressed the need for greater access to higher education and continuing education locations. While public transit serves many of these locations, the need for expanded services was noted and could include high schools in response to less young people having their driver's license and needing expanded mobility options.

Improved and Expanded Outreach, Marketing, and Education

Regional stakeholders noted the need for increased awareness of existing transportation services in the region through a variety of outreach efforts. Some specific needs included the following:

Promotion of Fixed-Route Services Operated by Local Transit Systems – Each of the public transit systems in Southern Maryland operate scheduled fixed-route services that still have capacity, while costly specialized services are often at capacity, leading to inferior service and denied trips. Stakeholders noted the need to determine the most effective methods to get information out to the local communities and to ensure residents are more fully aware of the services that are available.

Education of Elected Officials – Stakeholders expressed the need for expanded education of elected officials on unmet transportation needs in the region, and on the positive impact current services have on local communities. They also noted the need for greater advocacy for additional funding to support current services and for consideration of expanded transportation services in the future. This advocacy could include opportunities for current riders to talk about the importance of current services and the impact it has in accessing employment, medical, and other services in the region.

Improved Coordination

Similar to previous coordinated transportation planning efforts, stakeholders noted the need for ongoing and increased transportation coordination in the region, and that should continue to be a priority. Some specific needs mentioned included the following:

Increased Collaboration between Section 5310 Program Funded Agencies – There are number of human service agencies in the region that receive a Section 5310 grant, and there are opportunities for these agencies to better coordinate services and resources. In addition, as stressed by MDOT MTA, coordination is the most important category in the evaluation of future Section 5310 Program applications.

Coordination on Advocacy Efforts – Related to the education of elected officials previously noted, stakeholders expressed the need for improved coordination on efforts to advocate for additional funding to expand services to meet unmet needs and fill mobility gaps.

Additional Funding

While a variety of transportation needs were identified by regional stakeholders, improvements to meet these needs and fill gaps in mobility will ultimately come down to funding. Some specific funding issues noted included the following:

Expanded funding for private non-profit providers that provide specialized human services transportation would create more options for medical trips and for older adults/individuals with disabilities.

Support for mobility management is an eligible expense through the Section 5310 Program, and a coordinated regional application could be explored.

County Specific Transportation Needs

This section highlighted transportation needs by county. In addition to stakeholder input through outreach efforts for the coordinated transportation planning process, the needs also include those identified through the most recent Transit Development Plan (TDPs) conducted for each transit system in the region.

Calvert County Transportation Needs

- Expanded public transit service hours for early mornings, evening, and weekends
- Expanded travel options in remote areas of the county
- More frequent service on existing public transit routes
- Additional shelters and benches at current stops
- Increased options for long distance medical trips
- More funding to support specialized transportation and public transit to emerging destinations

Charles County Transportation Needs

- Public transit service on Sundays
- Service expansions for areas with new development
- Additional bus stop shelters/benches
- Later evening services
- More transportation options in rural areas of the county
- First mile-last mile connections to existing public transit routes
- Improved pedestrian and bicycle infrastructure
- Expanded service to the College of Southern Maryland
- Expanded non-emergency transportation options

St. Mary's County Transportation Needs

- Expanded public transit service area
- More frequent service on current public transit routes
- Expanded transportation options to meet growing number of trips to dialysis treatment facilities and other medical sites
- Greater transportation options for social and shopping trips
- Expanded outreach and marketing of available services
- Expanded service for medical trips outside of the county

Chapter 6
Demographic Analysis

Introduction

This chapter provides an analysis of future population trends for Southern Maryland, as well as an analysis of the demographics of population groups that often depend on transportation options beyond an automobile. This analysis is coupled with the input from regional stakeholders documented in the preceding chapter to provide a broad transportation needs assessment. This assessment can then be used to develop strategies, projects, and services to meet identified needs and expand mobility and to generate recommendations to improve coordination within the region.

Population Analysis

This section summarizes the total population and population density of the Southern Maryland region. In addition to current population, historical and projected population data was used to reinforce this part of the demographic analysis.

Population Growth

Southern Maryland's population has increased consistently since 2000 but has slowed somewhat between 2010 and 2020. The regional population grew by 21% between 2000 and 2010 but slowed to 10% from 2010 to 2020. Calvert County experienced the least amount of growth and is also the least populated county in the region, growing by 27% from 2000 to 2023. Charles County has experienced the highest growth rate, growing by 43% between 2020 and 2023. Charles County is also the most populous county in the region. Similar to the other counties, St. Mary's County experienced high growth from 2000 to 2010, but then modest growth from 2010 to 2020 and grew by 34% between 2000 and 2023. **Table 6-1** and **Figure 6-1** show the historic population below.

Table 6-1: Historical Population

County	2000	2010	2020	2023
Calvert County	74,563	88,737	92,783	94,728
Charles County	120,546	146,551	166,617	171,973
St. Mary's County	86,211	105,151	113,777	115,281
Southern Maryland	**281,320**	**340,439**	**373,177**	**381,982**

SOURCE: AMERICAN COMMUNITY SURVEY (ACS) 5 YEAR TABLES – 2019 TO 2023, US DECENNIAL CENSUS

Figure 6-1: Historical Population
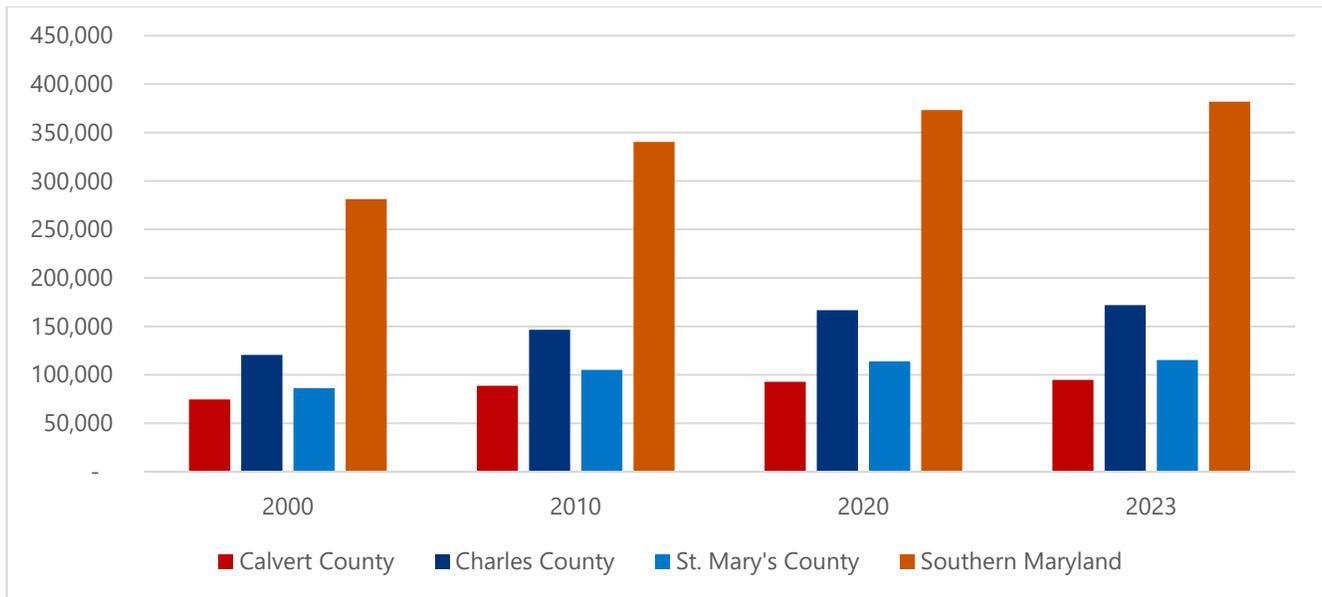
Population Forecasts

Future population forecasts for the region anticipate moderate population growth to the year 2040. The region is expected to experience just over a 21 percent growth rate during the period from 2020 to 2040. During this period, the area is expected to grow from 373,177 people to 450,800 people, an increase of about 71,623 people. **Table 6-2** shows the forecasted population growth and **Figure 6-2** provides a visual illustration of the growth within each county.

Table 6-2: Population Forecasts

County	2020	2030	2040
Calvert County	92,783	97,900	99,160
Charles County	166,617	184,470	205,290
St. Mary's County	113,777	131,260	146,350
Southern Maryland	**373,177**	**413,630**	**450,800**

SOURCE: MARYLAND DEPARTMENT OF PLANNING, MARYLAND STATE DATA CENTER

Figure 6-2: Future Population Growth

	2020	2030	2040
Calvert County	92,783	97,900	99,160
Charles County	166,617	184,470	205,290
St. Mary's County	113,777	131,260	146,350
Southern Maryland	373,177	413,630	450,800
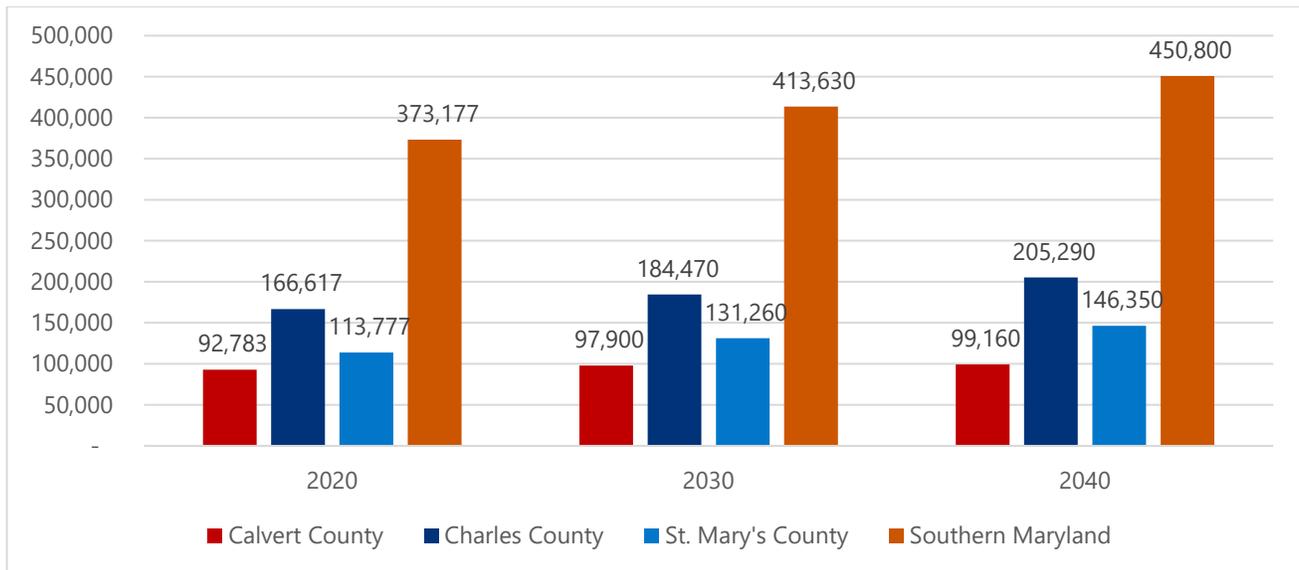
SOURCE: MARYLAND DEPARTMENT OF PLANNING, MARYLAND STATE DATA CENTER

