



PRINCE GEORGE'S COUNTY GOVERNMENT

FEB 04 2020

Angela D. Alsobrooks
County Executive

Mr. Gregory Slater, Acting Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Slater:

Enclosed herewith is Prince George's County's ('the County's) Priority Projects List for the Fiscal Years FY 2020-2025 State Consolidated Transportation Program (CTP). The list reflects the County's priorities for State highway construction projects, transit, project planning starts, safety improvements, system preservation, and gateway projects. Further, the Priority Projects List advances the County's objectives related to Vision Zero, the County's multimodal safety plan and to Transit Oriented Development (TOD)/economic development.

Annually, we reassess what has transpired since our previous Priority letter. We are pleased to see progress on the Purple Line. The laying of the first track last year was an important milestone as the project moves towards opening in Prince George's County in 2022.

As the I-95/I-495 Managed Lanes Study moves through the National Environmental Protection Act (NEPA) process, it is crucial to advocate a wholistic approach that reduces congestion, incorporates transit, and supports balanced sustainable development. We wish to collaborate regionally to address the American Legion and Woodrow Wilson Bridge through this project, bringing Maryland and Virginia together on both sides of the Potomac River. In addition, it is critical that the project is context sensitive, making more appropriate connections to established and planned major economic drivers as specified by the County throughout the I-495 Corridor.

In reviewing the Baltimore-Washington Superconducting MagLev (SCMagLev) documentation to date, the County still continues to have several major reservations. The project solely passes along or through the County without direct benefit to the County or our residents. The community has expressed concerns related to potential adverse impacts due to construction, takings, and the burden of the train and its infrastructure. These issues must be satisfactorily addressed as a condition for advancing the potential project. In general, we continue to believe any resources devoted to this project may be better spent on expressed priority projects in this letter.

Our priorities list encompasses projects that enhance community revitalization, promote economic development, increase transit access, reduce congestion and improve safety for all modes. As part of our continued partnership, it is important to invest more in the treatment of medians on state roads in the County. Together, we must maintain these roadways with better and more frequent maintenance and trash removal.

Several key projects from previous lists are advancing so this list highlights projects that are needed in the FY 2020-2025 CTP:

VEHICLE AND PEDESTRIAN SAFETY

- **Vision Zero Prince George's Multimodal Enhancements on State-Maintained Roadways:** As both Prince George's County and the State of Maryland have recently become Vision Zero jurisdictions, and traffic fatalities and serious injuries are predictable and preventable events, it is imperative that we work together to address traffic safety in a much more aggressive and strategic fashion. Projects that are intended to address safety, specifically those designed to reduce pedestrian-related collisions in Prince George's County, are paramount and can be found in several categories of the list including System Preservation and Project Planning. As part of the State's emphasis on context-driven design, it must continue efforts to implement safety features on and along State-maintained roadways; including installing continuous street lighting, crosswalks, sidewalks, and other measures.

TRANSIT/WMATA/MULTI-MODAL

- **WMATA Funding:** Robust funding for the WMATA system is necessary to assure needed capacity and effective transit services throughout Prince George's County, and we applaud the actions taken in 2018-19 to put WMATA on sounder financial footing. Both the Metrorail and a soundly funded Metrobus network are essential to the County for addressing mobility needs and providing sustainable alternatives to single-occupancy vehicles. The County is very pleased with the regional commitment to dedicated funding for WMATA. However, additional funding is needed for programs like expanding corridor routes in Prince George's County, to help support Transit Oriented Development (TOD) around the 15 Stations in the County, and enhanced transit connectivity between activity centers. It is also important for the County to have a strong voice in WMATA governance through Board representation.
- **WMATA Capital Improvements:** The County strongly encourages WMATA to keep elected officials and the community at large informed about major system improvements (e.g., station platform work) as they pertain to travel impacts and apply, as necessary, best practices learned from similar projects. As appropriate, incorporate station façade or ingress/egress improvements to encourage or complement nearby TOD development.

- **WMATA Bus Transformation Plan:** As WMATA finalizes its recommendations on the Bus Transformation Project, the County welcomes serious discussions on how to make existing Metrobus service more responsive to our resident's transportation needs and regional efforts to establish bus priority networks on major roads in the County.
- **Purple Line Extended (New Carrollton to Virginia):** With the construction of the Purple Line well underway, it is critical to advance study of the next logical phases of circumferential transit linking the spokes of the Nation's Capital.
- **The Bus:** As Prince George's County operates a transit system separate from WMATA, additional funding is needed to provide expanded service to meet existing needs and accommodate future growth. The County has already begun to layout its five-year Transit Vision Plan for providing enhanced local transit service in Prince George's County. Robust Locally Operated Transit System (LOTS) funding is crucial to deliver these critical local services.
- **Prince George's County Transitway:** Advancing study of a fixed guideway network with emphasis on priority corridors is important for sustainable economic development and enhanced mobility within the County and the region. Priority corridors provide links to neighboring jurisdictions, and between activity centers within Prince George's County. The County very much appreciates the award of a State Transit Innovation Grant to advance a bus rapid transit network and considers this an important step in developing a more robust system.
- **Transit Oriented Development:** Prince George's County strongly supports infrastructure investment to support vital economic development in transit-oriented communities. Focusing investment to maximize the potential of the significant transit network of Metrorail, MARC, Amtrak, and the Purple Line is strategic and supports mutual economic development goals. Prince George's County is specifically requesting state TOD designation for the Bowie State MARC Station area.
- **MD 5, Branch Avenue/Southern Maryland Rapid Transit:** The Branch Avenue Project, which will provide improved traffic flow and new interchanges in the Branch Avenue corridor, and the Southern Maryland Rapid Transit Project, proposed fixed guideway transit along the MD5/US-301 corridor extending from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County, are critical projects to alleviate congestion and promote economic development on the MD-5/US-301 corridor. We strongly urge the State to finalize the remaining project planning and design elements for both projects and move these projects forward into construction.

STATE ROADS & HIGHWAYS

- **Arena Drive Interchange:** What was initially constructed as an additional entry point to the FedEx football stadium for high volume events, this interchange has become the front door for the new University of Maryland Regional Medical Center, the rebirth of the area surrounding the regional hospital well as a gateway to the new downtown Largo. This infrastructure must be improved to provide true multi-modal mobility and expanded in order to suitably provide access to this vital TOD, and to ensure uninhibited travel to the regional medical center.
- **MD 210, Indian Head Highway (Palmer Road at Livingston Road West Interchange):** Advancing the current work at Kerby Hill Road further South along the MD 210 corridor is of paramount importance to Prince George's County. Moving ahead with this project will benefit the State, Region, and County by improving mobility from Southern Maryland into and through the County. The County appreciates the collaboration with SHA in finalizing the MOU for the Corridor.
- **US 1, Baltimore Avenue (MD 193 to I-95/495):** The County appreciates the State's effort in advancing into construction and reducing the time frame for the first phase of this project and now strongly encourages in beginning the necessary work to move the subsequent phases forward. This is a unique opportunity to improve this showcase for the State's flagship college campus. Ensuring that this project is well designed and timely constructed is critical. This project will bring much needed streetscaping and enhanced safety measures including sidewalk improvements to this highly congested and challenged roadway in College Park.
- **MD 4 Corridor, Pennsylvania Avenue Interchanges (Westphalia Road, Dower House Road, and MD 223 Woodyard Road).** In addition to the construction of the MD Route 4 at Suitland Parkway project, it is imperative to advance design for the remaining interchanges along Pennsylvania Avenue just outside the Beltway. This will address mission-related needs at Joint Base Andrews, relieve congestion, and enhance development projects in the area. In addition, interim improvements at the MD 4 and Westphalia Road intersection are needed to address existing conditions because of movements at Joint Base Andrews and the burgeoning needs of the corridor.
- **I-95 / Greenbelt Metro Access:** This intersection project remains critical to the County as an economic engine for the region. Safe and efficient access to the Metrorail station from I-95 will stimulate continued economic development in the area and assure that this site is able to fulfill its potential as a major TOD location for spurring the economic health and vitality in the State of Maryland.
- **MD 197, Collington Road (US 50 to MD 450):** Widening MD 197 from US 50 to MD 450 is important for relieving congestion, improving safety, and supporting economic development in the Bowie area. This is a major access and conveyance point for an

important economic and residential center within the County.

We look forward to working closely with the Maryland Department of Transportation and its business units in implementing a comprehensive multimodal transportation program. Collectively, these projects will strengthen not only Prince George's County but also the region and the State of Maryland.

Sincerely,


Angela D. Alsobrooks
County Executive


Todd M. Turner
County Council Chair

Enclosure

cc: The Honorable Joanne C. Benson, Chair, Prince George's County Senate Delegation
The Honorable Erik Barron, Chair, Prince George's County House Delegation
The Honorable Calvin S. Hawkins, II, Vice-Chair, Prince George's County Council
The Honorable Mel Franklin, Member, Prince George's County Council
The Honorable Thomas E. Dernoga, Member, Prince George's County Council
The Honorable Deni L. Taveras, Member, Prince George's County Council
The Honorable Dannielle M. Glaros, Member, Prince George's County Council
The Honorable Jolene Ivey, Member, Prince George's County Council
The Honorable, Derrick Leon Davis, Member, Prince George's County Council
The Honorable Rodney C. Streeter, Member, Prince George's County Council
The Honorable Monique Anderson-Walker, Member, Prince George's County Council
The Honorable Sydney J. Harrison, Member, Prince George's County Council
Major F. Riddick, Jr., Chief Administrative Officer, Office of the County Executive
Floyd E. Holt, Deputy Chief Administrative Officer, Office of the County Executive
Terry L. Bellamy, Director, Prince George's Department of Public Works and
Transportation
Martin L. Harris, Deputy Director, Prince George's Department of Public Works
and Transportation
Gwendolyn T. Clerkley, Deputy Director, Prince George's Department of Public Works
and Transportation
Elizabeth Hewlett, Chair, Prince George's County Planning Board, M-NCPPC
Andree Green Checkley, Esquire, Prince George's County Planning Department,
M-NCPPC
Debbie Tyner, Acting Director, Department of Parks and Recreation, M-NCPPC
Kevin Quinn, Administrator, Maryland Transit Administration

**CRITERIA FOR
PRIORITY STATE PROJECTS WITHIN
PRINCE GEORGE'S COUNTY**

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

Criteria used to prioritize the List are as follows:

Safety Improvements - Each project is evaluated to determine the safety enhancements to be achieved for all users in response to data and determined needs.

Capacity Improvements - Each project is evaluated to determine the capacity improvements to be provided for the transportation facility users in response to the needs.

Revitalization - Each project is reviewed to determine the project's contribution to the County's revitalization initiatives and improvements to each community's well-being and environmental sustainability through the implementation of current, sound and sensitive practices.

Economic Development - Each project is evaluated to determine the project's contribution to the County's economic development policies and goals.

Mass Transit - Each project is evaluated to determine the project's contribution to the County's Master Plan for implementation of transit services with emphasis on intra-community transit needs.

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.

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.

**PRINCE GEORGE'S COUNTY
2020-2021 PRIORITY PROJECTS LIST
MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS**

I. STATE TRANSIT PROGRAMS AND PROJECTS IN PRINCE GEORGE'S COUNTY

A. Transit Expansion and Funding:

1. *The Bus* Expand community-based bus services to address unmet or underserved transit demands (i.e. enhanced service for National Harbor / South County). Enable fulfillment of the County's Transit Vision Plan.
2. WMATA Funding Maintenance and capacity improvements are required to deliver effective transit throughout the County with emphasis on maintaining MetroBus and MetroRail service in the County, including high capacity transit routes, enhanced investment in TOD, and improved connectivity between activity centers.
3. Southern Maryland Transit Expansion of fixed guideway transit services from Branch Avenue Metrorail Station south along the MD 5/ US 301 Corridor to Charles County to relieve congestion in Prince George's County. Project needs to be continued and enter into Alternative Analysis.
4. Fixed Guideway Transit Connecting transit from Virginia to Southern Prince George's County, including the National Harbor, via the Woodrow Wilson Bridge (WWB) by bus rapid transit or rail.

- | | | |
|----|--|--|
| 5. | Transitway Priority Corridors | Study of expanded fixed guideway / bus rapid transit services along identified corridors to meet economic development in areas including Largo, Branch Avenue, National Harbor and other vital activity centers in the County. |
| | For Purple Line Extension (in phases): -New Carrollton to Largo -Largo to Branch Avenue -Branch Ave. to Nat. Harbor | Initiate formal study process of potential alignments for developing a regional circumferential line. Enhances long-term, regional, sustainable economic development. |
| 6. | MARC Cornerstone Plan (Growth and Investment Plan) | Expand and enhance service along the MARC Camden and Penn Lines and continued through service at Union Station connecting to Virginia Rail Express (VRE). |

Transit Oriented Development:

Support State funding for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth. All the TOD Centers on this list are important for the economic health and vitality of the State and County. The first six listed also need to be added to the State's Designated TOD list as the others have been.

1. Largo Metro Station
2. Suitland Metro Station
3. Prince George's Plaza Metro Station
4. College Park/Discovery District Metro/Northern Gateway Purple Line Stations
5. Bowie MARC Station
6. West Hyattsville
7. New Carrollton Transit Station
8. Greenbelt Metro Station
9. Branch Avenue Metro Station

10. Southern Avenue Metro Station
11. Laurel MARC
12. Naylor Road Metro Station

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 start and see actual construction take place. The recommended projects have been prioritized from a strategic planning effort to provide: the greatest benefit to areas inside or adjacent to the Beltway; much needed safety improvements; and economic development growth within the County. Historically, projects currently funded for construction in the Consolidated Transportation Program (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:

1. I-95/I-495 @ Arena Drive
Widening /Interchange
Improvements / Reconstruction
Provide funding to: Improve interchange capacity; reduce congestion; enhance safety for vehicles, bicycles and pedestrians; promote economic development serving as gateway for downtown of County.
2. MD 210, Indian Head Highway
Interchange and Intersection
Improvements
(Could be redesigned and
constructed in one phase)
Phase II – Palmer Road /
Livingston Road
Phase III – Oxon Hill Road /
Old Fort Road
*Complete Phase I Kirby Hill Rd.
Interchange and advance redesign
and construction of remaining
intersections to relieve existing and
projected congestion, as well as
support economic development.
Other alternatives to relieve
congestion and improve safety
should be explored.*
3. US 1, Baltimore Avenue
(College Avenue to I-95/495)

Roadway Reconstruction
(To be completed in phases)

Phase II – MD 193 to Hollywood
*Commence with construction on
Phase I and fund completion of
planning and advance design of
Phase II / III
into construction
to improve safety; provide
streetscaping for community*

- | | | |
|----|--|---|
| | Road Phase III – Hollywood Road to I-95/ I-495 | revitalization; improve transit access; and upgrade Cherry Hill Rd. intersection. |
| 4. | MD 5 / US 301 to Charles County Line Interchanges and Widening <ul style="list-style-type: none">• Surratts Road• Burch Hill Road (A-65)• TB to Charles County Line | <i>Provide funding to advance planning, design and construction</i> of this major multi-modal corridor project to relieve congestion; improve safety; and economic Development. |
| 5. | I-95 / Greenbelt Metro Access | <i>Restore State/federal construction funding</i> for safe and efficient access from I-95/I-495 to the Greenbelt Metrorail Station and support mixed- use development use economic development around the Station. |
| 6. | MD 197, Collington Road (US 50 to MD 450) | <i>Fund advance of planning, design, and construction;</i> improve safety; and support roadway widening and economic development. |
| 7. | MD 717 / Water Street Bridge and Roadway Reconstruction | <i>Advance design completion and fund construction;</i> Improve safety in Upper Marlboro area by raising MD 717 out of the floodplain. |
| 8. | MD 450, Annapolis Road (Stonybrook Drive to MD 3) | <i>Advance design completion and construction;</i> Relieve congestion; improve safety; support roadway widening; economic development. |
| 9. | US 301 - MD 197 Interchange (To be constructed in phases) | <i>Advance design completion and construction;</i> Improve safety and relieve congestion in this rapidly developing commercial area. |

B. Project Planning Priorities:

1. I-95/I-495 @ Arena Drive
Widening /Interchange
Improvements / Reconstruction
Immediately move into the program and fund for planning, design, and construction; Improve interchange capacity; reduce congestion; provide enhanced safety for vehicles, pedestrians and bicycles; promote economic development serving as a gateway for the County.
2. MD 193, University Blvd.
(To be completed in phases)
Phase I: US 1 to Hanover Pkwy
Phase II: County Line to Adelphi Road
Move all phases into planning; Improve pedestrian, bicycle and vehicular safety; intersection improvements, provide street continuous lighting, landscaping, Community enhancement, critical as part of the Purple Line.
3. MD 410, East-West Highway /
Riverdale Road / Veterans Pkwy
(To proceed in phases)
Phase I: MD 212 to US 1 (road diet)
Phase II: MD 212 to MD 650
Complete planning of all phases: Improve safety, provide streetscaping, for community and economic development, provide continuous overhead lighting.
4. MD 4 Corridor, Pennsylvania Ave.
Widening and Interchange
Improvements
 - Westphalia Road
Interchange
 - Dower House Road
Relocation / Interchange
And short-term improvements
 - MD 223 Interchange*Provide funding to advance planning and construction; Relieve congestion, improve safety, and provide access to employment centers in the MD 4 corridor and for Joint Base Andrews.*
5. MD 458 Silver Hill Road
 - MD 5 to Suitland Road
 - Suitland Road to MD 4
MD 4 to Walker Mill Road*Advance into project planning; Improve safety for all users and , provide streetscaping, revitalization, and continuous overhead lighting for community intersection improvements.*

- | | | |
|----|--|--|
| 6. | MD 212, Powder Mill Road (Pleasant Acres Drive to I-95) Roadway and Intersection Reconstruction | <i>Advance into planning;</i> Improve safety and support for economic development. |
| 7. | US 50, John Hanson Highway (MD 704 to MD 197) New Interchange | <i>Initiate project planning;</i> Relieve congestion and improve safety on MD 197 and MD 450. |

C. Gateway Beautification Projects:

Funding is needed for enhancements/clean-up of smaller scope projects to improve aesthetics, street lighting, SWM, sidewalk, beautification, streetscaping and bicycle facilities to enhance public, motorized and non-motorized transportation safety at the entrances to 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, Indian Head Highway

D. Safety / System Preservation and Urban Reconstruction Priorities:

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

- | | | |
|----|--|--|
| 1. | MD 704, Martin Luther King Highway (Hill Road to MD 450) | |
| 2. | Alt. US 1 MD @ 450 Annapolis Road (Specific to Peace Cross) | Geometric improvements for vehicular, bicycle and pedestrian safety. |
| 3. | MD 218 Suitland Road (DC Line to MD 458) | |

4. MD 4, Pennsylvania Avenue
(DC Line to Silver Hill Road)
5. MD 450, Annapolis Road
 - Finns Lane/Harkins Road to MD 564, Lanham-Severn Road) and extending the limits from MD 410 (Veterans Parkway) to MD 564 (Lanham-Severn).
 - Bladensburg - Green/Complete Street Project
(Peace Cross to MD 202)

E. Bicycle Corridor Priorities:

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

1. MD 704 (multi-use side path and buffered bike lanes-MD 450 Hill Road)
2. MD 193 (sidewalks, designated bike lanes, and safety improvements - Montgomery County Line to MD 564, to be done in phases)
 - Phase I: Montgomery County Line to Adelphi Road
 - Phase II: US 1 to Hanover Parkway
 - Phase III: Hanover Parkway to MD 564
3. US 1 (DC line to Howard County Line, to be done in phases)
 - Phase I: Guilford Drive to I-95/I-495
 - Phase 2: Guilford Drive to DC Line
 - Phase 3: Contee Road to Howard County Line
 - Phase 4: I-95/I-495 to Odell Road
4. Oxon Hill Road / MD 414 / National Harbor – bike lane and sidewalk safety improvements
5. MD 223 (multi-use sidepath – MD 4 to Livingston Road, in phases)
 - Phase I: Steed Road to MD 5
 - Phase II: MD 5 to MD 4
 - Phase III: Livingston Road to Steed Road
6. MD 450 (road diet, restriping for designated bike lanes – just west of MD 410 to the Baltimore-Washington Parkway)
7. Bowie Heritage Trail

F. Park Trails Priorities:

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

1. WB&A Trail connections (Anne Arundel County to the Anacostia River Trail)
 - Phase I – bike /pedestrian bridge over Patuxent River connecting Prince George's and Anne Arundel Counties
 - Phase II – Cheverly to Bladensburg Waterfront Park (Euclid Street Park to Lloyd Street)
2. Central Avenue Connector Trail (Marvin Gaye Trail / Capitol Heights Metro to Largo Metro)
3. Rhode Island Avenue Trolley Trail (Armentrout Drive to Farragut Street)
4. Suitland Parkway Trail (DC Line to Westphalia Central Park)
5. Little Paint Branch Trail Extension
 - Phase I - Along Old Gunpowder Road (Denim Road to 900 feet north of Denim Road and facility gaps north of Konterra Drive)
 - Phase II – multi-use facility across I-495 / I-95 (Cherry Hill Road)
6. Piscataway Creek Trail (MD 223 to the Potomac River)
7. Oxon Run Trail (Southern Avenue to Naylor Road)
8. Henson Creek Trail Extension (Temple Hill Road to Suitland Parkway including cross Beltway access)