

Mr. James T. Smith, Jr.
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Smith:

Enclosed is Prince George's County's proposed 2014-15 Priority Projects List for the FY 2015-2020 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 priorities related to Transit Oriented Development (TOD), and pedestrian and bicycle safety.

Taken collectively, the Priority List represents projects that will provide Prince George's County with the greatest benefits in terms of community revitalization, economic development, Metrorail access, congestion relief and safety improvements. Promoting projects that address safety for all users, particularly road sections that have been identified with high crash rates is crucial. 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.

The 2015 List reflects a more focused request, with fewer items on the list than in years past with increased emphasis on safety and system enhancement. It continues to build on the progress made through the projects which have been funded in full or advanced through the Transportation Infrastructure Investment Act of 2013. Again, we would extend appreciation to MDOT for its work in moving those projects forward expeditiously.

Because the Act funded several key projects from the previous list, it enables us to advance other needed projects that will benefit economic development and safety. Among them, for the FY 2015-2020 CTP, Prince George's County would like to highlight the following:

- **I-95/Greenbelt Metro Access:** As Prince George's County's number 1 project for construction, completing conversion of a partial interchange into a full interchange to provide direct ramp access among the site, the Capital Beltway (I-95/I-495) and the Greenbelt Metrorail Station, is provides important support for Greenbelt, a potential site for relocation of the Federal Bureau of Investigation. Further still it assists other current and future tenants at this location, and serves as a catalyst for TOD. State support is crucial to advance this Project in the CTP.

- **MD 210, Indian Head Highway (Palmer Road @ Livingston Road & Interchange):** As our number one project planning priority, Prince George's County requests that this project be advanced through planning and design as quickly as possible to ensure that it will be ready to go to construction at the earliest available date. Due to the MGM facility that is slated to open in 2016 and additional planned economic development within the MD 210 Corridor, advancing this project will benefit the State, Region and County, by enhancing this significant commuting corridor for Southern Maryland into and through the County for job access. Funding for work along the corridor will be supplemented by revenue provided as a result of Senate Bill 1 during the second special session of 2012. The measure requires 40% of road impact grants, up to \$15,000,000 to be used to address infrastructure needs related to MD 210. Addressing the required improvements in an expeditious fashion is imperative. The Palmer Road Interchange Project is the second of seven interchange improvements needed in the MD 210 Corridor.
- **US 1, Baltimore Avenue (College Avenue to I-95/495):** It is critical to expedite and provide construction funding for the first phase of the County's number 2 construction priority from College Avenue to University Boulevard. This will bring much needed streetscaping, improved safety and multi-modal road and sidewalk improvements are needed for this highly congested and challenged section of US 1 in College Park. Creating a better environment for the multitude of users in this diverse community is a must. Prince George's County requests that the project be advanced through design and on to construction as quickly as possible.
- **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 and is the County's number 3 construction priority.
- **Branch Avenue :** The fourth construction priority for the County is the Branch Avenue Project. Providing improved traffic flow and new interchanges in the Branch Avenue corridor, in coordination with necessary fixed guideway transit is critical to relieving traffic congestion on MD 5. We strongly urge the State to finalize the remaining planning and design elements to effectively move the Project forward into construction.
- **MD 4 Corridor, Pennsylvania Avenue Interchanges (Westphalia Rd, Dower House Road and MD 223 Woodyard Road).** The fifth planning project is to advance design for the remaining interchanges along Pennsylvania Avenue just outside of the Beltway to address existing mission related growth at Joint Base Andrews, relieve congestion, and help enhance development projects in this vicinity. Continuing to work collaboratively with developers will be critical in advancing these interchange projects. In the short term, an additional north bound travel lane to tie into the additional lane being provided through the Suitland Parkway project along with improvements at the intersection of Dower House Road and MD 4 are needed to address existing conditions as a result of BRAC movements at Andrews.

- **Purple Line:** Prince George's County's **number one transit priority** will connect the "spokes" of the Metrorail system to provide continuity and availability for all users, and is vital to State, Regional and County economic development. It is a much needed transit alternative, bringing balance to the Region by taking thousands of cars off the road, and adding approximately 60,000 riders daily to the transit system. Further, the Purple Line from Bethesda to New Carrollton, will serve as the first leg to provide a circumferential rail line connecting to Virginia via National Harbor and across the Woodrow Wilson Bridge.
- **WMATA Funding:** Robust funding for the WMATA system is absolutely necessary to assure 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. Further, funding is needed for additional Priority Corridor Network (PCN) routes in Prince George's County, for Transit Oriented Development around the 15 Stations in the County, and enhanced transit connectivity between activity centers.
- **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.
- **Prince George's County Transitway:** Advancing study of a fixed guideway network with emphasis on priority corridors will be vital to economic development and enhanced mobility within the County and the region. Priority corridors provide enhanced linkages that connect to developing systems in neighboring jurisdictions, and between activity centers within Prince George's County.
- **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.
- **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 the imperative that the State further efforts to implement safety features included on and along State-maintained roadways inclusive of, but not limited to the installation of continuous street lighting, crosswalks, sidewalks, etc. Prince George's County commends the State for implementing a robust and rapidly improving safety program through such efforts as the Pedestrian Road Safety Audits, Community Enhancement projects and an overall excellent level of

communications and coordination. However, much more remains to be done, and we emphasize the need for continued focus and vigilance on this initiative.

The County would like to also express appreciation for efforts to date, and emphasize the need for continued collaboration on addressing issues identified in the Transforming Neighborhoods Initiative (TNI) areas. The TNI communities are Langley Park, East Riverdale/Bladensburg, Kentland/Palmer Park, Coral Hills/Suitland; Hillcrest Heights/Marlow Heights and Glassmanor/Oxon Hill.

Lastly, we appreciate you and the MDOT team coming to the County annually to discuss the State program. The annual MDOT CTP Tour is the premier forum our elected officials, community leaders and residents, to hear from State officials and provide input on state transportation projects. In recognition of that, starting in 2015, we will host the Tour in the County Council Chambers of the County Administration Building in Upper Marlboro. We believe that this will provide for optimal attendance and participation, as well as surroundings most appropriate for the occasion.

Prince George's County values the cooperative relationship we have with you and your staff on so many transportation related issues, and a warm welcome awaits you in Upper Marlboro in 2015. In the meanwhile, 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

Mel Franklin
Chairman, County Council

Enclosure

cc: The Honorable Douglas J. J. Peters, Chair, Prince George's County Senate Delegation
The Honorable Jolene Ivey, Chair, Prince George's County House Delegation
The Honorable Tawanna Gaines, Chair, Transportation and Environment Subcommittee
Maryland House Appropriations Committee
The Honorable Carolyn J.B. Howard, Chair, Transportation Subcommittee
Maryland House Ways and Means Committee
The Honorable Will Campos, Vice Chairman, Prince George's County Council
The Honorable Mary Lehman, Member, Prince George's County Council
The Honorable Eric Olson, Member, Prince George's County Council
The Honorable Ingrid M. Turner, Member, Prince George's County Council

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The Honorable Andrea Harrison, Member, Prince George's County Council
The Honorable Derrick Leon Davis, 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
Nicholas A. Majett, Chief Administrative Officer, Office of the County Executive
Victor L. Hoskins, Deputy Chief Administrative Officer, Office of the County Executive
Darrell B. Mobley, Director, Prince George's Department of Public Works
and Transportation
Elizabeth Hewlett, Chair, Prince George's County Planning Board, M-NCPPC
Fern V. Piret, Director, Department of Planning, M-NCPPC
Ronnie Gathers, Director, Department of Parks and Recreation, M-NCPPC
Melinda Peters, Administrator, Maryland State Highway Administration
Robert L. Smith, Administrator, Maryland Transit Administration