Population Density

One of the most important factors in determining the level of transit service in an area is population density. Locations with population densities above 2,000 people per square mile are generally suited well for fixed route transit. While much of the region is rural and has a low population density, there are some pockets of high population density in the Southern Maryland region. These high-density census block groups include the cities or communities of Waldorf, Indian Head, Bryans Road, Bensville, Chesapeake Beach, Chesapeake Ranch Estates, California, and Lexington Park. The population density for the entire region can be seen in **Figure 6-3**.

Figure 6-3: Population Density

Southern Maryland
Transit Dependence

Population Density
persons per sq mi

0 | 100 | 500 | 1000 | 2000 | 2000+
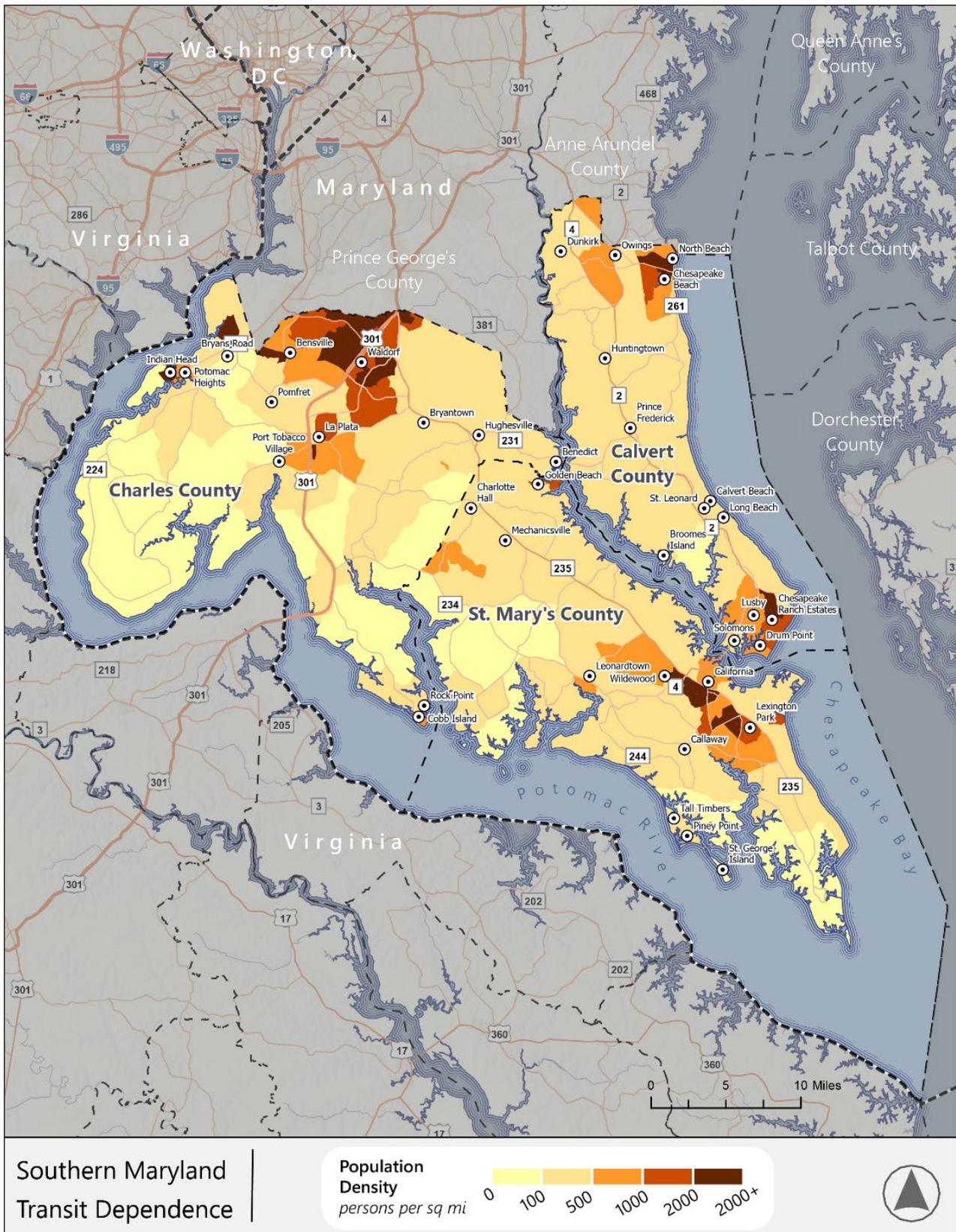
Transit Dependent Populations

Public transportation needs are defined in part by identifying the relative size and location of those segments within the general population that are most likely to use transit services. These transit-dependent populations include individuals who may not have access to a personal vehicle or are unable to drive themselves due to age or disability. Determining the location of these populations assists in the evaluation of current transit services and the extent to which the services meet community needs.

The Transit Dependence Index (TDI) is an aggregate measure displaying relative concentrations of transit-dependent populations. Five factors make up the TDI calculation:

- Autoless households
- Individuals with disabilities
- Elderly populations (ages 65 and older)
- Youth populations (ages 10-17)
- Below poverty populations

These factors represent specific socioeconomic characteristics of residents in the region. For each factor, individual Census block groups were classified according to the prevalence of the vulnerable population relative to the county average. The factors were each classified into a score from one to four, then multiplied by a population density score to yield a composite TDI score. This score represents the viability of fixed-route transit within that block group.

As illustrated in **Figure 6-4**, the relative classification system utilizes averages in ranking populations. For example, areas with less than half of the average transit-dependent population fall into the "Very Low" classification, and areas that are more than twice the average will be classified as "Very High." The classifications "Low" and "High" represent block groups which fall between the two classes, with the study area average serving as the dividing line.

Figure 6-4: Transit Dependence Index Classification System

TDI Scoring Methodology

Very Low	Low	High	Very High

0   0.5x   1x   2x   2+

Below Average | Above Average
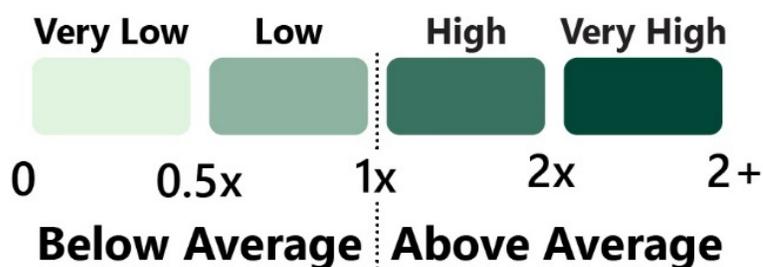
Transit Dependence Index

Similar to population density, much of Southern Maryland is classified as low or very low on the transit dependence index. The areas the score as high and very high include most of the major population centers including Waldorf, Bensville, Indian Head, Potomac Heights, La Plata, Owings, Chesapeake Beach, Chesapeake Ranch Estates, Wildewood, California, and Lexington Park. **Figure 6-5**, below, illustrates where the transit dependent populations reside.

Figure 6-5: Transit Dependence Index
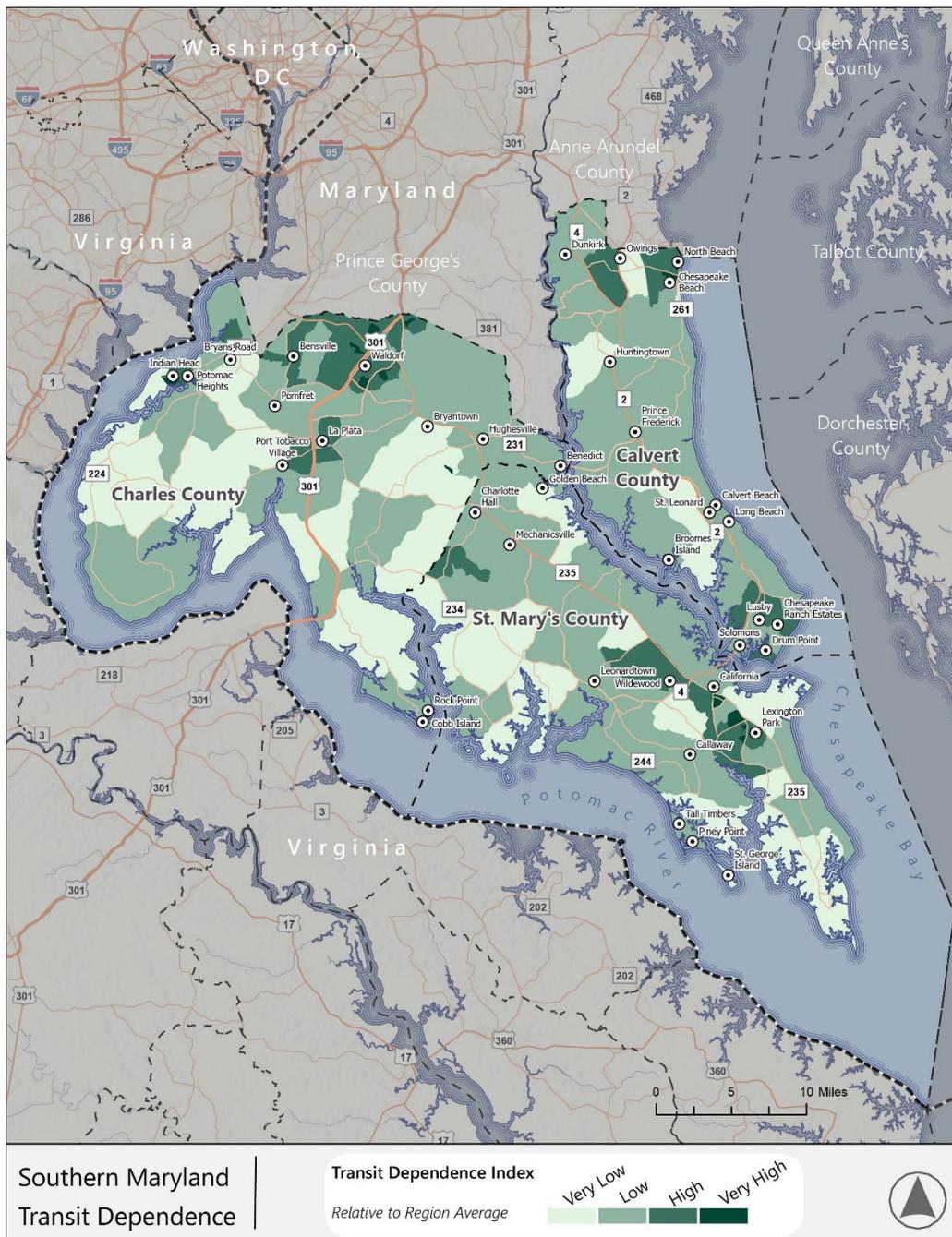
Mobility Needs Index

