SMRT FACTS

SOUTHERN MARYLAND RAPID TRANSIT

The Maryland Transit Administration (MTA), in partnership with Charles County and Prince George's County, is conducting the Southern Maryland Rapid Transit (SMRT) Planning and Environment Linkages Study (PEL Study) to evaluate Rapid Transit Improvements along the MD 5/US 301 corridor.

What We're Doing: The SMRT PEL Study is taking a fresh look at the existing conditions and future needs of the MD 5/US 301 SMRT corridor, while also moving the project forward.

The PEL Study will evaluate previously identified and new potential transit solutions for the corridor based on current and planned development and growth in the area, comparing the potential benefits and impacts. Prior study information is available online at smrtmaryland.com.

This PEL Study will consider a wide array of rapid transit modes including Bus Rapid Transit (BRT), Light Rail Transit (LRT), Hybrid Rail (YR) and other transit alternatives such those that include dedicated transit-only right-of-way and mixed-traffic operations.
All alternatives evaluated will be supported by:

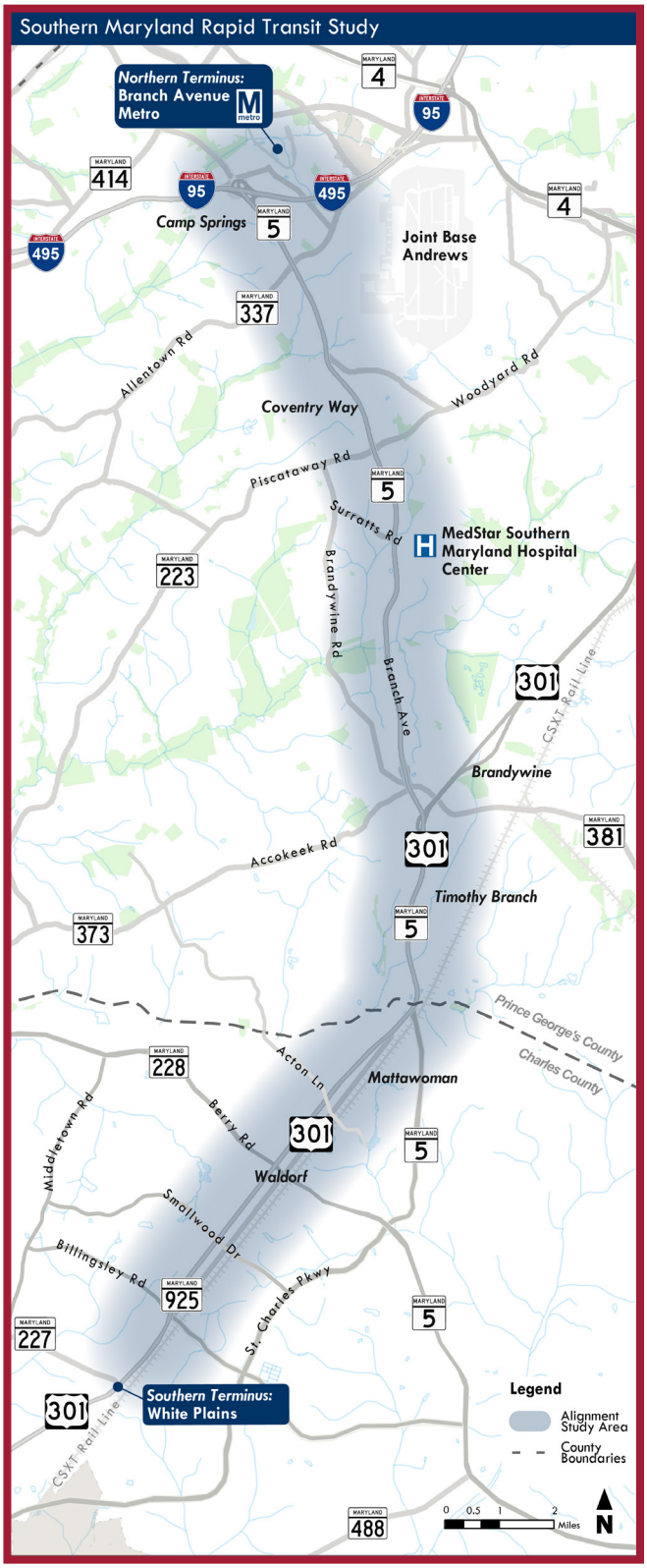
- engineering and environmental analyses;
- ridership forecasting;
- cost estimates;
- economic analysis;
- stakeholder coordination;
- public engagement; and
- other technical studies and coordination efforts.

