



Rushern L. Baker, III
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

NOV 2 2016

Mr. Pete K. Rahn
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Rahn:

Enclosed is Prince George's County's Priority Projects List for the FY 2017-2022 State Consolidated Transportation Program (CTP). This reflects the County's priorities with regard to State highway construction projects, transit, project planning starts, safety improvements, system preservation and gateway projects and supports the County's objectives related to Transit Oriented Development (TOD), and pedestrian and bicycle safety. We understand that regulations pertaining to how to carry out the provisions of HB 1013 of 2016 are pending. However, our priorities reflect the spirit and objective of the new law.

Taken collectively, the Priority Projects List represents projects that will provide Prince George's County with the greatest benefits in terms of community revitalization, economic development, transit access, congestion relief and safety improvements. In particular, it is critical to promote projects that address safety for all users, with priority to road sections that have been identified with high crash rates. As the disproportionate number of pedestrian crashes and fatalities take place on State roads, we want to be ensured that efforts will be redoubled to address this significant issue. It is also extremely important that the transportation network play its part in creating an environment that is conducive to economic development, as a healthier, more robust Prince George's County is important to the overall vitality of the State and the region.

Because several key projects from previous lists are advancing, this list addresses other needed projects. Among them, for the FY 2017-2022 CTP, we highlight the following:

- **Purple Line:** Prince George's County's supports the continued progress being made to advance the Purple Line into construction as this is the **number one transit priority** for the County. We also strongly support the efforts to achieve the Federal Funding Grant Agreement and to overturn the recent Court decision. As you know, this project will connect the "spokes" of the Metrorail system, and is vital to State, Regional and County economic development. The County also appreciates the State's commitment to starting project construction in New Carrollton and for

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ensuring that the project's principal operations center will be in Prince George's County. The State's commitment to these important components was critical to our increasing our local commitment to \$120 million.

- **I-95/Greenbelt Metro Access:** Completing conversion of a partial interchange into a full interchange at the Capital Beltway (I-95/I-495) and the Greenbelt Metrorail Station, provides important support for Greenbelt, a potential site for relocation of the Federal Bureau of Investigation. The placement of the Greenbelt interchange is built upon its' FBI relocation candidacy, if Landover is chosen, then needed improvements for that location become the top construction priority.
- **MD 4 Corridor, Pennsylvania Avenue Interchange at Suitland Parkway:** This is one of Prince George's most important construction projects. It had been removed from last years' list, as the original design with a flyover ramp was fully funded for construction and had been advertised. The project as it had been initially designed was moving forward, and it should as previously designed. However, the redesign of this project as presented by the State is insufficient to adequately serve the multiple demands of existing mission related growth at Joint Base Andrews, relieve congestion, and burgeoning development projects in the area.
- **MD 210, Indian Head Highway (Palmer Road at Livingston Road West Interchange):** Advancing the work beginning at Kerby Hill Road further South along the MD 210 corridor is Prince George's County's number one priority for project planning. The County requests that the next intersection, Palmer Road at Livingston Road West, be advanced through planning and design as quickly as possible. The MGM facility is slated to open in 2016 and additional planned economic development within the MD 210 Corridor is coming. Advancing this project will benefit the State, Region and County by improving mobility from Southern Maryland into and through the County. Funding for work along the corridor will be supplemented by County revenue designated for 210 improvements as a result of the passage of Senate Bill 1 during the second special session of 2012.
- **US 1, Baltimore Avenue (College Avenue to I-95/495):** This is a unique opportunity to improve this showcase for the State's flagship college campus, ensuring that this project is well designed and constructed is critical. This project will bring much needed streetscaping, and improved safety measures including sidewalk improvements to this highly congested and challenged section of US 1 in College Park. However, as advancing just Phase I of this project has taken years, it is imperative to immediately advance into design both Phases II and III so that the improvements necessary to maximize the benefits of this vital corridor can be realized within the next decade.

- **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 center within the County. The County is very concerned that the engineering for this project has been deferred to FY 2023, which is outside of the current program. In addition, it should be noted that this project is the top priority for the City of Bowie.
- **MD 5, Branch Avenue:** The Branch Avenue Project will provide improved traffic flow and new interchanges in the Branch Avenue corridor, in coordination with necessary fixed guideway transit is pivotal to relieving traffic congestion on MD 5. We strongly urge the State to finalize the remaining planning and design elements and move the Project forward into construction.
- **MD 4 Corridor, Pennsylvania Avenue Interchanges (Westphalia Road, Dower House Road and MD 223 Woodyard Road):** In addition to moving forward with the construction of the MD 4 at Suitland Parkway project based on the original design with the flyover ramp, it is imperative to advance design for the remaining interchanges along Pennsylvania Avenue just outside of the Beltway. This will address mission related needs at Joint Base Andrews, relieve congestion, and help enhance development projects in the area. In addition, interim improvements at the MD 4 and Westphalia Road intersection are needed to address existing conditions as a result of BRAC movements at Andrews and the burgeoning needs of the corridor.
- **WMATA Funding:** Robust funding for the WMATA system is absolutely necessary to redouble efforts to assure that safety is paramount, as well as providing for needed capacity and effective transit services throughout Prince George's County. 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 Bus:** As Prince George's County operates a transit system separate from WMATA, additional funding is needed to help provide expanded service to meet existing needs and accommodate future growth.
- **Transit Oriented Development:** Prince George's County strongly supports infrastructure investment to support the vital economic development in transit oriented communities. In 2014, the County Council approved Plan 2035 Prince

George's as our General Plan. It designates eight Regional Transit Districts, three of which are being designed as Downtown's; Prince George's Plaza, New Carrollton and Largo. The County appreciates the strong support and collaboration from the State to date on advancing such efforts as the road diet on MD 410 in front of the Prince George's Plaza Metro and will want to continue these important investments to advance economic development.

- **Purple Line Extended (New Carrollton to Largo):** With the Purple Line starting in New Carrollton, it is critical to advance study of the next logical phase of circumferential transit linking the spokes of the Nation's Capital. Further study is needed of the segment identified in the Washington Council of Governments Transportation Land Use Study identifying corridors for a Countywide Transitway of fixed guideway alignments. This segment will be particularly critical if the Landover site for the FBI is chosen and to support the New Regional Hospital in Largo.
- **Southern Maryland Transit:** Advancing the study of fixed guideway transit, and coordinating closely with the State Highway Administration on the MD 5 highway and interchange project will provide better regional connectivity and help relieve congestion in this very congested corridor.
- **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.
- **Pedestrian Safety Enhancements on State-maintained Roadways:** Projects that are intended to address safety, in particular those designed to reduce pedestrian crashes in Prince George's County are paramount and can be found in a number of the different categories of the list including System Preservation, and Project Planning. Prince George's County cannot emphasize strongly enough that the State must continue to further efforts to implement safety features on and along State-maintained roadways. This must include the installation of continuous street lighting, crosswalks, sidewalks, as well as other measures. Prince George's County commends the State for implementing rapidly improving safety program through such efforts as the Pedestrian Road Safety Audits and Community Enhancement projects. However, much more remains to be done, and we emphasize the need for continued focus and vigilance on this initiative.


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Prince George's County values the cooperative relationship we have with you and your staff on so many transportation related issues. Thank you and the MDOT team for coming to the County to discuss the State program. We look forward to working closely with you to advance our transportation priorities for the betterment of the County, the region and the State of Maryland.

Sincerely,



Rushern L. Baker, III
County Executive



Derrick Leon Davis
Chairman, County Council

Enclosure

cc: The Honorable Douglas J. J. Peters, Chair, Prince George's County Senate Delegation
The Honorable Jay Walker, Chair, Prince George's County House Delegation
The Honorable Tawanna Gaines, Chair, Transportation and Environment Subcommittee
Maryland House Appropriations Committee
The Honorable Dannielle M. Glaros, Vice Chair, Prince George's County Council
The Honorable Mary A. Lehman, Member, Prince George's County Council
The Honorable Deni Taveras, Member, Prince George's County Council
The Honorable Todd M. Turner, Member, Prince George's County Council
The Honorable Andrea Harrison, Member, Prince George's County Council
The Honorable Karen R. Toles, Member, Prince George's County Council
The Honorable Obie Patterson, Member, Prince George's County Council
The Honorable Mel Franklin, Member, Prince George's County Council
Nicholas A. Majett, Chief Administrative Officer, Office of the County Executive
Barry Stanton, Deputy Chief Administrative Officer, Office of the County Executive
Darrell B. Mobley, Director, Prince George's Department of Public Works
and Transportation
Bradley W. Frome, Assistant Deputy Chief Administrative Officer, Office of the County
Executive
David S. Iannucci, Assistant Deputy Chief Administrative Officer, Office of the County
Executive
Elizabeth M. Hewlett, Chairman, Prince George's County Planning Board, M-NCPPC
Ronnie Gathers, Director, Department of Parks and Recreation, M-NCPPC
Gregory C. Johnson, Administrator, Maryland State Highway Administration
Paul Comfort, Administrator, Maryland Transit Administration

**Criteria for
Priority State Projects within
Prince George's County**

The State Consolidated Transportation Program (CTP) Priority Projects List is developed by staff of the Department of Public Works and Transportation 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 sister agencies, and internal analysis, the CTP List is forwarded to the County Executive and Council for review, approval and transmittal to the Maryland State Department of Transportation through a joint signature letter. We understand that regulations pertaining to how to carry out the provisions of HB 1013 of 2016 are pending. However, our priorities reflect the spirit and objective of the new law.

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 plans 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
2017 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. Purple Line
(New Carrollton to Bethesda,
Construction to begin in New
Carrollton) Expand capacity with a light rail line
inside the Beltway, from New Carrollton
to Bethesda, and provide needed East-
-West transit connections from New
Carrollton to Riverdale Park, College
Park, University of Maryland, Langley
Park and Montgomery County.

2. WMATA Funding Maintain needed capacity and effective
transit services throughout the County
with emphasis on more robust funding
for MetroBus, additional PCN routes,
enhanced investment in TOD, and
improved connectivity between activity
centers.

3. *TheBus* Expand community-based bus
services to address unmet or underserved
transit demands (i.e. enhanced service
for National Harbor/South County).

4. Prince George's County Transitway
(Priority Corridors from
COG TLC Study) Study of expanded fixed
guideway transit services
along identified corridors to meet
economic development at Largo,
potential new FBI at Landover, and
MGM National Harbor
 - Purple Line Extension (Inner and Outer alignments)
Outer: New Carrollton to Virginia in phases
 - New Carrollton to Largo,
 - Largo to Branch Ave.
 - Branch Avenue to National HarborInner: New Carrollton to Virginia via
Garrett Morgan, Suitland and National Harbor
(In phases)

 - Mount Rainier to Langley Park
Phase I: Langley Park to Riverdale Park via Prince George's Plaza

Phase II: Riverdale Park to Mount Rainier National Harbor to DC Streetcar

- Greenbelt to Konterra

5. 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.
6. Rail Line connecting Southern Green Line to Virginia
Expand rail from the Yellow Line in Virginia to the Southern Green Line of Metrorail (Branch Avenue or Suitland) via the Woodrow Wilson Bridge (WWB) and National Harbor to provide transit connection between Maryland and Virginia; help address region divided; relieve congestion; promote economic development.
7. Full WMATA Metrorail Service On Yellow Line to Greenbelt
Extend current Metrorail service on the Yellow Line to full service for Fort Totten to Greenbelt segment; help address region divided; relieve congestion; promote economic development.
8. MARC Growth and Investment Plan
Expand and enhance service along the MARC Camden and Penn lines (i.e., MARC Growth and Investment Plan).

B. 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.

1. Greenbelt Metro Station
2. New Carrollton Transit Station
3. Largo Metrorail Station
4. Branch Avenue Metrorail Station
5. Prince George's Plaza Metro Station
6. Suitland Metro Station
7. College Park Metro Station/M-Square Purple Line Station
8. Laurel MARC Station
9. Southern Avenue Metro
10. Naylor Rd. Metro
11. Bowie MARC 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:

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| 1. | I-95/Greenbelt Metro Access | Provide complete State/Federal funding for safe and efficient access from I-95/I-495 to the Greenbelt Metrorail Station and support mixed-use economic development around the Station. * |
| 2. | US 1, Baltimore Avenue (College Avenue to I-95/495) Roadway Reconstruction (To be completed in phases) Phase I- College Avenue to MD 193 Phase II – MD 193 to Hollywood Rd. Phase III – Hollywood Rd. to I-95/I-495 | Improve safety; provide streetscaping for community revitalization; improve transit access; and upgrade Cherry Hill road intersection. |
| 3. | MD 4, Pennsylvania Avenue Widening and Interchange Improvements at Suitland Parkway (flyover ramp) | Relieve congestion; improve safety; and provide access to employment centers in MD 4 corridor and for Joint Base Andrews. |
| 4. | MD 197, Collington Road (US 50 to MD 450) | Relieve congestion; improve safety; and support Roadway Widening; economic development. |

* The placement of the Greenbelt interchange is built upon its' FBI relocation candidacy, if Landover is chosen, then needed improvements for that location become the top construction priority.

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| 5. | MD 5, Branch Avenue Interchanges and Widening <ul style="list-style-type: none"> • Surratts Road • Burch Hill Road (A-65) | Relieve congestion; improve safety; and support economic development. |
| 6. | MD 450, Annapolis Road (Stonybrook Drive to MD 3) | Relieve congestion; improve safety; and support roadway widening; economic development. |
| 7. | US 301/MD 5 (TB-Charles Co. Line) | Upgrade existing corridor to relieve congestion |
| 8. | MD 223, Woodyard Road (Steed Road to MD 4) Roadway Widening | Relieve congestion; improve safety; and provide capacity for economic development; intersection improvements. |
| 9. | MD 201, Kenilworth Avenue Extended (I-95/495 to US 1) | Relieve congestion; improve safety; and provide access for economic development and the Greenbelt Metrorail Station from US 1 Corridor. |
| 10. | US 301 - MD 197 Interchange (To be constructed in phases) | Improve safety and relieve congestion in this rapidly developing commercial area. |

B. Project Planning Start Priorities:

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| 1. MD 210, Indian Head Highway Interchange and Intersection Improvements (To be constructed in phases) Phase II – Palmer Road/ Livingston Road Phase III – Oxon Hill Rd. / Old Fort Rd. | Improve seven failing intersections to relieve existing and projected congestion, as well as support economic development. |
| 2. MD 193, University Blvd. (to be completed in phases) Phase I (MD 650 to Adelphi Rd.) Phase II (US 1 to Hanover Pkwy.) | Improve pedestrian and vehicular safety, intersection improvements, provide street lighting, community enhancement, critical to improve pedestrian safety before and as part of Purple Line as well as addressing needs to support potential FBI relocation. |
| 3. MD 4 Corridor, Pennsylvania Avenue Widening and Interchange Improvements <ul style="list-style-type: none">• Westphalia Road Interchange• Dower House Road Relocation /Interchange and short term improvements• MD 223 Interchange | Relieve congestion; improve safety; and provide access to employment centers in MD 4 corridor and for Joint Base Andrews mission related growth. |
| 4. MD 458 Silver Hill Road <ul style="list-style-type: none">• MD 5 to Suitland Rd.• Suitland Rd. to MD 4MD 4 to Walker Mill Rd. | Improve safety for all users and provide streetscaping; revitalization; an continuous overhead lighting for community intersection improvements |
| 5. MD 202 @ I-95/495 & Brightseat Road | Improve for economic development, safety, community enhancement and congestion relief* |

* The placement of the MD 202 project is associated with the FBI relocation candidacy for Landover. If Landover is selected as the site for the FBI, transportation improvements associated with that site would become the County's number one construction priority.

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| 6. | MD 410, East-West Highway/ Riverdale Road (To proceed in phases) Phase I: MD 212 to MD 500 (road diet) Phase II: MD 201 to MD 650 Phase III: Veterans Pkwy to MD201 | Improve safety, provide streetscaping for community and economic development, provide continuous overhead lighting. |
| 7. | US 50/MD 201 (East of MD 704 to South Dakota Avenue) Interchange and Corridor Improvements | Gateway beautification, relieve flooding, congestion, and improve safety on these key inter- state links. |
| 8. | MD 717, Water Street Geometric Roadway Reconstruction Upgrades | Improve safety in Upper Marlboro area by raising MD 717 out of floodplain. |
| 9. | MD 212, Powder Mill Road (Pleasant Acres Drive to I-95) Roadway and Intersection Reconstruction | Improve safety and support economic development. |
| 10. | Ritchie Marlboro Road @ I-95/495 | Relieve congestion; address capacity issues; and support economic |
| 11. | US 50, John Hanson Highway (MD 704 to MD 197) New Interchange | Relieve congestion and improve safety on MD 197 and MD 450. |

C. Gateway Beautification Projects:

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 214, East Capitol Street
3. MD 210, Indian Head Highway
4. Alt US 1, Bladensburg Road
5. MD 332, Old Central Ave.
6. MD 500, Queens Chapel Road
7. MD 4, Pennsylvania Avenue
8. MD 212, Riggs Road
9. MD 650, New Hampshire Avenue
10. US 1, Rhode Island Avenue
11. I-295

D. System Preservation/Safety and Community Enhancement Construction Priorities:

Improve pedestrian, bicycle and vehicular safety, provide street lighting, streetscaping to support community enhancement.

1. MD 500, Queens Chapel Road
(DC line to MD 208)
2. MD 704, Martin Luther King Hwy
(Hill Road to MD 450)
3. MD 410 East-West Highway
(Ager Road to Adelphi Road/
Queens Chapel Road)
4. Alt. US 1 MD @ 450 Annapolis Road
(Specific to Peace Cross) Geometric improvements
for vehicular, bicycle and
pedestrian safety
5. MD 218 Suitland Road
(DC Line to MD 458)
6. MD 4, Pennsylvania Avenue
(DC Line to Silver Hill Road)
7. MD 214, Central Avenue
(DC line to Pepper Mill Drive) Sidewalk, bicycle and safety
improvements, signals at Metro
Access entrance and Pepper Mill
Drive.
8. MD 202, Landover Road
(MD 450, Annapolis Road to Barlow Road)
9. MD 210, Indian Head Highway
(DC Line to Livingston Road)
10. MD 450 Annapolis Road
 - MD 450, Annapolis Road
(Finns Lane/Harkins Road to MD 564, Lanham-Severn Rd.)
 - Bladensburg - Green/Complete Street Project
(Peace Cross to MD 202)
11. MD 201, Kenilworth Avenue
(Riverdale Road to River Road)

12. MD 223, Woodyard Road
(MD 5 to Pine View Lane)
13. MD 212, Riggs Road
(DC line to Norton Rd.)
14. MD 414, Oxon Hill Road
(Brinkley Road to MD 210)
15. MD 650, New Hampshire Avenue
 - Metzerott Rd. to MD 193
 - MD 410 to DC Line
16. US 1, Baltimore Ave.
(Montgomery Rd. to Prince George's Ave.)
17. MD 201, Edmonston Road
(Cherrywood Lane to Sunnyside Avenue)

Improve vehicular safety
and relieve congestion

E. Bicycle Corridor Priorities:

1. MD 704 (multi-use sidepath and designated bike lanes - MD 450 to Hill Road)
2. MD 193 (sidewalks, designated bike lanes, and safety improvements - Montgomery County Line to MD 564)
3. US 1 in College Park (Sunnyside Avenue to Albion Road)
4. MD 414 (Oxon Hill Road) sidewalks, bike lanes and safety improvements - MD 210 to St. Barnabas/Brinkley Road)
5. Suitland Parkway Trail (District Line to Branch Avenue Metrorail Station)
6. MD 223 (multi-use sidepath - MD 4 to Livingston Road)
7. MD 450 (road diet, restriping for designated bike lanes - just west of MD 410 to the Baltimore-Washington Parkway)
8. Bowie Heritage Trail
9. MD 4 (multi-use sidepath, sidewalk, and safety improvements - Forestville Road to District Line)
10. MD 210 (multi-use sidepath - MD 414 to Henson Creek)

F. Park Trails Priorities:

1. WB&A Trail connections (Anne Arundel County to the Anacostia River Trail)
Phase I – Bike/ped bridge over Partuxent River connecting Prince George’s and Anne Arundel Counties
Phase II – Cheverly to Bladensburg Waterfront Park (Euclid Street Park to Lloyd St.)
2. Central Ave. Connector Trail (Marvin Gaye Trl./Cap. Heights Metro to Largo Metro)
3. Rhode Island Avenue Trolley Trail (Armentrout Drive to Farragut Street)
4. Little Paint Branch Trail Extension
 - Phase I – Along Old Gunpowder Road (Denim Rd. to 900 ft. N. of Denim Road)
 - Phase II – multi-use facility across I-495/I-95 (Cherry Hill Rd.)

5. Picataway Creek Trail (MD 223 to the Potomac River)
6. Oxon Run Trail (Southern Avenue to Naylor Road)
7. Henson Creek Trail Extension (Temple Hill Road to Suitland Parkway, including cross Beltway access)
8. Folly Branch Trail (MD 450 to Enterprise Golf Course)
9. Prince George's Connector Trail (Chillum Road to Russell Avenue)
10. College Park Trolley Trail Extension (Greenbelt Road to Quimby Avenue)
11. Chesapeake Rail Trail (Seat Pleasant)