The Mobility Needs Index (MNI) provides a complementary analysis to the TDI measure. It is nearly identical to the TDI measure except for the exclusion of population density. By showing the degree of need rather than the total amount of need, the MNI can show where there is high transit need in areas with lower population densities. In other words, TDI will show high need in areas with larger transit-dependent populations, and MNI will show high need in areas where transit-dependent individuals make up a larger portion of the total population, regardless of population size. The mobility needs index for Southern Maryland can be found below in **Figure 6-6**.

Figure 6-6: Mobility Needs Index
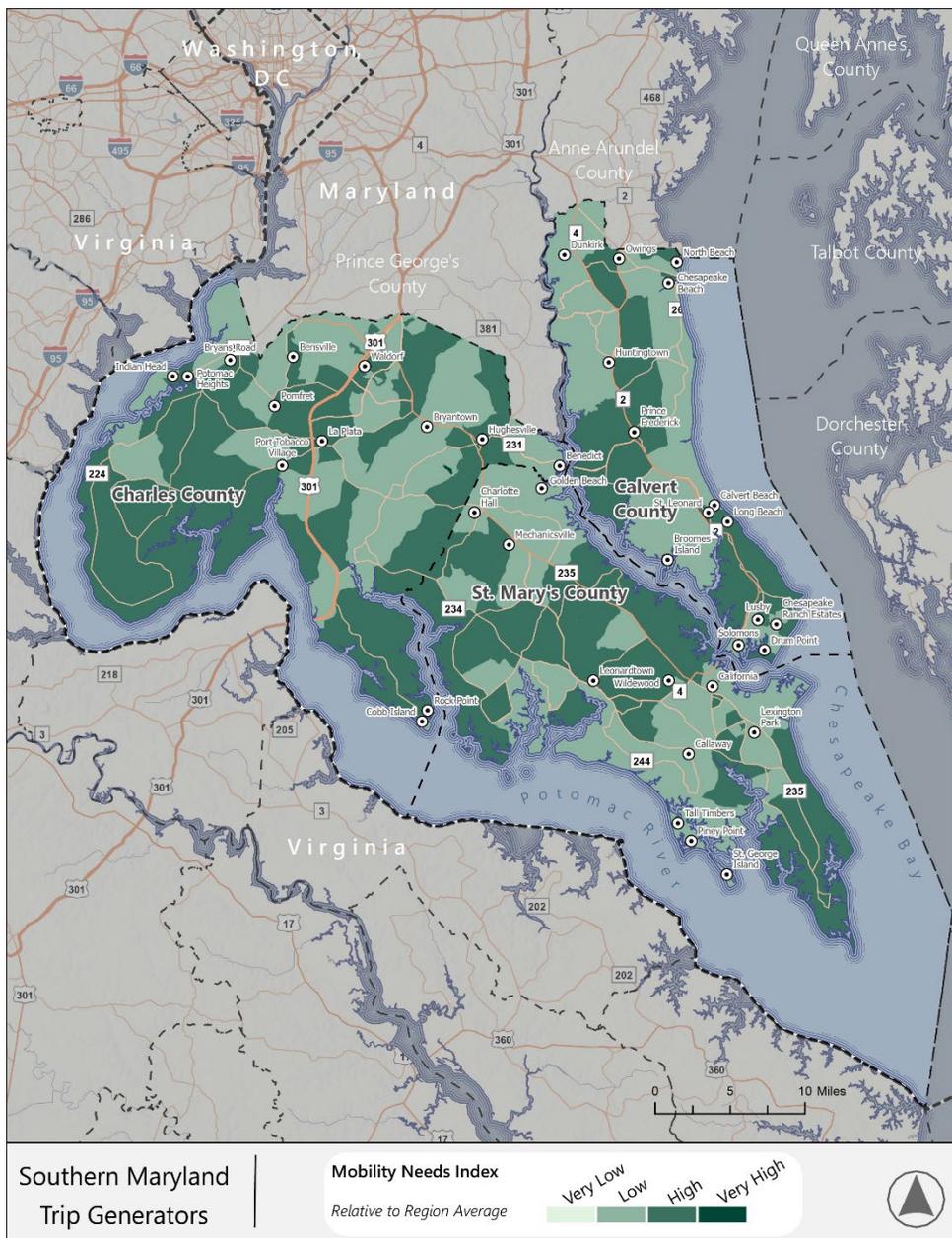
Autoless Households

Households without at least one personal vehicle are more likely to depend on the mobility offered by public transit than those households with access to a car. Although autoless households are reflected in both the TDI and MNI measures, displaying this segment of the population separately is important since travel in Southern Maryland heavily favors personal vehicles. **Figure 6-7** displays the concentration of autoless households in Southern Maryland. The areas of "Very High" concentrations are scattered around the region in areas such as Nanjemoy, Indian Head, Potomac Heights, La Plata, Waldorf in Charles County, Leonardtown, and Mechanicsville in St. Mary's County, and Prince Frederick and Lusby in Calvert County.

Due to the relatively low population density of much of the area, many of the census block groups tend to be geographically large. When reviewing demographic data, it is important to note that a block group categorized as "Very High" for a particular measure does not mean the entire area shares that characteristic. Instead, specific pockets within the block group may account for the higher values.

Elderly Population

A second socioeconomic group analyzed by the TDI and MNI indices is the elderly population, defined as individuals at least 65 years of age. Elderly individuals may scale back their use of or be unable to safely operate personal vehicles as they age, leading to greater reliance on public transportation compared to individuals in other age brackets. **Figure 6-8** displays the relative concentration of elderly individuals in Southern Maryland. High concentrations are found in a broad swath across the region with areas such as Pomfret, Newburg, and areas of Waldorf in Charles County, Coltons Point, Oakville, California, and Beachville in St. Mary's County, and Solomons and Lusby in Calvert County.

Youth Population

Youths and teenagers, ages 10 to 17 years, who cannot drive or do not have regular access to an automobile, may rely upon the mobility offered by public transportation. As seen in **Figure 6-9**, the concentration of the youth population is somewhat evenly distributed across the region. Many of the block groups across the region are categorized as high. Only a handful of block groups are categorized as very high including the Country Lakes area of St. Mary's County and some sections of Waldorf and Pinewood in northern Charles County.

Individuals with Disabilities

Individuals with disabilities may be unable to operate a personal vehicle and are consequently more likely to rely upon public transportation. As shown in **Figure 6-10**, the block groups with very high concentrations of individuals with disabilities can be found in Nanjemoy, Pomfret, Bryans Road, Hughesville, and Waldorf in Charles County, St. Inigoes in St. Mary's County, and Chesapeake Beach in Calvert County.

Figure 6-7: Autoless Households

Southern Maryland Transit Dependence

Autoless Households

Relative to Region Average 3%

Very Low | Low | High | Very High
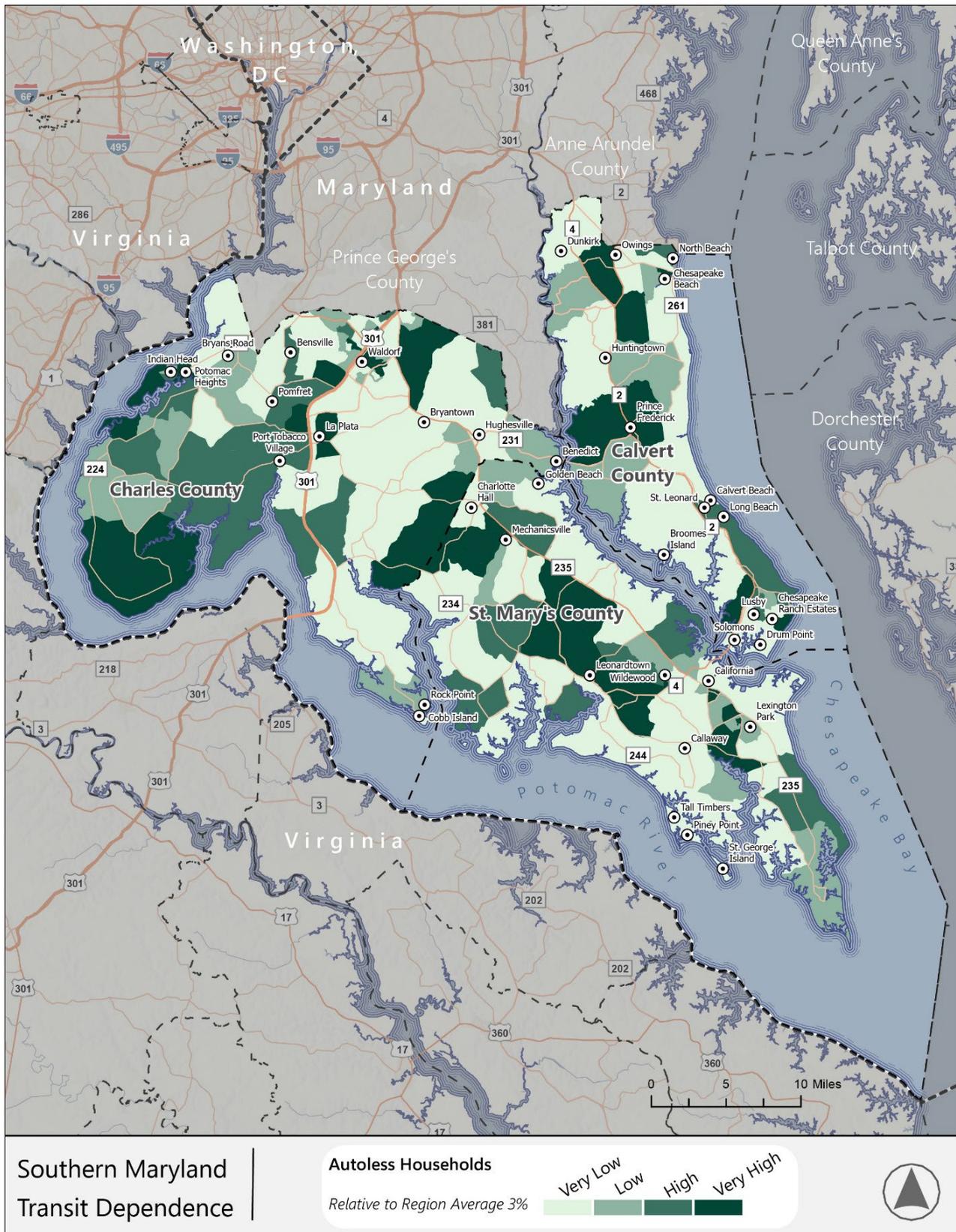
Figure 6-8: Elderly Population

Southern Maryland Transit Dependence

Elderly Population (Age 65+)
Relative to Region Average 15%

Very Low | Low | High | Very High
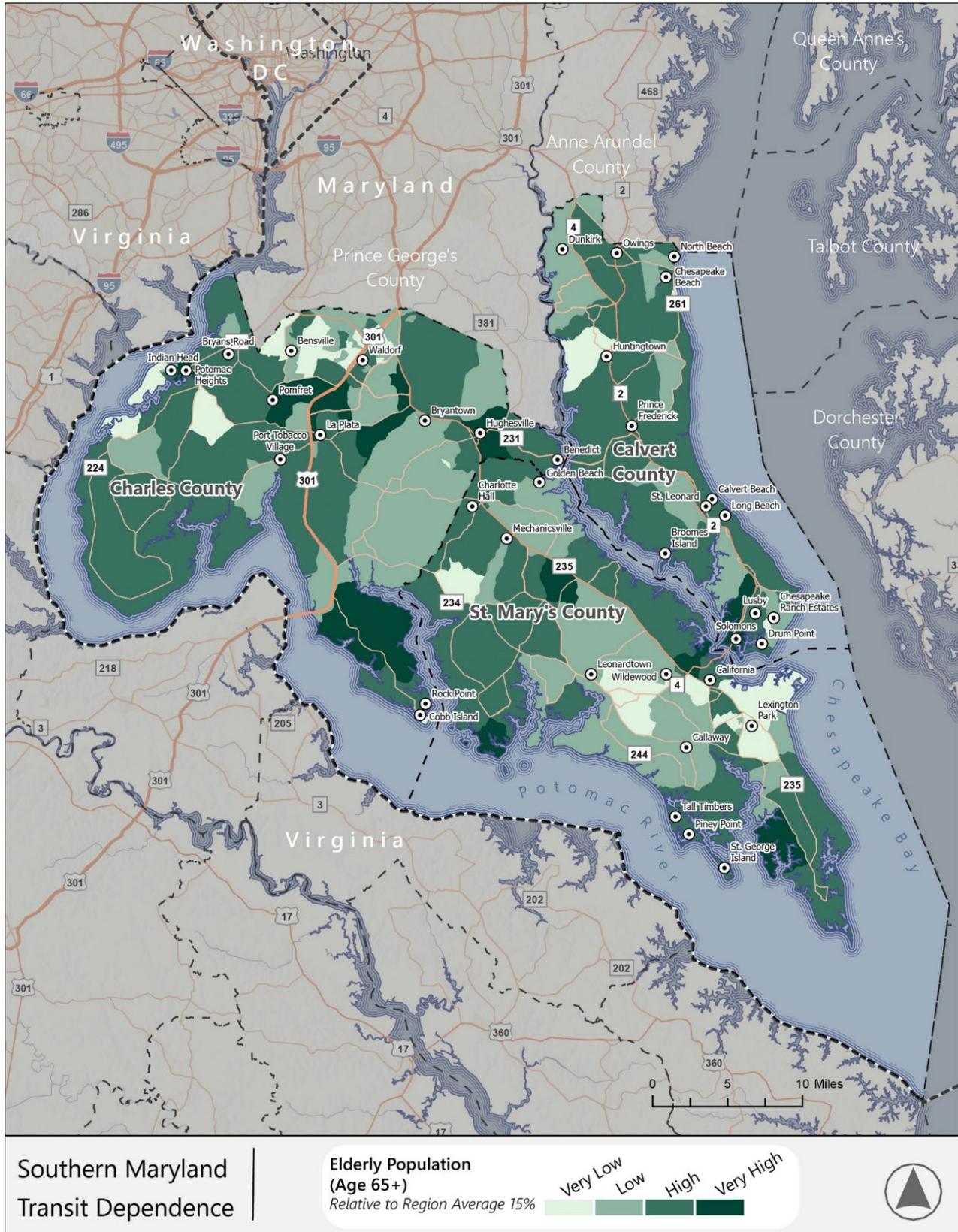
Figure 6-9: Youth Population