Potential alignment and station concepts will incorporate enhancements for walking, biking, and local transit use within the corridor, to support future development plans and to link to Metrorail.

Planning products and decisions made during this PEL Study will be used to reduce the time it takes to complete a required National Environmental Policy Act (NEPA) analysis, which is anticipated to begin in 2026.

Study Limits: Approximately 19 miles along the MD 5 (Branch Avenue)/US 301 (Crain Highway) corridor between the Branch Avenue Metrorail Station in Prince George's County and the Waldorf-White Plains area in Charles County.

Vision: Providing a competitive transit alternative that promotes economic development and job growth opportunities along the heavily traveled MD 5/US 301 corridor. The PEL Study is a major step in determining how this service could be implemented.



Project Study Area

MTA SERVICE GOALS

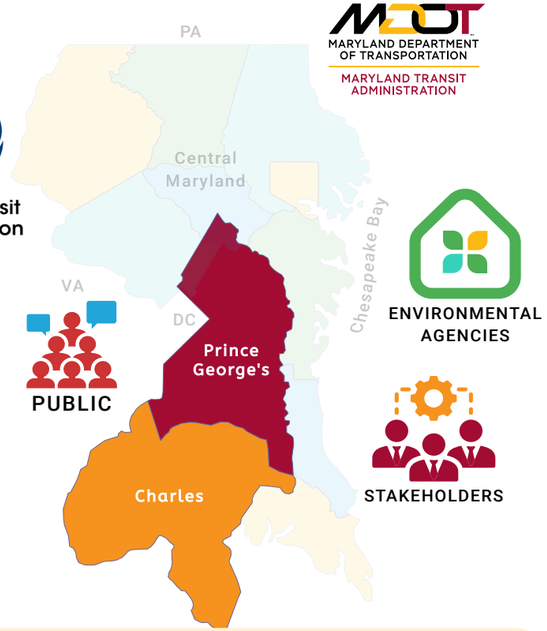
- Deliver accessible, COST EFFECTIVE transit improvements that meet the mobility needs of the corridor's activity centers
- Contribute to reverse commuting by providing TRANSIT ACCESS to employment opportunities
- Support TRANSIT ORIENTED redevelopment and enhance connectivity to Metrorail
- Provide TRANSIT ALTERNATIVES connecting existing and planned development areas
- IMPROVE ACCESSIBILITY to employment and services for transit-dependent populations
- Provide an ENVIRONMENTALLY prudent and SUSTAINABLE transportation alternative
- INCREASE THE CAPACITY of the transportation network in the corridor

Collaborative Effort: The PEL Study will be a collaborative effort to facilitate early identification of conceptual transit solutions and evaluate potential impacts to natural, cultural, and community resources. Key players include:

- Federal Transit Administration and MTA;
- Prince George's County and Charles County;
- Federal, local and state environmental agencies;
- Members of the public; and
- Major stakeholders (e.g., Joint Base Andrews, MedStar Southern Maryland Hospital, Brandywine Crossing Shopping Center, developers, etc.)

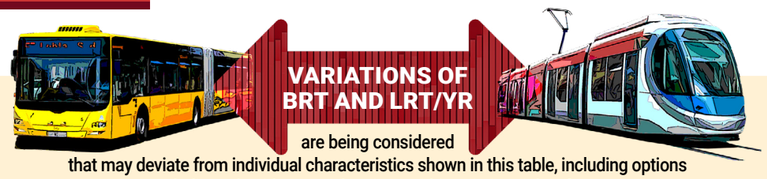
Federal Transit Administration

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION



Bus Rapid Transit (BRT)

Bus Rapid Transit (BRT) is a high-quality bus system that aims to provide faster, more reliable, and more convenient transportation than traditional bus service.



VARIATIONS OF BRT AND LRT/YR are being considered that may deviate from individual characteristics shown in this table, including options on dedicated guideway and options within existing right-of-way.

