

**PRINCE GEORGE'S COUNTY
2025 PRIORITY PROJECTS LIST
MARYLAND DEPARTMENT OF TRANSPORTATION
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 at identified hotspots, pedestrian safety education, accessibility, identify bus bay/transfer locations, aesthetics and multi-modal and community connectivity while in construction to ready for the beginning of revenue service. MD 193 (Lebanon Street to West Park Drive); MD 201 (PSAP Project); MD 410 (MD 201 to Veterans Parkway); Intersection of MD 410 and MD 450) must fill sidewalk/bicycle gaps and maximize safe crossings.**

2. **TheBus/LOTS Funding/Transit Vision Plan/BBNR Transition Implementation**

Modernize, Implement, 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: Fleet and facilities modernization including 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.
- **Fund LOTS(Prince George’s) at a rate of growth analogous to WMATA funding as necessary for a robust and seamless transit network** in the County and throughout the Region.

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 and DMVMoves. **Regional Bus Prioritization routes should be optimize Regional**

opportunity and connectivity between TOD/activity centers and the spokes of the existing system. Cost structures should not shift burden to localities, and maintain programs critical to the disenfranchised. 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. **Funding for NEPA process should be reflected in the FY'26-FY'31 CTP. Shared interest with Charles County for Prioritization Process.**

5. Bus Rapid Transit (BRT)/High Capacity Transit (HCT)

Advance further Study of expanded fixed guideway/bus rapid transit services as an FY '26 feasibility and constructability study building off of previous work, including further study/Purple Line Extended/Transit Beltway and BRT routes studied previously. **Identify funding to advance and 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. **Advance for Planning and Linkages Study Process.**

6. Fixed Guideway Transit/WMATA 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 in coordination with the Virginia Department of Rail and Public Transportation (DRPT) and the Virginia Department of Transportation (VDOT).

7. MARC

Expand and enhance service along (Growth & Investment Plan) the MARC Camden and Penn Lines and continued through service at Union Station connecting to Virginia Rail Express (VRE). **Fund and accelerate 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. **The County very much appreciates the accelerated efforts at the Bowie State University MARC Station, Greenbelt, New Carrollton and the Blue Line Corridor.** 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. However, it is imperative that the TOD's noted below that are not currently on the State's Designated List be added as soon as possible and in the priority order as provided.

These 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**
- **Hyattsville Crossing**
- **College Park Metro/Discovery District**
- **Northern Gateway (Langley Park) 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 / I-495 at Medical Center Drive Widening / Interchange and Blue Line Corridor Improvements</p> <ul style="list-style-type: none"> - <i>To be resubmitted for project prioritization</i> - Complete Design and enter into Construction Funding within the FY'26-FY'31 CTP 	<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, by <i>Restoring and Providing funding in order to:</i></p> <ul 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 <p>Best assist in enabling economic development serving as a gateway for Downtown Prince George's County.</p>
<p>2. I-95 / Greenbelt Metro Access</p> <ul style="list-style-type: none"> - <i>Maintain and Continue funding as in draft CTP</i> 	<p>Complete the full interchange from I-95 / I-495 to the Greenbelt Metro Station and support mixed use development and micromobility access around the Station. Improvements and funding are critical to realize the potential of this vital development opportunity.</p>
<p>3. MD 210 – Piscataway Highway/Indian Head Highway Interchange and Intersection Improvements</p> <p>(Next interchange could be redesigned and constructed to create a hybrid interchange of two existing intersections.)</p> <p>Phase II: Palmer Road / Livingston Road in hybrid with Old Fort Road</p>	<p>Advance redesign and construction of remaining intersections to improve safety for all modes including bike-ped facilities, relieve existing and projected congestion in the corridor and to support economic development. Re-engage the separate work group between MDOT-SHA and Prince George's County DPW&T to evaluate, recommend and advance the next steps on interchanges and best allocations of revenues</p>

<p><i>-To be resubmitted for Project Prioritization</i></p>	<p>collected through the Video Lottery Terminal Fund for those proceeds directed towards transportation improvements in the MD 210 corridor.</p>
<p>4. MD 4 at Suitland Parkway, Suitland Interchange Construction <i>- Maintain and continue funding and complete project expeditiously</i></p>	<p><i>Expedite construction of the MD 4 at Suitland Parkway Interchange</i> to relieve congestion, improve safety and enhanced access to employment centers in the MD 4 corridor and for Joint Base Andrews.</p>
<p>5. US 1 – Baltimore Avenue Roadway Reconstruction Phase II: MD 193 to Hollywood Rd. Phase III: Hollywood Road to I-95/I-495 <i>-To be submitted for Planning and Linkages/Prioritization Process</i></p>	<p><i>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>6. MD 197 – Collington Road (US 50 to MD 450) <i>-To be resubmitted for Planning and Linkages Prioritization Process</i></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>7. 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>8. 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>9. 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</p>

	intersection with Brandywine Rd./Old Branch Ave.
10. US 301 – MD 197 Interchange (To be constructed in phases)	<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.
11. MD 202 – Landover Road at Brightseat Road	<i>Advance planning, design and construction</i> Critical improvement for development of the former Landover Mall site.
12. MD 450 – Annapolis Road (Stonybrook Drive to MD 3)	<i>Advance design completion and fund construction.</i> Improve safety, support streetscaping, relieve congestion and enhance economic development.

B. Project Planning Priorities:

<p>1.MD 193 – University Boulevard</p> <p>Phase I: US 1 to Hanover Parkway <i>County Supports Greenbelt Prioritization submittal</i></p> <p>(Greenbelt Road Streetscape Improvement)</p> <p>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></p> <p>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.</p> <p>Improvements. Short term improvements at key intersections are critical to address existing safety crisis. Phase III/Greenbelt East Trail is important in order to create a new bike/ped corridor in shoulder, connecting to the WB&A Trail.</p>
--	--

<p>2. MD 410 - East-West Highway / Riverdale Road / Veterans Parkway 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>3. MD 4 Corridor, Pennsylvania Ave Widening and Interchange Improvements Dower House Road Interchange relocation & short-term improvements Westphalia Road Interchange</p>	<p><i>Provide funding to advance planning.</i> Widening and Interchange and construction, relieve congestion, improve safety and enhanced access to employment centers in the MD 4 corridor and for Joint Base Andrews.</p>
<p>4. MD 458 – Silver Hill Road 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 provide maintenance for tactical bus lane treatments.</p>
<p>5. MD 212 – Riggs Road/Powder Mill Road 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>6. US 50 – John Hanson Highway (MD 704 to MD 197) 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.

Bicycle and Pedestrian Complete Street 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. **MD 214 Central Avenue/Blue Line Corridor:** Complete Street improvements along MD 214 from the DC Line to Brightseat Road. Advance the PSAP project into construction, coordinate and advance concurrently with Central Avenue Connector Trail (CACT). Critical project for safety, connectivity, enhancing economic development.

6. **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
7. **MD 450:** Provide road diet and restriping for designated bike lanes from west of MD 410 to the Baltimore-Washington Parkway.
8. **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
9. **Bowie Heritage Trail:** Completion of remaining elements.
10. **Pedestrian Bridge over MD 214:** Construct a new pedestrian bridge over MD 214 in the vicinity of Hall Road.

F. 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 bridge (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. Northern Prince George's East West Bikeway (WB&A/Folly Branch connecting to the Northwest Branch Trail, as well as the East Coast Greenway)