Southern Maryland Transit Dependence

Youth Population (Age 10-17)
Relative to Region Average 11%

Very Low | Low | High | Very High

Figure 6-10: Individuals with Disabilities

Southern Maryland Transit Dependence
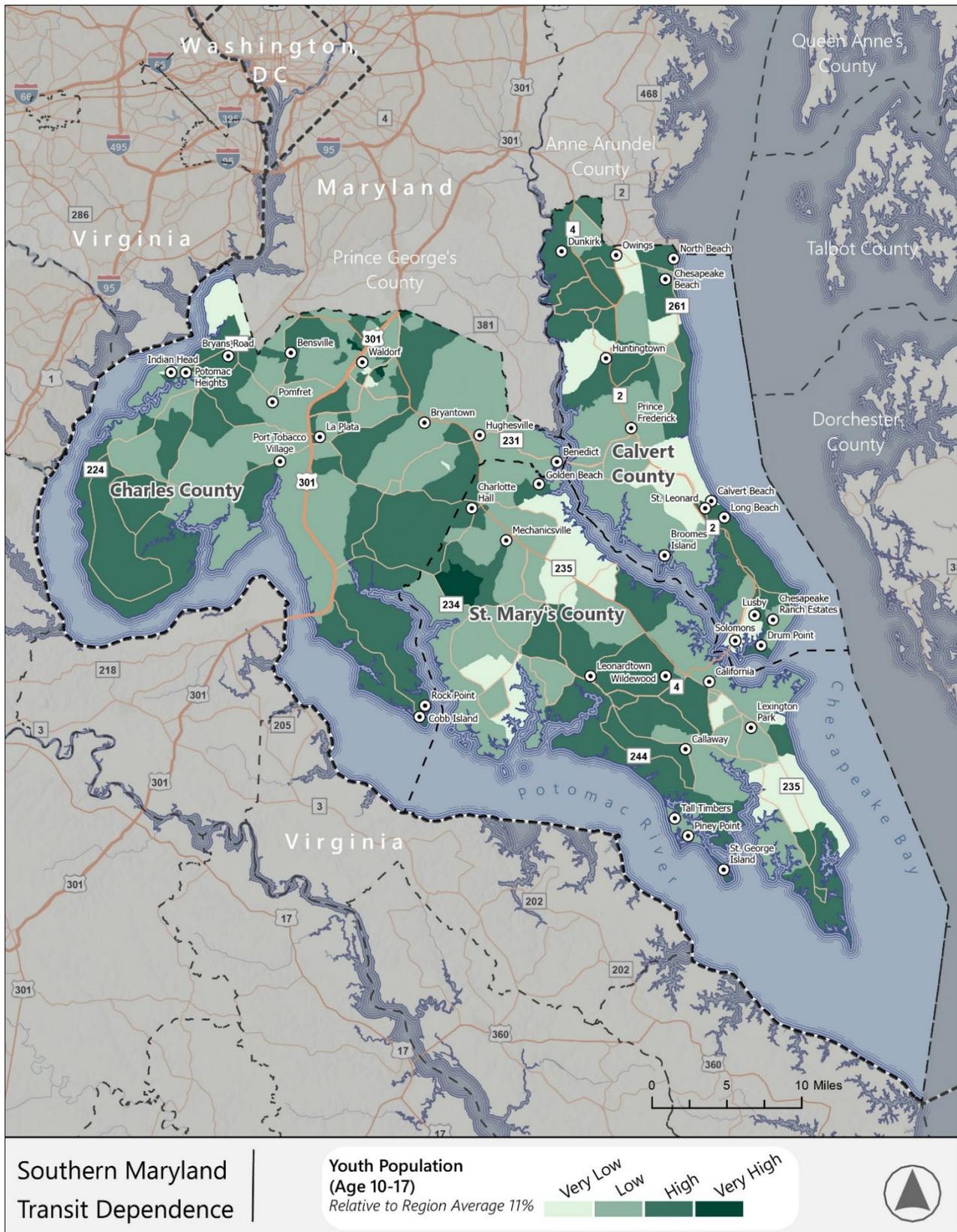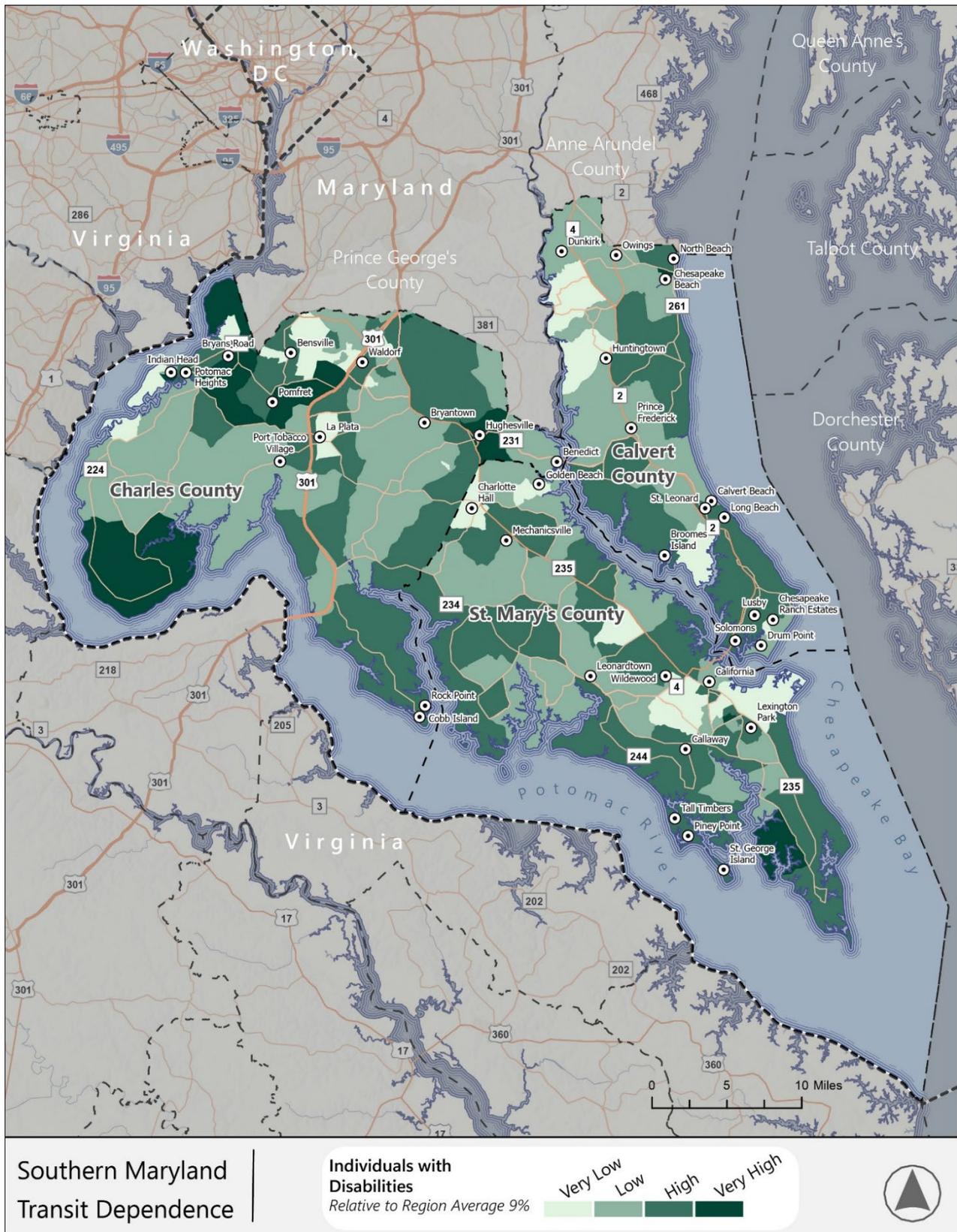
Individuals with Disabilities
Relative to Region Average 9%

Very Low | Low | High | Very High

Title VI Demographic Analysis

As part of the Civil Rights Act of 1964, Title VI prohibits discrimination based on race, color, or national origin in programs and activities receiving federal subsidies. This includes agencies providing federally funded public transportation. The following section examines the minority and below-poverty populations within Southern Maryland.

Minority Population

It is important to ensure that areas with an above-average percentage of racial and/or ethnic minorities (represented by the "High" and "Very High" classifications) are not disproportionately impacted by any proposed alterations to existing public transportation services.

Figure 6-11 depicts the percentage of minority individuals per block group in Southern Maryland. Very High concentrations of minority population can be found in Charles County around Bensville and Waldorf. There are several block groups categorized as high, which can be found in Morgantown, Benedict, and many of the northern sections of Charles County, and near Lexington Park and California in St. Mary's County. Calvert County has no block groups categorized as high or very high.

Below-Poverty Level Population

The second socioeconomic group included in the Title VI analysis represents those individuals who earn less than the federal poverty level. These individuals face financial hardships that may make the ownership and maintenance of a personal vehicle difficult. In such cases, they may be more likely to depend upon public transportation.

Figure 6-12 depicts the percentage of individuals below poverty per block group in Southern Maryland. The areas of the region that stand out as having a "Very High" density of individuals below the poverty line include Waldorf, Bensville, and Indian Head as well as the southern and southeastern parts of Charles County, some of the northern central and southern sections of St. Mary's County, and finally central sections and southern areas like Drum Point in Calvert County.

Figure 6-11: Minority Population

Southern Maryland Transit Dependence

Minority Population

Relative to Region Average 43%

Very Low | Low | High | Very High

Figure 6-12: Below-Poverty Population

Southern Maryland Transit Dependence

Below Poverty Population
Relative to Region Average 6%

Very Low | Low | High | Very High
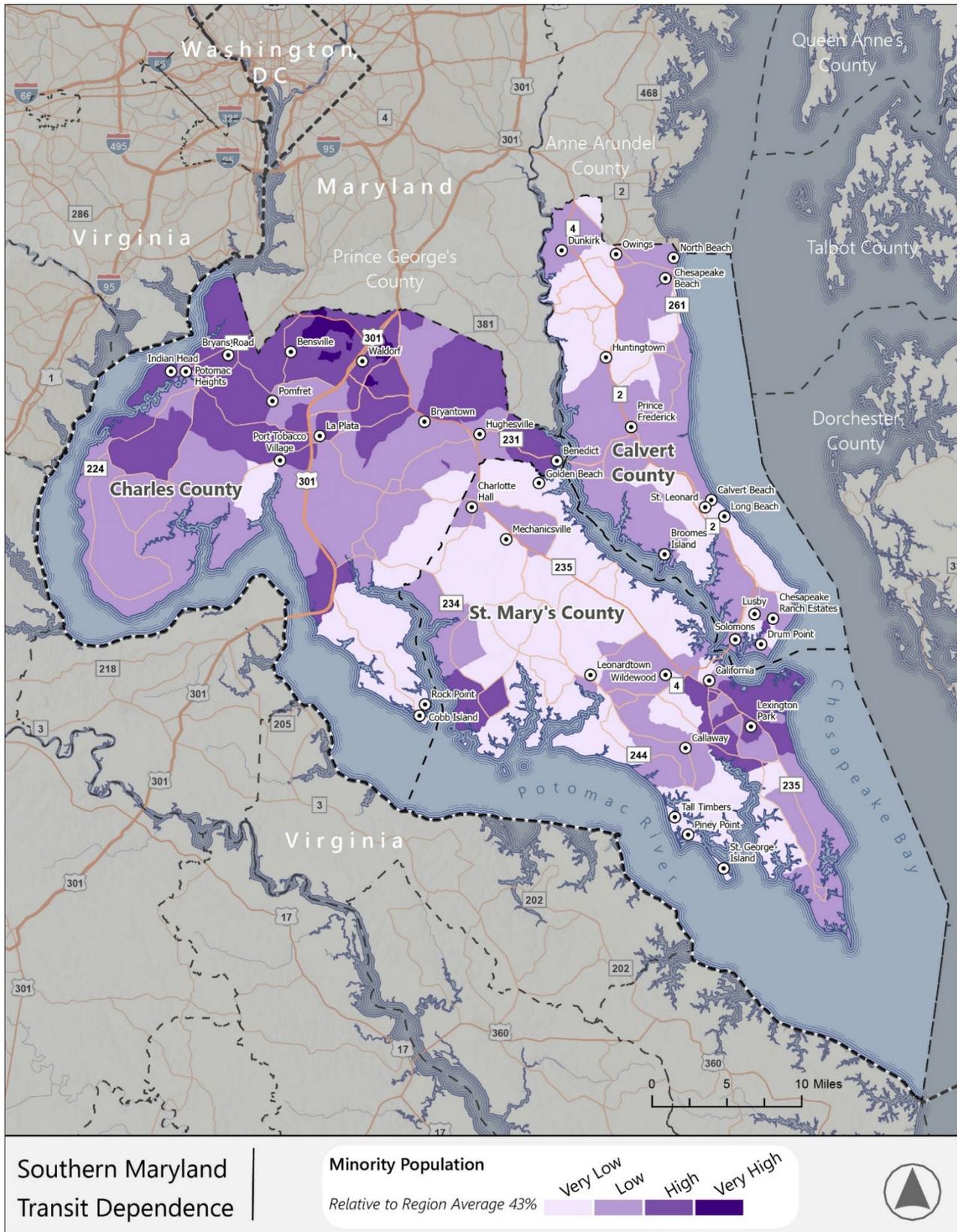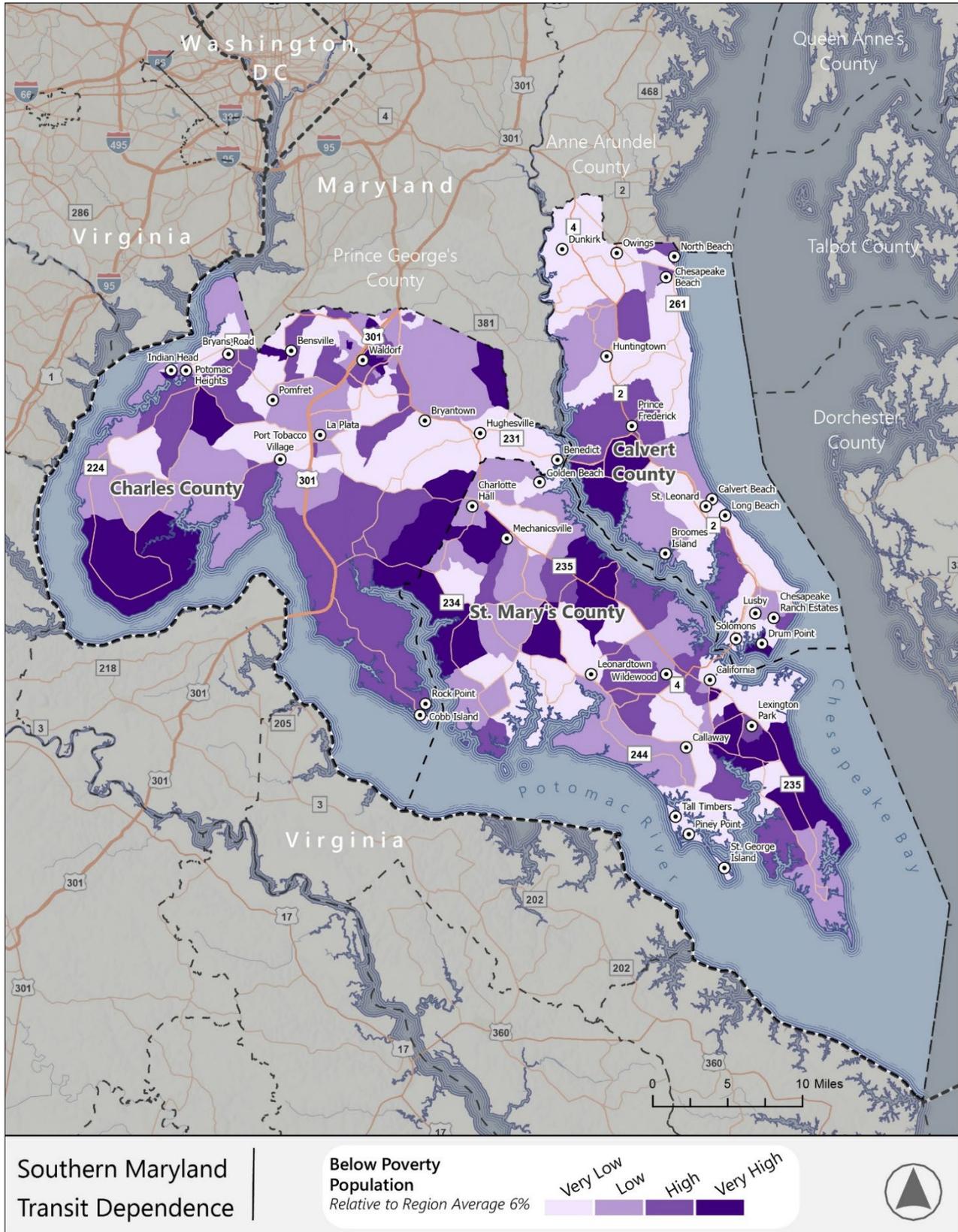
Land Use Profile

Major Trip Generators

Identifying land uses and major trip generators in Southern Maryland complements the above demographic analysis by indicating where transit services may be most needed. Trip generators attract transit demand and include common origins and destinations like high-density housing, major employers, medical facilities, educational facilities, non-profit and governmental agencies, and shopping centers, as seen in **Figure 6-13**.

Beyond individual employers, there are a few employment centers in the region, the largest of which is around Naval Air Station Patuxent River. The station itself is by far the largest employer in St. Mary's County, and there is also a collection of major employers that are close to the base and related to the operations there, such as Boeing, Lockheed Martin, and Sikorsky. STS buses are allowed on base and can provide transportation services, but stakeholder feedback indicated that most on-base workers have cars and do not rely on public transportation.

Trip generators closely align with population density. As such, most trip generators can be found in Waldorf, La Plata, and Indian Head in Charles County, Charlotte Hall, Leonardtown, Lexington Park, and California in St. Mary's County, and Dunkirk, Chesapeake Beach, Prince Frederick, Lusby, and Solomons in Calvert County.

Figure 6-13: Trip Generators

Southern Maryland Trip Generators

Legend:
- 🔴 Medical
- 🟧 Multi Unit Housing
- ⭐ Human Services
- 🔵 Shopping
- 🟣 Major Employer
- 🟢 College
- 🟢 Government
- ⚫ Correctional Facility
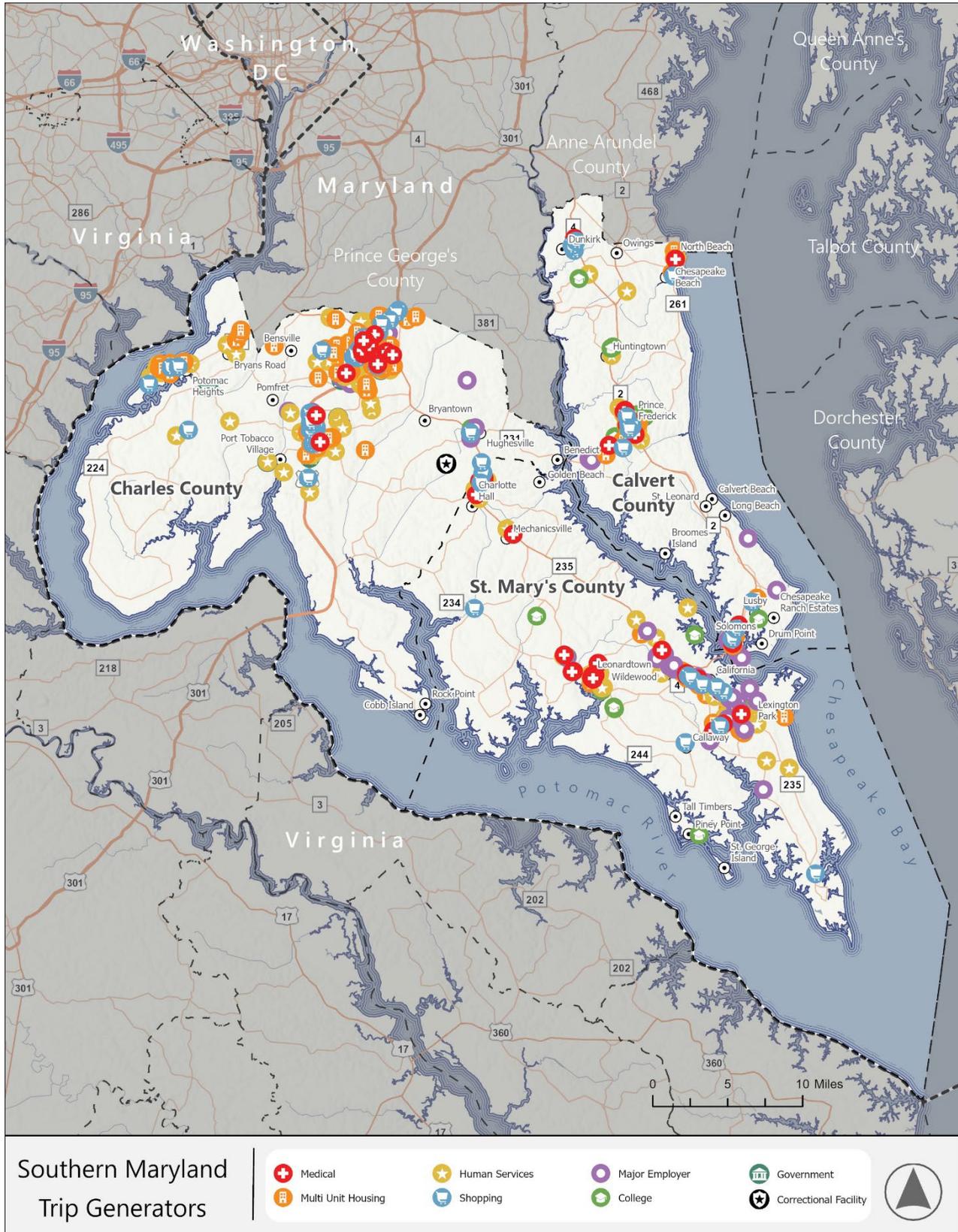
Travel Patterns

In addition to considering the region's major origins and destinations, it is also important to take into account the community patterns of residents and workers. Nearly 82% of the region's employees worked in Maryland. Most commuters in the region's counties drive alone to work, accounting for 71%. In Charles County, driving alone amounted to 72% of the workforce, while only 1.7% took public transit to work. Despite this low number, Charles County accounted for the most public transit trip to work out of the three counties in the region. Most workers in Calvert County drove alone to work, accounting for 73% of workers while only 0.6% used public transportation. In St. Mary's County, 74% of workers drive alone to work while only 0.4% too public transit. The distribution of places of locations of employment and trips to work can be found below in **Table 6-3**.

Table 6-3: Journey to Work Travel Patterns

Place of Residence:	Calvert County		Charles County		St. Mary's County		Southern Maryland	
Workers 16 Years and Older	47,463		94,098		60,431		201,992	
Location of Employment	#	%	#	%	#	%	#	%
In State of Residence	41,071	86.53%	68,068	72.34%	56,062	92.77%	165,201	81.79%
In County of Residence	22,635	47.69%	43,852	46.60%	46,966	77.72%	113,453	56.17%
Outside County of Residence	18,436	38.84%	24,216	25.73%	9,096	15.05%	51,748	25.62%
Outside State of Residence	6,392	13.47%	26,030	27.66%	4,369	7.23%	36,791	18.21%
Means of Transportation to Work	#	%	#	%	#	%	#	%
Car, Truck, or Van - drove alone	34,568	72.83%	65,168	69.26%	44,435	73.53%	144,171	71.37%
Car, Truck, or Van - carpooled	4,248	8.95%	9,307	9.89%	4,089	6.77%	17,644	8.73%
Public Transportation	183	0.39%	1,605	1.71%	224	0.37%	2,012	1.00%
Walked	385	0.81%	953	1.01%	1,826	3.02%	3,164	1.57%
Taxicab, motorcycle, bicycle, other	270	0.57%	2,887	3.07%	778	1.29%	3,935	1.95%
Worked at Home	7,809	16.45%	14,178	15.07%	9,079	15.02%	31,066	15.38%

Source: ACS, Five-Year Estimates 2023-2024, Table B08130

The Longitudinal Employer-Household Dynamics (LEHD) dataset from the Census Bureau is an additional data source that provides valuable insights into employee travel patterns. According to 2023 data, the top three employment destinations for residents of Calvert County were Prince Frederick, MD, Washington, DC, and California, MD. For Charles County, the top three employment destinations were Washington, DC, Waldorf, MD, and La Plata, MD. In St. Mary's County, the top three employment destinations were California, MD, Leonardtown, MD, and Washington, DC. Other notable employment destinations in the region include Baltimore, MD, Arlington, VA, Alexandria, VA, and Lexington Park, MD. (Table 5-4).[1] **Table 6-4** below shows these employment patterns in the Southern Maryland region.

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[1] Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, 2023.

Table 6-4: Top Ten Destinations of Work for Southern Maryland Residents

Calvert County Residents			Charles County Residents			St. Mary's County Residents		
Destination	Count	%	Destination	Count	%	Destination	Count	%
Prince Frederick, MD	3,708	10%	Washington, DC	14,851	19%	California, MD	5,135	11%
Washington, DC	2,057	6%	Waldorf, MD	7,943	10%	Leonardtown, MD	4,122	9%
California, MD	1,139	3%	La Plata, MD	4,045	5%	Washington, DC	2,500	5%
Waldorf, MD	878	2%	Arlington, VA	2,043	3%	Waldorf, MD	1,686	4%
Baltimore, MD	819	2%	Baltimore, MD	1,915	2%	Lexington Park, MD	1,465	3%
Lake Arbor, MD	786	2%	Alexandria, VA	1,364	2%	Wildewood, MD	1,345	3%
Leonardtown, MD	578	2%	Clinton, MD	1,096	1%	Baltimore, MD	963	2%
Chesapeake Beach, MD	565	2%	Lake Arbor, MD	1,007	1%	La Plata, MD	756	2%
Solomons, MD	561	2%	Columbia, MD	842	1%	Prince Frederick, MD	741	2%
Dunkirk, MD	541	2%	Bethesda, MD	703	1%	Parole, MD	599	1%

Chapter 7
Development of Strategies and Prioritization Process

Introduction

A key element required in the coordinated transportation plan involves strategies that address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery. This document presents strategies that were discussed with stakeholders in Southern Maryland and then updated based on their comments. The development of these strategies considered input received through two rounds of in-person workshops and online focus groups, along with strategies that were included in the previous plan for the region.

While all the strategies are important and would support efforts to expand mobility, stakeholders provided their feedback on the priorities for the region. This is a key step in the coordinated transportation planning process, as one of the required elements of the plan is priority for implementation based on resources, time, and feasibility for implementing specific strategies and/or activities. Through a survey, stakeholders ranked the strategies based on high, medium, or lower priority, or proposed that they be removed from the list. The individual results were compiled and provided through a priority list in this chapter.

Strategy Categories

While many of the strategies to improve mobility in the region are interrelated, during the initial development they were categorized by:

- **Coordination Strategies** – It is critical that existing resources are coordinated to reduce any duplication, and therefore these strategies support maintaining and expanding coordination activities so that regional stakeholders have a forum to identify opportunities to connect services and share information.

- **Outreach Strategies** – It is also important that residents in the region are aware of the transportation services and mobility options that are available to them. These strategies support community outreach efforts to help ensure services are marketed effectively.

- **Operating Strategies** – These strategies are focused on efforts to increase mobility options throughout the region, and include efforts to improve public transit services, expand regional connectivity, build upon current human services transportation, and plan and implement on-demand microtransit services.

- **Funding Strategies** – These strategies support efforts to seek ongoing and additional funding to maintain and expand transportation services.

- **Sustainability Strategies** – While many strategies involve efforts to expand mobility in the region, it is vital that current transportation services that are meeting needs are maintained. This includes operating funds to support existing services, as well as capital funding to replace vehicles beyond their useful life. These strategies also include improvements to the current infrastructure to allow greater access to existing services.

Prioritized Strategies

The potential strategies were prioritized by Southern Maryland stakeholders into high, medium, and low priorities. **Table 7-1** displays the results of this process.

Table 7-1: Prioritization of Strategies

Priority	Category	Potential Strategy
High	Outreach	Expand outreach about transportation options in the region, especially to promote use of existing fixed-route services.
High	Funding	Develop additional partnerships and identify new funding sources to support public transit and human service transportation.
High	Funding	Advocate for additional funding for public transit and human service transportation through outreach to community leaders, policymakers, and elected officials.
High	Sustainability	Continue to support capital needs that maintain existing service and ensure vehicles are safe and appropriate.
High	Sustainability	Continue to support services that are effectively meeting transportation needs in the region.
Medium	Coordination	Create a resource center for people who would like a better understanding of which services they qualify for and how to use them/establish a single point of access for information on available transportation options.

Priority	Category	Potential Strategy
Medium	Coordination	Improve coordination between non-profit or volunteer transportation programs, and between those programs and public transportation services.
Medium	Coordination	Use the current Regional Transportation Coordination Program (RTCP) as an ongoing forum for planning and implementing new regional services to fill current gaps in transportation.
Medium	Outreach	Expand programs that train customers, human service agency staff, healthcare providers, and other key stakeholders in the use of availability of transportation services.
Medium	Operating	Support recommendations for expanded public transportation included in county Transit Development Plans.
Medium	Funding	Continue to support partnerships with educational institutions to promote transit services.
Medium	Sustainability	Improve the built environment and physical infrastructure around transportation services to make them more accessible and easier to use.
Medium	Sustainability	Access opportunities to improve recruitment and retention of vehicle operators.
Lower	Coordination	Expand transportation demand management (TDM) programs that encourage ridesharing and shared mobility use.
Lower	Outreach	Identify opportunities to utilize emerging technologies to improve both information access and the process of requesting services, while maintaining convenient access for people who would prefer other methods.
Lower	Operating	Use existing human services and specialized transportation services to provide additional trips, both inside and outside the region.
Lower	Operating	Implement on-demand transportation services identified through previous planning efforts.
Lower	Operating	Explore opportunities to expand access to taxi and other private transportation providers as a supplement to service provided by non-profits.
Lower	Operating	Expand existing volunteer driver programs to provide more specialized and one-to-one transportation services.

Coordination Strategies

Improve coordination between non-profit or volunteer transportation programs, and between those programs and public transportation services. (Medium Priority)

Despite regional efforts to improve coordination between non-profit and volunteer human service transportation providers, there is still a need for improved communication between these agencies and the ability to identify possible coordination opportunities. Recipients of funding through the Section 5310 Program are required to coordinate with other federally assisted programs and services to make the most efficient use of federal resources. This is an ongoing issue because most agencies and organizations operate independently of others in the region.

Additionally, the demand for public and human services transportation in the region will continue to surpass resources. It is therefore vital that routes connect, wheelchair accessible vans in the community are fully utilized, long distance trips are consolidated when possible, and training and vehicle maintenance are coordinated. All these efforts will make transportation as efficient as it can be.

Create a resource center for people who would like a better understanding of which services they qualify for and how to use them / establish a single point of access for information on available transportation options. (Medium Priority)

This strategy meshes well with the adoption of technology for trip planning, as it would create a resource center – either physical or through a telephone line – where community members could learn about all the transportation options existing in the region. This resource center could provide brochures and other literature about services, help community members schedule their trips, and market regional transportation services. This strategy would provide trip planning assistance to community members with limited internet access, addressing equity questions associated with electronic applications and websites. Although this strategy would help create a better understanding of current transportation options, it would not fill in gaps in transportation where populations would potentially not have access.

Use the current Regional Transportation Coordination Program (RTCP) as an ongoing forum for planning and implementing new regional services to fill current gaps in transportation. (Medium Priority)

This strategy is aimed at encouraging new and innovative services to meet any existing gaps in service, but particularly the issue of the difficulty in traveling between counties. Transfers are possible between the three public transportation systems in the region, with all three meeting at Charlotte Hall, but the length of trips makes going between counties impractical in many cases. Regional services can make the trip far easier for people who need to go between counties.

Expand transportation demand management (TDM) programs that encourage ridesharing and shared mobility use. (Lower Priority)

This strategy supports expansions of ridesharing programs, such as Commuter Connections and Guaranteed Ride Home Programs provided by the Metropolitan Washington Council of Governments and that includes Southern Maryland and is affiliated with the Tri-County Council of Governments. These programs alleviate traffic and encourage commuters to use public transportation. This strategy is a great option to also increase the options to cover first-mile/last-mile gaps in service. Although this strategy could help to expand transportation options, it may not be an option in all areas within Southern Maryland and may not be viable for disabled, elderly, or low-income individuals depending on the cost.

Outreach Strategies

Expand outreach about transportation options in the region, especially to promote use of existing fixed-route services. (High Priority)

Many people in the Southern Maryland region do not know about all their transportation options. Even people who may use public transit or human services transportation often do not know about others. More outreach should generally be focused on expanding people's knowledge of the fixed-route services, as the demand-response systems in the region are generally at capacity, and fixed-route services are more efficient. This outreach can focus on the positives of fixed-route services, such how it does not require being scheduled beforehand, and its timing is very predictable.

Expand programs that train customers, human service agency staff, healthcare providers, and other key stakeholders in the use and availability of transportation services. (Medium Priority)

The three public transportation systems of southern Maryland all offer travel training programs in which agency staff help new riders familiarize themselves with how to ride the bus. A way to expand these programs is to train other community resource providers such as case workers, agency staff, and medical facility personnel so that they can help their clients with riding the bus. Another option is to expand on the number of proactive travel training workshops, where transit staff go to senior centers, rehab centers, etc. These programs could be used during onboarding with new employees as a way to continue expanding the knowledge of current transportation services available within Southern Maryland.

Identify opportunities to utilize emerging technologies to improve both information access and the process of requesting services, while maintaining convenient access for people who would prefer other methods. (Lower Priority)

Having all relevant transit information for the region available in one place online, potentially through an app, would make it easier for someone to figure out what services they can use. This project could potentially be expanded into a trip planning tool or even allow people to schedule demand-response trips online. While these upgrades would make scheduling easier for dispatchers, it is important that the ability to schedule a trip over the phone is not impacted, as many of the older customers who rely on demand-response service would not be able to use an app.

Operating Strategies

Support recommendations for expanded public transportation included in county Transit Development Plans. (Medium Priority)

Transit Development Plans (TDPs) are conducted every five years for each LOTS and plan out the subsequent five years of service. Each TDP includes service recommendations based on the needs identified in the plans. Oftentimes these recommendations include proposals for expanded service to fill service gaps. Expansion projects may include new routes, expanded operating hours, or new types of service. Supporting these recommendations will improve the overall public transportation landscape in the region. In addition, some regional stakeholders recommended that MDOT MTA work directly with major employers to develop routes and services catering to the needs of their workforce.

Use existing human services and specialized transportation services to provide additional trips, both inside and outside the region. (Lower Priority)

There is more demand for human services and specialized transportation services than there is capacity in the region. Within the region, transportation providers have to prioritize some trips over others, such as medical trips over recreational trips. Expanding the number of trips provided would alleviate some of the pressure, and allow for more varied trip purposes, increasing the quality of life for residents of the region.

Many residents also need to go outside the southern Maryland region, particularly for medical treatment in Washington, D.C. or Baltimore. These trips are expensive if they use private providers, and there are few options through existing services, especially for individuals with disabilities who may struggle to use the commuter buses.

Implement on-demand transportation services identified through previous planning efforts. (Lower Priority)

On-demand transportation, or microtransit, could serve Southern Maryland well as a means to provide first-mile last-mile services. In the rural parts of the region, the inability to get to a bus stop forces many people to rely on more expensive demand-response services. Microtransit could be a lower cost solution, as it would only be bringing people from their homes to fixed-route stops, and it can use smaller vehicles with non-CDL drivers.

Explore opportunities to expand access to taxi and other private transportation providers as a supplement to service provided by non-profits. (Lower Priority)

One of the region's needs is more transportation options that allow for impromptu trips and trip-chaining, i.e., customer needs to stop at a daycare before arriving at work location, or customer who needs to stop to have prescription filled after leaving doctor's office but before arriving at home. Private transportation services are the best option for this kind of trip. Voucher programs can help offset user costs and make these sorts of trips possible, while also ensuring profitability for the private operators and without the capital expense of increasing public transportation services.

It also promotes community partnerships, especially between the disability community and taxi operators, that are especially essential in the effort to increase the availability of accessible vehicles. These partnerships can help to assess anticipated demand and business potential, to confirm marketing and outreach efforts, and most importantly to identify potential funding and subsidy opportunities.

Expand existing volunteer driver programs to provide more specialized and one-to-one transportation services. (Lower Priority)

This strategy aims to build upon the volunteer driver program provided by Partners in Care in Calvert County and to expand volunteer driver services throughout the region. Volunteer driver programs help with needs that are difficult to meet through public transit and human service agency transportation and provide a more personal and one-to-one transportation service for customers who may require additional assistance. These programs can also be effective at providing long-distance medical trips, such as those to DC or Baltimore, as they are usually one-to-one trips and so do not take a larger vehicle out of service.

Funding Strategies

Develop additional partnerships and identify new funding sources to support public transit and human service transportation. (High Priority)

There is not enough funding for the transportation services that are needed in the region. The demand for public transit, human services transportation and specialized transportation services continues to grow daily. Funding these additional services is a constant question.

By identifying partnership opportunities, transportation providers may be able to leverage additional funding. Hospitals, employers, and retailers who want the business of the region's riders may be willing to pay for part of the cost of transporting those riders to their sites, or for improvements such as bus stop shelters. This approach may also work with local municipalities, who may be willing to pay for improved service to important locations.

Advocate for additional funding for public transit and human service transportation through outreach to community leaders, policymakers, and elected officials. (High Priority)

An advocacy campaign which emphasizes how public transportation and human services transportation are essential services to those who use them can help win support for enhanced services. These efforts are most successful when they center the stories of individual riders and stick to specific talking points to ensure a simple and consistent message. The target should be community leaders and elected officials, especially at the local level, as their support is necessary to get the additional funding that is required to meet more of the community needs, and even to maintain existing services.

The Community Transportation Association of America (CTAA) and the American Public Transportation Association (APTA) have developed a variety of resources that can be used in advocacy efforts with local offices of House and Senate members, local media and state and local elected officials.

Continue to support partnerships with educational institutions to promote transit services. (Medium Priority)

Access to transportation can be a limiting factor for students' ability to acquire higher education. The College of Southern Maryland provides a bus that connects their various campuses (the CSM Connector operated by VanGo). Young adults are more likely to rely on public transportation than people in their middle age, meaning that transportation services such as the CSM connector make education accessible to people who otherwise would not be able to obtain it. Partnerships with educational institutions can also help to promote current public transit options, such as St. Mary's Transit System.

Sustainability Strategies

Continue to support capital needs that maintain existing service and ensure vehicles are safe and appropriate. (High Priority)

The region's existing public transportation and non-profit human services providers will all need capital funds to replace old vehicles, facilities, and technology at various points. This strategy encourages those funds to be made readily available to the providers. Operating vehicles that are unreliable is unsafe, and vehicle breakdowns erode riders' confidence in the transportation provider.

Having the right sized vehicles is a pressing issue as the large group trips that were common in human services transportation before the COVID-19 pandemic have not returned. As a result, transportation providers need more smaller vehicles and fewer large vehicles. Helping them make this transition will improve service and make trips more efficient.

Continue to support services that are effectively meeting transportation needs in the region. (High Priority)

The three public transportation systems in the region, as well as the existing human services transportation providers, are already providing essential services to the communities in Southern Maryland. Maintaining these services is critical to meeting the needs of all individuals in the region, particularly older adults and individuals with disabilities.

The primary way that this strategy will be implemented is by providing these existing providers with the funds needed to operate their vehicles at current service levels.

Improve the built environment and physical infrastructure around transportation services to make them more accessible and easier to use. (Medium Priority)

Making bus stops more inviting and functional is one way to encourage more people to use fixed-route buses, taking some of the pressure of the demand response services. Some ways of doing this include adding bus shelters, making sure there is a sidewalk at bus stops, and adding curb cuts. In addition to improving existing bus stops, local government can encourage developers to add space for transit facilities when they are building a new shopping center or housing complex. More bus stop signs and amenities such as bus stops would also function as marketing for the bus, as people who saw the stop would be aware that there is a public bus.

Assess opportunities to improve recruitment and retention of vehicle operators. (Medium Priority)

Recruiting and retaining drivers is an issue for transportation agencies across the country, especially for CDL drivers. Transportation providers have tight budgets, which limits how much they can pay drivers. As inflation and overall wages have increased in the past five years, many transportation providers have been unable to raise their pay by a proportional amount. This strategy encourages finding ways to keep drivers, either by raising pay or increasing work satisfaction in other ways, such as increased scheduling flexibility or improved benefits.

Chapter 8
Ongoing Arrangements

A required step in the local application process for Section 5310 Program funds is to submit part of the application to the appropriate Regional Coordinating Body for endorsement. These Regional Coordinating Bodies are responsible for reviewing local applications before they are submitted to MDOT MTA, and endorsing only those applications that are so derived from or included in the current regional coordinated transportation plan.

In Southern Maryland, an ongoing Regional Coordinating Committee structure has been formalized to serve in this review process. This committee, established by the TCCSMD with MDOT MTA oversight, includes appropriate representatives from stakeholder organizations and the public.

This committee also provides an ongoing forum for members to:

- Provide input and assist public transit and human service transportation providers in establishing priorities with regard to community transportation services.

- Reviewing and discussing coordination strategies in the region and providing recommendations for possible improvements to help expand mobility options in the region.

- Reviewing and discussing strategies for coordinating services with other regions in Maryland and outside the State to help expand mobility options.

- Facilitating updates of this plan.

Chapter 9
Adoption Process

Stakeholders from Southern Maryland who participated in the coordinated transportation planning process had the opportunity to review a preliminary version of this plan. Their input was incorporated into this final draft plan that will be provided to TCCSMD Executive Board for their review and approval.

Chapter 10
Helpful Resources

This section provides links to a variety of resources, national technical assistance centers, and other organizations referenced throughout the plan; or that could be helpful with the implementation of the strategies identified in this plan and overall efforts to improve mobility in the region.

- Transportation Association of Martland (TAM) MDOT MTA Office of Local Transit Support page
    - https://www.taminc.org/mta-program-and-grant-information

- Federal Transit Administration (FTA) Section 5310 Program
    - https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310

- Coordinating Council on Access and Mobility (CCAM) Federal Fund Braiding Guide
    - https://www.transit.dot.gov/regulations-and-programs/ccam/about/coordinating-council-access-and-mobility-ccam-federal-fund

- American Public Transportation Association (APTA)
    - www.apta.com

- Community Transportation Association of America (CTAA):
    - www.ctaa.org

- National Center for Applied Transit Technology (N-CATT)
    - https://n-catt.org

- National Center for Mobility Management (NCMM)
    - https://nationalcenterformobilitymanagement.org/by-topic/coordination

- National Rural Transit Assistance Program (National RTAP)
    - https://www.nationalrtap.org

- Shared-Use Mobility Center (SUMC)
    - https://sharedusemobilitycenter.org

- Transit Workforce Development Technical Assistance Center (TWC)
    - https://www.transitworkforce.org

- National Cooperative Highway Research Program (NCHRP):
    - http://www.trb.org/NCHRP/NCHRP.aspx

- Transit Cooperative Research Program (TCRP):
    - http://www.apta.com/resources/tcrp/Pages/default.aspx