Specifications	BRT	LRT/YR
Vehicle Capacity	125 passengers	140 passengers (single rail car) 280 passengers (two rail cars)
Daily Ridership	Can range from 15,000 - 80,000 trips per day	
	Up to 20,000 passengers per day (with service plans similar to the 2017 study)	Up to 40,000 passengers per day (with service plans similar to the 2017 study)
Station Spacing	1/2 mile to 2 miles	
Transit Supportive Density	Activity density (sum of jobs and people per acre) of at least 25	
Capital Costs	$10 - $30M per mile	$100 - $300M per mile
O&M Costs	LRT/YR roughly twice as expensive as BRT	
Construction Timeline	5-8 years	7-9 years
Top Operating Speeds	55 to 65 mph	60 to 70 mph


Fort Collins, CO


Fort Collins, CO


Fort Collins, CO


Richmond, VA

Light Rail Transit (LRT)/Hybrid Rail (YR)

Light rail transit (LRT) uses electric-powered cars or short trains on fixed rails to provide quick, cost-effective transportation in metropolitan areas. Hybrid Rail (YR) typically operates light rail-type vehicles as diesel or other non-overhead wire electric multiple-unit trains.

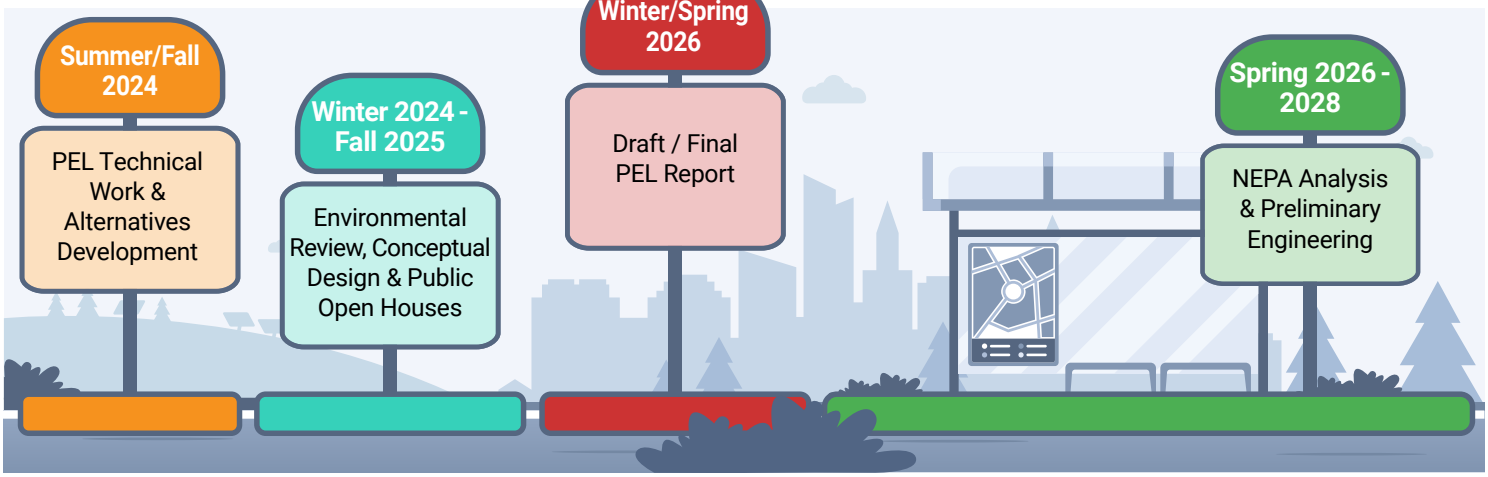

Salt Lake City, UT


Salt Lake City, UT


Salt Lake City, UT


Charlotte, NC

SCHEDULE



PUBLIC ENGAGEMENT

In-person Open Houses are anticipated to be held in December 2025. Prior to the Open Houses, we intend to hold 'pop-up' engagement activities along the SMRT corridor to provide study information to the public, answer questions, and solicit feedback.

Public engagement opportunities will be announced on the project website (smrtmaryland.com). It is our goal to minimize burdens and maximize benefits by identifying and engaging with individuals and communities to understand needs and concerns, and incorporate options to address these concerns throughout the study period and in any final decisions.

Contact the SMRT Study Team

Your feedback is very important to us. Please provide your ideas, opinions and questions, sign up for study updates or request a presentation by:

Visiting SMRTmaryland.com

Sending an email to SMRT@mdot.maryland.gov

Calling 410-767-9099

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION