



October 22, 2024

Mr. Paul J. Wiedefeld
Secretary, Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Wiedefeld:

On behalf of Prince George's County ("the County"), the Executive Branch, and the County Council, please find the (FY) 2025-2030 Consolidated Transportation Program (CTP) priority letter and list expressing the shared vision of the County's most pressing priorities for your consideration in finalizing the current draft CTP. The County is pleased to have received the recently awarded FY 2024 Low or No Emissions Grant of \$25.4 Million, which is supplemented by a \$13.7 Million local match to further facilitate the County's transition to a fully Zero Emission Bus (ZEB) Fleet by 2040. In addition, the County appreciates the continued coordination and support from the state on issues like litter removal and efforts to ensure that Prince George's County and Maryland can jointly advance our goals on regional planning initiatives like the Transportation Planning Board's (TPB) Vision 2050.

As the County understands the fiscal constraints that we are all working to address, we want to stress the imperative to be as strategic as possible with how funding is applied. This approach should include leveraging of resources, such as State and Federal programs as well as looking to innovative partnerships both with other agencies, including MDOT, municipalities and institutions such as the excellent institutions of higher education that we have here in Maryland (i.e., the University of Maryland, College Park, Bowie State, Washington College and Johns-Hopkins, etc.) as well as working with Non-Governmental Organizations to make the most of the resources available. In addition, it is apparent that the current funding structure is not sustainable for adequate transportation in the future. While we are keenly aware of the efforts of the Maryland Commission on Transportation Revenue and Infrastructure Needs (TRAIN), the County encourages the State to look towards new funding mechanisms that will add greater stability and sustainability for advancing comprehensive transportation needs and does so in a manner that promotes and addresses equity and is structurally progressive.

Looking at areas where we could potentially pool or more effectively coordinate resources in order to create greater efficiencies through enhanced communication, collaboration and economies of scale in areas such as the shared intricacies of Zero Emission Bus maintenance. Programs should be structured so that they most clearly and directly focus on prioritizing where the challenges are most acute and where resources are needed the most with an emphasis on safety, equity and climate. Investing in historically disadvantaged and underfunded communities, which has a significant overlay with where traffic fatalities are the most severe, is not only the right thing to do, it is also the most effective manner to shift the paradigm. Maximizing the benefits of a project by targeting where those improvements can best leverage and enable economic development and enhanced quality of life, through safer and increased modal choices, as well as improved accessibility and sustainability. We propose working together to create a mechanism which can serve as an instrument for prompting, incentivizing, and implementing enhanced partnering.

Building upon our partnership efforts in areas like beautification, we can do so much more to address issues like enhanced multi-modality, the re-engineering of roadways, safety for all with emphasis on protecting our most vulnerable users, all in support of the County's efforts to advance priorities for a comprehensive multimodal transportation network that will strengthen the County, the Region, as well as the State. Being more strategic, especially in using quantifiable measures to focus resources on where problems are the greatest is critical, and part of that approach is to work more closely together to address issues like finding the quickest manner to address an issue especially in safety hotspots of State Roadways. Being able to fill a sidewalk need or gap in lighting quickly is critical, especially in an equity emphasis area section of the High Injury Network (HIN), a State Pedestrian Safety Action Plan (PSAP) corridor, or a municipality that may just not have the resources to commit up front to maintenance. The County also stands ready to work with the state on exploring where safety demonstration projects in State safety hotspots and encourage the State to advance quick build projects in the areas where data shows a prioritized need.

The County emphasizes projects that further the safe systems transportation approaches like Vision Zero Prince George's, Zero Emission Fleet Transition, Transit Oriented Development (TOD), and strategies designed to spur economic growth while promoting sustainability, safety and equity as well as maintaining roadways, bridges, sidewalks, facilities, and stormwater structures. A key example is the County's initiative to re-imagine transit through the Prince George's County Transit Transformation (PGC TT).

Several pillars of this new initiative include:

- **Zero-Emissions Bus Transition** – The County is committed to transitioning 70% of its transit fleet to zero emissions by 2035 and 100% by 2040.
- **Transit Forward** – A new and active approach that engages the community and seeks to move transit forward by prioritizing performance of the services we provide for residents and other users of our system.
- **Service Changes** – In alignment with WMATA's Better Bus Network redesign, the future of transit in the region starts with incremental changes by all service providers, maximized travel time savings, and improved quality of service for customers.
- **Transit Vision Plan** – The Department has embarked on a new focus and vision for transit in Prince George's County. This will include enhanced and expanded transit service as well as a re-invigorated approach to new mobility options and weekend fixed route service.

It is evident that Prince George's County is on the move, but to attain our aspirations, partnerships, particularly with the State, will be critical to its success.

- Central to an enthusiastic commitment to transit, is robust funding for the **Locally Operating Transit Systems (LOTS)**. We do appreciate adding 10% for equity as part of the new funding formula, however, as it is critical to enable the future, we look forward to working with MDOT and others in striving for progressive funding structures. It will be vital to ensure that the County, the State and the Region will be able to adequately address our transit needs doing so in a manner that promotes equity, sustainability and resilience. This will be even more essential as the County has embarked on an aggressive initiative in converting our fleet to **Zero Emission Buses (ZEBs)**.
- In addition, investing in the **Washington Metropolitan Area Transit Authority's (WMATA)** ability to sustain and enable a robust network, through the **Better Bus Network Redesign (BBNR)** and the regional effort through **DMVMoves**, addressing present needs as

well as advancing important aspirational projects like the WMATA Blue Orange Silver Study is vital for the County, the State, and the Region. It is evident that WMATA faces many of the same funding impediments as does the State and the County. Traditional funding approaches will not be enough. In working together with our partners at MDOT, we strongly encourage taking a hard look at fresh approaches to address the changing paradigm. In addition, we appreciate efforts by MDOT, the State Highway Administration (SHA) and WMATA to pursue and implement tactical bus lanes and other treatments designed to enable a high-capacity transit/bus rapid transit network to be realized in the County. This will require careful consideration of the context of each corridor and appropriate agency roles.

- The County is concerned that the **Southern Maryland Rapid Transit Project (SMRT)** in the draft CTP only reflected a total of \$2.173 Million between FY'25-FY'30. As the State is aware, The Maryland General Assembly passed HB 414, now codified as 7-713, which is designed to enable funding to enter and complete a National Environmental Policy Act (NEPA) Study and Record of Decision. As 7-713 stipulates that the Governor include an appropriation of at least \$5 Million in the State Budget annually through FY 2027, contingent upon the receipt of a match of Federal Funds, and \$5 Million has been passed in both the FFY '22 and '24 federal budget for the project, so it seems as though a NEPA Study could begin at some point within the six-year program. We do appreciate that MDOT/MTA has recently initiated a Planning and Environmental Linkages (PEL) Study, which should serve as an initial step for the NEPA and ultimately selection of a Preferred Alternative. The County looks forward to partnering with the state to ensure the SMRT advances through the NEPA in an expeditious fashion and ultimately advances to construction and revenue service in the not-too-distant future.
- The County continues to stand arm-in-arm with the State in pursuing implementation of the new FBI headquarters in **Greenbelt**. As the MDOT, Prince George's County, City of Greenbelt and WMATA teams await a formal kickoff of the project which will then start the limited timing that will be expected, it is imperative that as many issues as possible are resolved upfront and that we are ready with the most efficient model for implementation as possible. We stand ready to work with you and our partners in ensuring that this project lives up and exceeds the promise and potential of this vital initiative.
- Similarly, the County also looks forward to continued coordination on essential joint development projects in **New Carrollton** and the other 14 Metro Stations in Prince George's County. The County is appreciative of the State's advancing of critical projects to the County, however, is deeply concerned with reductions of funding for the **Medical Center Drive Interchange**. Additional funding for **Blue Line Corridor Improvements** overall will be needed to fulfill the potential that these projects hold as a flagship for helping to bridge the region divided. The County is extremely concerned that the Draft FY 25-30 CTP shows funding reduction of approximately \$10 million from the previous year's CTP, with only \$583,000 remaining in the current year, which is also the six year total. As this is a centerpiece project for Downtown Largo and is contrary to previous commitments, **the County requests restoration in full of funding to complete Planning, Design and Engineering and a commitment to prioritize this as the first project Statewide to re-enter into the construction program when funding becomes available.**

While the movement of traffic in these vital transit-oriented developments are critical, they should not be done at the expense of non-motorized mobility and safety. Therefore, we very much appreciate SHA's coordination and flexibility in adopting a more bicycle and pedestrian friendly alternative for the Medical Center Drive Interchange. Therefore, it is now essential that this project is re-entered into the CTP with full funding. As central to bicycle and pedestrian access as part of the Medical Center Drive bridge currently in planning, is essential to leverage the FY24 RAISE grant that includes the Central Avenue Connector Trail to advance a bicycle and pedestrian connection directly to the Largo Medical Center campus over the Beltway.

- As the Metropolitan Washington Council of Governments (MWCOG) Transportation Planning Board (TPB) moves forward with approval of the next long-range plan in visualize 2050, the County very much appreciates MDOT's coordination and support in making sure that due diligence is performed as part of the **Virginia Department of Transportation (VDOT) Southside Express Lanes (SEL)** project to add express toll lanes to the Woodrow Wilson bridge to east of the interchange at MD 210. To date, VDOT has not provided enough information to clearly understand the impacts to Prince George's County and Maryland, and failed to incorporate specific and critical transit improvements. By testing the VDOT proposal as a maximum use, and the no-build alternative as a minimum, there is more flexibility to arrive at a place that best addresses the needs of the Region, not just Virginia through the NEPA process which is currently underway. We look forward to working closely with MDOT as the NEPA and planning process continues to ensure the best solution for our jurisdictions are achieved.
- **Transit Oriented Development in Prince George's County** is not just critical for the County but is a vital part of the growth portfolio for the State. In particular, great opportunity abounds around the 15 Metro Stations in Prince George's County as integral to addressing equity, congestion, and sustainability in the Washington Region. As part of this strategy, it is imperative that **Largo**, a foundation of the County's development program, is added to the **List of State Designated Transit Oriented Developments**. While TOD encompasses more than just transportation, it is a central component. The County looks forward to continued partnership and the State's leadership in addressing this vital matter and to prompt action.
- The County is appreciative of the State's ongoing commitment to the funding and advancing of the **Purple Line**. It is exciting to see the arrival of rail cars and the laying of track. The County does want to emphasize the imperative need to do so as expeditiously as possible, hopefully with minimal or no additional delays or cost increases. The long duration of construction has had a compounding impact on the affected communities, especially those in Areas of Persistent Poverty or Historically Disadvantaged Communities. Maintaining corridor aesthetics, road resurfacing, and placing paramount importance on improving, not merely holding harmless pedestrian safety is essential.

The time is now to take a hard look at how the **Purple Line** corridor and the communities that will be served, will be as safely and seamlessly connected as possible. This will require the willingness to reapproach plans that are now approaching being almost 10 years old and do not include many of today's commonly accepted best practices. We want this project to live up to its potential, and to do so continued and enhanced investment in advancing safety and multi-modal connectivity improvements and countermeasures will be critical. Therefore, we urge a reassessment and integration of critical elements recommended by M-NCPPC (MD 193 SPACES report) and the County, including connectivity to adjacent communities and

transit, sidewalk and bicycle facilities where they currently do not exist in that segment and other portions of the alignment (i.e., along MD 410 Veterans Parkway). Focusing on intersections, and short-term improvements that can be made, particularly in the segments with the highest crash rate (MD 193, MD 201, MD 410, MD 450, etc.) and equity issues is strongly encouraged. While it is appreciated that the State added MD 193 to the PSAP, some of the most dangerous segments are still not included, the PSAP needs to align with where the data shows the problems are most acute. We seek redesign of infrastructure around our Purple Line stops before the Purple Line opens to create safe and efficient pedestrian and bicycle access to all Purple Line stops and to ensure that future Purple Line riders can easily access the stops on Day One. This should include MD 193, MD 201, MD 410, MD 450, and MD 650. Improving safety in this corridor now is critical, and waiting until project completion is not acceptable.

- A priority that is critical for the County is that the elements of **maintenance**, including **care/mowing of medians and litter removal**, are carried out swiftly and effectively. In response, the County has recently introduced the residential street sweeping program, which we view as a vital service that will significantly reduce the amount of debris along residential roadways, helping to prevent litter buildup and mitigate potential pollutants in our ecosystem. The County appreciates the strong working relationship that has been developed in this critical issue including responding to the need to more frequently and strategically coordinate with SHA to better understand operations and challenges facing existing state contractors. Another part of this strategy is a partnership to tackle the most troublesome intersections. The County looks forward to continuing the effort to positively influence operations and maintenance conditions along state roadways in the County for the betterment of residents in Prince George's County.

The County requests that the State directs its resources toward projects that enhance community revitalization, promote economic development, increase transit access, reduce congestion, and improve roadway safety for all users. Expanding on these objectives, the projects expressed below and in the attached priority list are some of the key priorities for the County and cover a range of transportation issues and areas in the draft FY 2025-2030 CTP, which include the following:

VEHICLE AND PEDESTRIAN SAFETY

Vision Zero Prince George's Multimodal Enhancements on State-Maintained Roadways/Creating Safer Streets: Both Prince George's County and the State of Maryland are Vision Zero jurisdictions. Prince George's County is currently developing a new Vision Zero Action plan that will lay out a strategy for achieving zero fatalities in the County. However, in recent years, the overall trend shows an increase in fatalities and serious injuries, particularly involving pedestrians, in the State and Region. We are grappling with the risks to vulnerable road users and how we can effectively respond. It is evident that much more is needed as the data shows that a preponderance of these crashes take place on State-maintained high-speed arterial roadways. In order to reverse continuing trends, we will need to redouble our efforts in implementing the safe systems approach to safety, which requires a holistic treatment that will require the re-engineering of our highways to optimize safety for all with emphasis on protecting our most vulnerable users and increased coordination on safety spot improvements and retrofit projects to maximize efficiencies given the present fiscal constraints.

This approach means embracing best practices like continuous lighting, road diets, protected bike lanes, pedestrian refuge islands, and advancing sidewalk projects expeditiously when they are needed, regardless of who will maintain them. As part of the advance of a true multi-modal transportation network, the County requests **increased funding for the Kim Lamphier Bikeways Program** to previous levels or above and as the State has a Complete Streets Policy and as Prince George's County has a disproportionate number of pedestrian crashes and fatalities within the State with an overwhelming majority of the top corridors being State owned and maintained facilities, the County requests at a minimum a **restoration of previous funding for the Complete Streets program** to complete the MD 650 and MD 410 projects, **with an increase to fast track the next projects** like in the queue like, but not limited to MD 414 and MD 201.

With regards to the SHA Context Driven Contexts, the County continues to express concern that the jurisdiction with the highest number of fatalities and serious injuries has very few communities identified. If the objective is to identify countermeasures that can be applied to areas that statistically have high rates of fatalities and injuries, it is essential to not rely on existing conditions alone but to consider development in the pipeline and for areas that have been identified by local planning as a major activity center (Downtown or Regional Transit Center as identified in Plan Prince George's 2035), those factors, in our view, must all be considered. Otherwise, it seems that the solutions will likely not be applied effectively or efficiently to where the problems are most acute. Therefore, a re-evaluation of the Context-Driven Context is requested. The County stands ready to work with the State in partnering to turn the corner and achieve zero fatalities.

The list attached to this letter contains a category for the County's High Injury Network (HIN). As we understand that the State uses a similar system called PSAP, it will be important that all of the corridors on both lists are addressed. Each of the HIN corridors is located within Equity Emphasis Areas (Metropolitan Washington Council of Governments), with most crashes occurring in urban areas reflecting higher concentrations of low-income and minority populations. As 19 out of the 20 top overall road segments in the HIN are along State-maintained roadways, it is critical that the State significantly increase its investment efforts to address this scourge and reverse the curve so that we can truly achieve zero deaths and injuries.

- **Pedestrian Safety Action Plan (PSAP)**; Prince George's County is strongly supportive of the PSAP Program and continuing to grow it to address critical pedestrian safety issues on state roadways.
- We seek pedestrian infrastructure improvements around all future **Purple Line** stops to ensure safe walking and biking to Purple Line stops when the Purple Line opens.

TRANSIT/WMATA/MULTI-MODAL

- **Federal Bureau of Investigations (FBI) Headquarters: I-95/Greenbelt Metro Access;** The County appreciates the highly coordinated and cooperative effort with the Governor's Office, MDOT, and SHA in being named as the preferred site by the General Services Administration (GSA) for a new FBI Headquarters. Re-locating the principal facility for the FBI to Prince George's County is an essential part of the larger need to add much-needed employment opportunities near where so many of the employees reside. It will be critical that as many of the currently unresolved issues, are resolved up-front in order to meet the timeline set forth by the GSA once the project has been officially kicked off. Therefore, we encourage using construction methods that will maximize efficiency and time of delivery. The County values the support and high degree of coordination on this initiative.
- **Medical Center Drive Interchange/Blue Line Corridor Initiative Improvements:** The Blue Line Corridor and Medical Center Drive are integral to the new University of Maryland Regional Medical Center, the gateway to the new downtown Largo, and the Blue Line Corridor. The County appreciates the coordination and flexibility of SHA in moving towards a more bicycle and pedestrian accessible alternative as preferred. Now it is vital to complete planning and design and advance this critical project into construction within the timeframe of this CTP as the implementation of the Largo and Blue Line Corridor improvements are essential in order to enable unlocking the full potential of this corridor. To that end, the County was disappointed to see a nearly \$10 million reduction from the FY '24-'29 CTP in programed funding for the commensurate years. We strongly request, reinstatement of the previous programed funding. As a part of these improvements, it is vital to ensure a smooth and efficient system for delivery of the Central Avenue (MD 214) Complete Streets, the Central Avenue Corridor Connector Trail, with a connection over the Beltway into the Metro/Medical Center site, and additional critical projects in this corridor.
- **New Carrollton:** As this vital TOD is being coordinated in concert with the Purple Line, it is essential to maximize the full potential of this regional infrastructure nexus. With the incoming light rail, existing MARC and Amtrak Stations, and the Joint Development project involving WMATA and the State, additional funding will be needed to enhance much-needed connectivity, environmental treatments, and streetscaping, and help leverage MDOT's existing focus on improving the Penn Line, the Northeast corridor and the Purple Line.
- **Prince George's County Transit Transformation (PGC TT) Investment:** Prince George's County is advancing the PGCTT to re-imagine bus service, operations, and customer experience. This new approach will focus on transit performance reliability and safety. As the Prince George's County transit system, "The Bus" is independent of WMATA, faces similar challenges. Therefore, to be successful in making this transition, coordination and partnership with the state will be vital. More robust funding is needed for the Locally Operated Transit Systems (LOTS) programmed for Prince George's County. The County's effort to invest in the **Transit Vision Plan and Prince George's County Transit Transformation**, leveraging funding including the federal earmark and \$25 million low-no emissions grant to rehabilitate the existing facility, initiate the study for a new facility, and the infrastructure necessary for the transition to **Zero Emission Buses**.

Even so, given the complexity, limited options and fragility of the Electric Bus industry, the County proposes working with the State, Federal and other like partners in looking for collaborative solutions that could involve a mechanism that could reduce costs and create greater efficiencies for participating agencies. Enhanced funding is critical to meet not only existing needs, but to enable future growth while addressing new efficiencies, technologies, and climate change.

- **Washington Metropolitan Area Transit Authority (WMATA) Funding:** Transit systems have been particularly hard hit the past few years, and federal funding is not sufficient for existing, let alone future needs. However, sustained funding for the WMATA system is essential for the County, the Region, and the State. The County appreciates the level of coordination with WMATA in advancing the Better Bus initiative network redesign to make sure that bus service is provided in an effective and efficient manner. Now it is imperative to ensure that both the Metrorail and Metrobus systems receive the support that they need for success. An increased focus on Transit Oriented Development through the Joint Development Process and overall coordination are essential to the health and vibrancy of both WMATA and the County.

Bus Rapid Transit/ High-Capacity Transit (BRT/HCT):

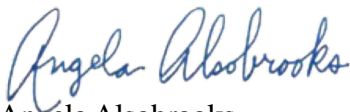
- Advancing the corridors identified in the Prince George's County Feasibility Study, and other projects that will advance treatments setting the foundation for BRT/HCT is critical at this time. Advancing the **WMATA Tactical Bus Lane/Queue Jump project in the Silver Hill Road corridor** will be important to for implementation of High-Capacity Transit in the County. As the analogous project to this one in Montgomery County is already in place, the County seeks expedition of this project. The County looks forward to advancing a study to start advancing BRT corridors in the County. Moving into the next phase of planning and implementation is critical to meet the needs of County residents, but also effectively connect to neighboring jurisdictions.
- **Transit-Oriented Development:** Placing an emphasis on bringing jobs closer to housing is central to a long-term development and sustainability strategy for the County, the State, and the Region. Prince George's County appreciates MDOT advancing previously requested TOD designations. However, five additional TODs need to be added in the short term to the State Designated TOD list. Realigning the State list to be consistent with County plans as well as aggressively advancing projects at all TODs, including Greenbelt, New Carrollton, Branch Avenue, and the Largo/Blue Line Corridor, is critical to sustainable economic development for the County, the State, and the Region. **Largo**, as it is a Downtown for Prince George's County, should be added to the State designated TOD's as expeditiously as possible.
- **Virginia Department of Transportation (VDOT) I--495 Southside Express Lanes Study (I-495 SEL Study):** While Prince George's County is supportive of greater connectivity within the region, the County believes that it is critical to do so in a manner that encourages regional goals of a Region Undivided, increased equity and sustainability. The County has expressed concerns that VDOT SEL project could worsen bottlenecks on the Maryland side and has not embraced transit options and Transportation Demand Management to their fullest. The County very much appreciates the efforts of MDOT on the MWCOG Regional Long Range Transportation plan and will need to continue that high level of coordination.

STATE ROADS & HIGHWAYS

- **MD 210 (Palmer Road at Livingston Road West Interchange):** The County looks forward to the expeditious advance of the subsequent interchanges as crucial to improve safety on this dangerous roadway and looks forward to seeing concepts for the next interchange soon. The County appreciates the coordinated effort with the County and the Parks Department in determining how best to advance, construct, and maintain a shared-use bicycle-pedestrian corridor, as well as planning and expeditious advance of the next interchange. In advancing these vital projects expeditiously, we recommend that a Work Group convene between the County and the State in looking at the best manner in which funds collected through the Video Lottery Terminal (VLT) program can best be utilized.
- **MD4 at Suitland Parkway:** The County is pleased that the state has reinitiated the project and restored the flyover to the design as originally planned and is soon ready to advertise the project. Given the delays and inconvenience the community has faced for nearly two decades, the County strongly encourages the expeditious completion of this project.
- **US 1, Baltimore Avenue (MD 193 to I-95/495):** The County appreciates the State advancing Phase I of this vital project through the current construction process. **The County is now looking to the State to quickly fund and advance the subsequent phases.**
- **MD 197, Collington Road (US 50 to MD 450):** As the County provided \$1Million to advance planning, advancing the renewed study of the widening MD 197 from US 50 to MD450 with a context-sensitive design that provides both greater capacity and features designed to manage speed and enhance safety is appreciated. It is now time, The County **requests advance of planning and design** and looks forward to programming this project for construction.
- **MD 223 Piscataway Road/Woodyard Road (MD 4 to Steed Road):** The County wants to call attention to the need for widening of MD 223. Specifically, much-needed improvements at the intersection with Brandywine Road/Old Branch Avenue. Action is needed to advance this long-standing project to widen this intersection (the “BK Miller Intersection”), per the County Master Plan of Transportation and Maryland State Highway Administration (SHA) plans to widen Brandywine Road from 2 lanes to 4 lanes, as stipulated in County Master Plans.

The County is excited to work closely with the State in advancing opportunities of mutual benefit in support of a comprehensive multimodal transportation program that is financially stable and sustainable that places safety and equity as paramount in moving forward to the future. The expeditious advance of the priorities expressed in this letter and attached list are designed to advance and strengthen the transportation and societal interests of the County the State and the Region. Thank you very much for your partnership and consideration of our expressed priorities.

Sincerely,



Angela Alsobrooks
County Executive



Jolene Ivey
County Council Chair

Cc: The Honorable Jolene Ivey, Chair, Prince George's County Council
The Honorable Sydney J. Harrison, Vice-Chair, Prince George's County Council
Tara H. Jackson, Chief Administrative Officer, Office of the County Executive
Joy A. Russell, Chief of Staff, Office of the County Executive
Floyd E. Holt, Deputy Chief Administrative Officer, Office of the County Executive
Michael D. Johnson, Director, Department of Public Works and Transportation
Oluseyi A. Olugbenle, Deputy Director, DPWT
Stacey Smalls, Deputy Director, DPW&T
Peter A. Shapiro, Chair, Prince George's County Planning Board, M-NCPPC
Lakisha Hull, Director, Prince George's Planning Department, M-NCPPC
Samantha Biddle, AICP, Deputy Secretary, Maryland Department of Transportation
Joe McAndrew, Assistant Secretary, Maryland Department of Transportation
Bill Tyler, Director, Department of Parks and Recreation, M-NCPPC
William Pines, Administrator, State Highway Administration
Holly Arnold, Administrator, Maryland Transit Administration, MDOT
Victor Weissberg, Special Assistant to the Director, DPWT
J. Kenneth Battle, Director, TIEE Committee, Prince George's County Council

Attachments

**PRINCE GEORGE'S COUNTY
2024 PRIORITY PROJECTS LIST
MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS
CRITERIA FOR PRIORITY STATE PROJECTS**

The Maryland State Coordinated Transportation Program (CTP) Priority Projects List (the "List") is developed by staff of the Prince George's County Department of Public Works and Transportation (DPW&T) in consultation with the staff of the Maryland-National Capital Park and Planning Commission (M-NCPPC). The List is based on the collective input received by partner agencies and internal analysis. The CTP List is forwarded to the Prince George's County Executive and Prince George's County Council for review, approval, and transmittal to the Maryland Department of Transportation (MDOT) through a joint signature letter. Criteria used to prioritize the CTP List are as follows:

Safety Improvements – Employing the Safe Systems approach -- Each project is evaluated to determine the safety enhancements to be achieved for all users, with priority towards vulnerable road users and equity, in response to data and determined needs.

Revitalization, Resilience and Sustainability – Each project is reviewed to determine the project's contribution to Prince George's County's (the County's) revitalization, resilience and sustainability initiatives and improvements to each community's well-being and environmental sustainability through advancing pro-active, current, sound, and sensitive practices.

Economic Development – Each project is evaluated to determine the project's contribution to enhancing the County's economic development policies and goals as supportive of Prince George's County's General Plan, Plan 2035.

Transit – Each project is evaluated to determine the project's contribution to enhanced multimodal choices and mobility to improve transit services with emphasis on connecting people to places while addressing sustainability.

Equity - Each project is evaluated to determine address of equity, utilizing existing metrics including, but not limited to Equity Emphasis Areas, Areas of Persistent Poverty, and Historically Disadvantaged Communities.

Capacity/Congestion Mitigation Improvements – Each project is evaluated to determine the capacity improvements to be provided for the transportation facility users in response to needs such as significant congestion.

Project Schedule – Each project schedule is evaluated to assure the progression of projects from the planning stage into the construction phase for each subsequent year. The availability of projects for the construction phase assures that County projects are available to compete for construction funding each year. Project emphasis and priority is also considered on the basis of the positive trajectory of each project in order to assure progress for the County.

Other Funding Sources – Each project is evaluated to determine the availability of “other” funding sources to supplement State and federal funding provided in the CTP.

STATE TRANSIT PROGRAMS AND PROJECTS IN PRINCE GEORGE’S COUNTY

A. Transit Expansion and Funding:

1. **Purple Line**

Ensure timely and expeditious completion of construction of this vital project which is critical for New Carrollton to Bethesda access, mobility, regional connectivity and economic development. Maintain corridor aesthetics, safety and existing road and sidewalks during construction. Minimize any impacts of construction, business retention or displacement. Advance safety and spot improvements, with emphasis on intersections during construction. Partner with the County on additional improvements to provide enhanced safety, accessibility, identify bus bay/transfer locations, aesthetics and multi-modal and community connectivity.

2. **TheBus/LOTS Funding/ZEB Transition**

Modernize, Maintain and Expand Community-Based Bus Services to address unmet or underserved transit demands (i.e., enhanced service for National Harbor/South County, Areas of Persistent Poverty, Equity Emphasis Areas and Historically Disadvantaged Communities).

- **Climate Change Initiatives:** Conversion to zero emission buses (ZEB) and associated infrastructure, planning for a new facility and re-organization of services to provide a more effective and efficient system. Identify locations and provide support for on-route charging stations along the Purple Line Corridor.

3. **WMATA Funding**

Maintain and enhance system improvements to deliver effective transit throughout the County and Region with emphasis on maintaining MetroBus and MetroRail service in the County, including, high-capacity transit routes, enhanced investment in TOD / Joint Partnerships, improved connectivity between activity centers. Advance and adequately fund recommendations from the WMATA Better Bus Redesign (BBNR) Initiative. The County appreciates partnering with WMATA to improve bus transit connectivity and securing additional state and federal investments to implement a strong, lasting system that safely, efficiently and equitably serves Prince Georgians.

4. **Southern Maryland Transit**

Expand fixed guideway transit services. Branch Avenue Metrorail Station south along the MD 5/US 301 Corridor to Charles County to relieve congestion in Prince George’s County utilizing programmed funding and

the authorized mechanism. With sufficient funds to enter this project into the NEPA process, this project must now be advanced through the formal planning and design process to achieve a preferred alternative and record of decision. State mandates need to be implemented.

5. Bus Rapid Transit/High Capacity Transit

Advance further Study of expanded fixed guideway/bus rapid transit services as an FY '25 feasibility and constructability study building off of previous work, including further study/Purple Line Extended/Transit Beltway and BRT routes studied in the DEIS for the paused section of the I-495/I-270 Managed Lanes project among others as the basis. Identify funding to implement the Silver Hill Road (MD 458) Tactical Bus Lanes project, especially as the analogous project in Montgomery County (MD 97 in downtown Silver Spring) has already been implemented. Important for equity, mobility and sustainability as is vital for connecting communities.

6. Fixed Guideway Transit/Blue Orange Silver Study

Connect transit from the Blue Line in Virginia to National Harbor and beyond via the Woodrow Wilson Bridge (WWB) to provide for more robust transit connections between Maryland and Virginia. High capacity transit with multiple connections to Prince George's County and short term implementation strategies must be a part of the VDOT 1-95/I-495 Southside NEPA study currently underway.

7. MARC

Expand and enhance service along (Cornerstone / Growth & Investment Plan) the MARC Camden and Penn Lines and continued through service at Union Station connecting to Virginia Rail Express (VRE). Restore funding for the MARC Cornerstone / Growth and Investment Plan, as well as accelerated improvements for the Penn and Camden Lines (including major initiatives at New Carrollton, station / platform work at Laurel, as well as at Bowie MARC Station).

B. Transit Oriented Development:

State funding is needed for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth. All of the TOD Centers on this list are important for the economic health and vitality of the State and the County and require significant support.

Five critical TOD's in the County are not a part of the State's Designated List, The County requests that the following be expeditiously added and emphasized for funding:

- Downtown Largo Metrorail Station/Blue Line Corridor Improvements Suitland Metro Station
- Prince George’s Plaza Metro Station/Hyattsville Crossing College Park / Discovery District Metro / Northern Gateway Purple Line Stations
- West Hyattsville

In addition, it is essential that the following State Designated TOD’s receive funding and emphasis:

- New Carrollton Transit Station
- Greenbelt Metro Station
- Branch Avenue Metrorail Station
- Bowie MARC Station
- Southern Avenue Metro Station
- Laurel MARC
- Naylor Road Metro

II. STATE HIGHWAY ADMINISTRATION (SHA) PRIORITY PROJECTS

The SHA Priority Projects List is intended to provide guidance to SHA on the order in which Prince George's County's elected officials desire project planning to ensure actual construction takes place. The recommended projects have been prioritized from a strategic planning effort to provide: (1) the greatest benefit to areas inside or adjacent to the Beltway; (2) priority safety improvements; and (3) economic development growth within the County. Historically, projects currently funded for construction in the CTP are expected to proceed to construction based on the published funding schedule, which, ordinarily would be excluded from this Priority List.

A. Construction Priorities:

<p>1. I-95 / Greenbelt Metro Access</p>	<p><i>Provide necessary State / other construction funding for completion of the full interchange from I-95 / I-495 to the Station and support mixed use development and micromobility access around the Station. Improvements and funding are critical for the potential GSA / FBI Headquarters.</i></p>
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<p>2. I-95 / I-495 at Medical Center Drive Widening / Interchange and Blue Line Corridor Improvements</p>	<p><i>Provide funding, coordinate with and play a supportive role to:</i></p> <p>(1) Improve interchange capacity/reduce congestion;</p> <p>(2) Improve multi-modal corridor connectivity, safety and mobility;</p> <p>(3) Improve safety for vehicles, bicycles, and pedestrians; and</p> <p>(4) Best assist in enabling economic development serving as a gateway for Downtown Prince George’s County.</p> <p>Advance into construction the revised design for the Medical Center Drive Interchange and improvements for all Blue Line Corridor Stations to support the County platform for economic development including a bike-ped facility connecting the west side of I-495 to the Largo Metro/Medical Center Campus as part of the Central Avenue Connector Trail.</p>
<p>3. MD 210 – Piscataway Highway/Indian Head Highway Interchange and Intersection Improvements</p> <p>(Next interchange could be redesigned and constructed in accommodations.)</p> <p>Phase II: Palmer Road / Livingston Road</p> <p>Phase III: Oxon Hill Road / Old Fort Road</p>	<p><i>Advance redesign and construction of remaining intersections</i> to improve safety for all modes including bike-ped facilities, relieve existing and projected congestion in the corridor and to support economic development. Set up a separate task force between MDOT-SHA and Prince George’s County DPW&T to evaluate and recommend next steps and best allocations of revenues collected through the Video Lottery Terminal Fund for those proceeds directed towards transportation improvements in the MD 210 corridor.</p>
<p>4. US 1 – Baltimore Avenue Roadway Reconstruction</p> <p>Phase I: College Avenue to I-95/I-495</p> <p>Phase II: MD 193 to Hollywood Rd.</p> <p>Phase III: Hollywood Road to I-95/I-495</p>	<p><i>Finalize construction on Phase I and fund completion of planning and advance design of Phase II / III into construction</i> to improve safety, provide streetscaping for community revitalization, improve transit access, bicycle and pedestrian safety and upgrade the Cherry Hill Road intersection.</p>

<p>5. MD 197 – Collington Road (US 50 to MD 450)</p>	<p><i>Advance planning and design and provide funding for construction.</i> Improve safety, support roadway widening and economic development and provide safe bicyclist and pedestrian crossing treatments.</p>
<p>6. MD 717 / Water Street Bridge and Roadway Reconstruction</p>	<p><i>Complete design and construction.</i> Improve safety in the Upper Marlboro area by widening the bridge to accommodate pedestrian and bicycle facilities and raise to the maximum extent practicable to minimize impacts.</p>
<p>7. MD 5 / US 301 to Charles County Lane Interchanges and Widening Surratt’s Road Burch Hill Road (A-65)</p>	<p><i>Provide funding to advance planning, design and construction</i> of this major multi-modal corridor project to relieve congestion to Charles County line, improve safety for all modes provide accommodation for bicyclists and pedestrians and enhance economic development.</p>
<p>8. MD 223 – Woodyard Rd./ Piscataway Rd. (MD 4 to Steed Rd.) Roadway Widening Bike/Ped Side Path</p>	<p><i>Advance planning, design and construction.</i> Improve safety; relieve congestion; economic development; improve bicycle and pedestrian facilities. Advance critical improvements at intersection with Brandywine Rd./Old Branch Ave.</p>
<p>9. US 301 – MD 197 Interchange (To be constructed in phases)</p>	<p><i>Re-enter project into the CTP and advance design & construction.</i> Improve safety and relieve congestion in this rapidly developing commercial area also improve bicycle and pedestrian facilities.</p>
<p>10. MD 202 – Landover Road at Brightseat Road</p>	<p><i>Advance planning, design and construction</i> Critical improvement for development of the former Landover Mall site.</p>
<p>11. MD 450 – Annapolis Road (Stonybrook Drive to MD 3)</p>	<p><i>Advance design completion and fund construction.</i> Improve safety, support streetscaping, relieve congestion and enhance economic development.</p>

B. Project Planning Priorities:

<p>1. I-95 / I-495 at Medical Center Drive Widening / Interchange Improvements Reconstruction / Blue Line Corridor Improvements</p>	<p><i>Provide funding, coordinate with and play a supportive role to:</i></p> <ol style="list-style-type: none"> 1. Improve interchange capacity/reduce congestion; 2. Improve multi-modal corridor connectivity, safety and mobility; 3. Improve safety for vehicles, bicycles, and pedestrians; and 4. Best assist in enabling economic development serving as a gateway for Downtown Prince George's County. <p><i>Advance into construction the revised design for the Medical Center Drive Interchange and improvements for all Blue Line Corridor Stations</i> to support the County platform for economic development including a bike-ped facility connecting the west side of I-495 to the Largo Metro/Medical Center Campus as part of the Central Avenue Connector Trail.</p>
<p>2. MD 193 – University Boulevard Phase I: US 1 to Hanover Parkway (Greenbelt Road Streetscape Improvement) Phase II: County Line to Adelphi Road Phase III: Greenbelt East Trail - Hanover Parkway to MD 450 (Annapolis Road)</p>	<p><i>Move all phases into planning.</i> Improve pedestrian, bicycle and vehicular safety, intersection improvements, provide continuous LED street lighting and landscaping and community enhancement – critical as part of the Purple Line. Advance M-NCPPC Study (SPACES) identifying MD 193 Corridor. Improvements. Short term improvements at key intersections are critical to address existing safety crisis. Phase III/Greenbelt East Trail important to create new bike/ped corridor in shoulder, connecting to the WB&A Trail.</p>

<p>3. MD 410 - East-West Highway / Riverdale Road / Veterans Parkway</p> <p>Phase I: MD 212 to US 1 Phase II: MD 212 to MD 650 Phase III: MD 201 to Veterans Pkwy.</p>	<p><i>Complete planning of all phases.</i> Improve safety (road diet), provide streetscaping for community and economic development, provide continuous overhead lighting and side paths on both sides of MD 410, provide safe bicycle and pedestrian crossings, including a signal and safety upgrade for two Sligo Creek Trail crossings (with MD 212 and MD 410) with overhead lighting.</p>
<p>4. MD 4 Corridor, Pennsylvania Ave Widening and Interchange Improvements</p> <p>Suitland Parkway Interchange Dower House Road Interchange relocation & short-term improvements Westphalia Road Interchange</p>	<p><i>Provide funding to advance planning.</i> Widening and Interchange <i>and construction</i>, relieve congestion, improve safety and enhanced access to employment centers in the MD 4 corridor and for Joint Base Andrews. Expedited construction of the MD 4 at Suitland Parkway Interchange with flyover ramp.</p>
<p>5. MD 458 – Silver Hill Road</p> <p>MD 5 to Suitland Road Suitland Road to MD 4 MD 4 to Walker Mill Road</p>	<p><i>Advance into project planning.</i> Improve safety for all users and provide streetscaping, revitalization and continuous overhead lighting for community intersection improvements. Advance and maintain tactical bus lane treatments.</p>
<p>6. MD 212 – Riggs Road/Powder Mill Road</p> <p>Phase I: DC Line to Adelphi Road Phase II: Adelphi Road to Cherry Hill Road.</p>	<p><i>Advance into planning.</i> Improve safety for all users and provide streetscaping, revitalization, continuous overhead lighting and community intersection improvements. Vital for safety improvements.</p>
<p>7. US 50 – John Hanson Highway (MD 704 to MD 197)</p> <p>New Interchange between MD 197 and MD 704</p>	<p><i>Initiate project planning.</i> Relieve congestion and improve safety.</p>

C. Gateway Beautification Projects:

Funding is needed for enhancements / clean-up of smaller scope projects to improve aesthetics, LED street lighting, Stormwater Management (SWM), sidewalk, beautification, streetscaping and bicycle facilities to enhance public, motorized and non-motorized transportation safety at the entrances of the County from the Nation's Capital.

1. MD 218, Suitland Road
2. MD 4, Pennsylvania Avenue
3. US 50 / MD 201, John Hanson Highway / Kenilworth Avenue
4. MD 214, East Capitol Street
5. MD 210, Piscataway Highway/Indian Head Highway

D. Urban Reconstruction Priorities:

Funding is needed for projects that improve pedestrian, bicycle, and vehicular safety and provide street lighting and streetscaping to support the Vision Zero strategy and community enhancement.

1. MD 704, Martin Luther King Highway (Hill Road to MD 450), provide enhanced safety and bike ped corridor as continuation of WB&A trail.
2. Alt. US 1 MD @ MD 450 Annapolis Road (Specific to The Peace Cross), provide enhanced safety.
3. MD 218 Suitland Road (DC Line to MD 458), provide enhanced safety, support economic development.
4. MD 4, Pennsylvania Avenue (DC Line to Silver Hill Road), provide enhanced safety.
5. MD 450, Annapolis Road
 - MD 410 (Veterans Parkway) to MD 564 (Lanham-Severn Road)

- Bladensburg Green / Complete Street Project (The Peace Cross to MD 202)

E. Vision Zero High Injury Network

Critical to the Vision Zero Safe Systems approach is the emphasis on a data driven solutions. The County uses a High Injury Network (HIN) to guide countermeasure and project prioritization processes. The current HIN, which can be viewed in the appendix, was developed by the SHA and identifies the most dangerous corridors for bicycle and pedestrians 2017-2019. The County is currently developing an updated HIN and project prioritization methodology as part of the Vision Zero Action Plan 2025-2030, which is set to be released in summer 2025. The County strongly encourages the State to embrace the Safe Systems Approach and use the HIN to address roadway safety in Prince George's County.

F. Bicycle and Pedestrian Corridor Priorities:

Retrofitting of existing State roadways to enhance and enable safe bicycle and pedestrian mobility in alignment with Vision Zero.

1. **Greenbelt East Trail:** Hanover Parkway to MD 450, with a connection to the WB&A trail.
2. **MD 193:** Provide sidewalks, designated bike lanes and safety improvements from the Montgomery County Line to MD 564, to be done in phases:
 - Phase I: Montgomery County Line to Adelphi Road (incl. SPACES program)
 - Phase II: US 1 to Hanover Parkway (Greenbelt Road Street Scape Improvement)
3. **MD 704:** Provide multi-use side path and protected bike lanes from MD 450/WB&A Trail Intersection at Business Parkway to Hargrove Road
4. **MD 210 Pedestrian/Bicycle Study:** Bike lanes and sidewalk safety improvements; facility and access improvements along the MD 210 Corridor including MD 414 from MGM / National Avenue to Bald Eagle Road, and improvements for over / under passes and connecting Oxon Hill Cove Park.
 - *Advance the study into construction* that has identified and evaluated concepts for a pedestrian/bicycle facility adjacent or parallel to the MD 210 corridor between I-95/I-495 and Old Fort Road South.
5. **US 1:** Provide multimodal improvements from the DC line to the Howard County Line. The remaining locations to be done in following phases:

- Phase I: MD 193 to I-95/ I-495
 - Phase II: Armentrout Drive to DC Line (extending the Trolley Trail)
 - Phase III: Contee Road to Howard County Line
 - Phase IV: I-95 / I-495 to Odell Road
6. **MD 450:** Provide road diet and restriping for designated bike lanes from west of MD 410 to the Baltimore-Washington Parkway.
 7. **MD 223:** Provide multi-use side paths from MD 4 to Livingston Road, in the following phases:
 - Phase I: Steed Road to MD 5
 - Phase II: MD 5 to MD 4
 - Phase III: Livingston Road to Steed Road
 8. **Bowie Heritage Trail:** Completion of remaining elements
 9. **Pedestrian Bridge over MD 214:** Construct a new pedestrian bridge over MD 214 in the vicinity of Hall Road.

G. Bike and Pedestrian Trail Priorities:

Dedicate funding for completion of and connection to trails to enhance the County and State trailway network.

1. **Central Avenue Connector Trail** (Marvin Gaye Trail / Capitol Heights Metro to Largo Metro)
2. **Cheverly to Bladensburg Waterfront Park Trail**
3. **Suitland Parkway Trail** (DC Line to Westphalia Central Park)
4. **Little Paint Branch Trail Extension**
 - Phase I: Multi-Use Facility across I-495 / I-95 (Cherry Hill Road)
 - Phase II: Along Old Gunpowder Road (Denim Road to 900 feet north of Denim Road and facility gaps north of Konterra Drive)
5. **Piscataway Creek Trail** (MD 223 to the Potomac River)
6. **Oxon Run Trail** (Southern Avenue to Naylor Road)
7. **The Fort Lincoln-Anacostia Riverwalk Trail connector** (Completion of the Maryland portion of this project)
8. **East-West Bikeway, Trail Connector** (WB&A/Folly Branch connecting to the Northwest Branch Trail, as well as the East Coast Greenway)