



Rushern L. Baker, III
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

March 4, 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 proposed 2015-16 Priority Projects List for the FY 2016-2021 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, transit 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 are 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.

This List reflects an effort to advance fewer items than in years past further narrowing the emphasis on economic development, safety and system enhancement. It builds on the progress made through the projects which have been funded in full or advanced through Governor Hogan's transportation program. We thank the Governor and MDOT for their commitment to funding the projects important to Prince George's County and moving them forward. It is crucially important that the CTP program that was under development and the projects announced by Governor Hogan this past spring proceed as they were designed and planned. We are very concerned, as there have been significant adverse changes since then to key projects such as the interchange at MD4 at Suitland Parkway. Additionally, the state has made an unprecedented request for County funding for a state project to support the potential Greenbelt FBI site. It is important that the State stand with both of our proposed FBI sites as the Governor has stated and continue to fully fund them. Prince George's County is ready to partner with MDOT to serve our citizens, but the State must fully honor its commitments.

Because several key projects from previous lists are already advancing, this list can

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address other needed projects that will benefit economic development and safety. Among them, for the FY 2016-2021 CTP, Prince George's County would like to highlight the following:

- **Purple Line:** Prince George's County's would like to express our deep appreciation to Governor Hogan for advancing the Purple Line into construction as this is the **number one transit priority** for the County. 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 ensuring that the project's principal operations center will be in Prince George's County. The state's willingness to adopt these important components was critical to our increasing our local commitment to \$120 million.
- **FBI Infrastructure Needs:**
 - Greenbelt Metro Access: As Prince George's County's number one project for roadway construction, 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. Prince George's County urges continued State funding towards construction of this vital project. However, the County is not in a position to provide an additional \$50 Million. This request was not discussed nor anticipated, and the County has already committed significant funding at the site of the project. Full state support is crucial to advance this Project in the CTP. The placement of the Greenbelt interchange is built upon its' FBI relocation candidacy, if Landover is chosen, then the needed improvements for that location will become the top priority.
 - **MD 202 @ I-95/495 & Brightseat Road:** The placement of improvements in Landover reflects needed preparation in the event that location is selected for the new Headquarters of the FBI.
- **MD 210, Indian Head Highway (Palmer Road @ Livingston Road West Interchange):** Advancing the work beginning at Kerby Hill Road further down 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 revenue provided as a result of the passage of Senate Bill one during the second special session of 2012. The measure requires 40% of local impact grants, up to \$15,000,000 to be used to address infrastructure needs related to MD 210.

- **US 1, Baltimore Avenue (College Avenue to I-95/495):** Prince George's County is most appreciative of the \$30 million announced by the Governor providing construction funding for the first phase of the County's number two construction priority from College Avenue to University Boulevard. However, as 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.

- **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.
- **MD 5, 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 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 Rd, Dower House Road and MD 223 Woodyard Road).** Prince George's number two planning project is to advance design for the remaining interchanges along Pennsylvania Avenue just outside of the Beltway. This will address existing mission related growth 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 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.
- **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.
- **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.
- **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 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, Community Enhancement projects. However, much more remains to be done, and we emphasize the need for continued focus and vigilance on this initiative.

Lastly, the annual MDOT CTP Tour is the premier forum our elected officials, community leaders and residents, have an opportunity to hear from State officials and provide input on state transportation projects. We look forward to hosting you at the County Administration Building in Upper Marlboro once again for the 2016 tour stop next fall.

Prince George's County values the cooperative relationship we have with you and your staff on so many transportation related issue and thank you and the MDOT team for coming to

Secretary Pete K. Rahn

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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 Carolyn J.B. Howard, Chair, Transportation Subcommittee
Maryland House Ways and Means Committee
The Honorable Dannielle M. Glaros, Vice Chairman, 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 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
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). After which, 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.

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
2016 PRIORITY PROJECTS LIST
MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS**

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

A. Transit Expansion and Funding:

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|---|---|
| 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. <i>TheBus</i> | 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) <ul style="list-style-type: none"> • Mount Rainier to Langley Park via
Bladensburg- Riverdale Park -Prince George's Plaza -Langley Park • National Harbor to DC Streetcar • Purple Line Extension (Inner and Outer alignments)
Outer: New Carrollton to Virginia via Largo, Branch Ave. and National Harbor
Inner: New Carrollton to Virginia via
Garrett Morgan, Suitland and National Harbor • Greenbelt to Konterra | Study of expanded fixed
guideway transit services
along identified corridors |
| 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 197, Collington Road
(US 50 to MD 450)
Roadway Widening | Relieve congestion; improve safety; and support economic development. |

*The placement of the Greenbelt interchange reflects preparation in the event that location is selected for the new Headquarters of the FBI.

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|----|--|---|
| 4. | MD 5, Branch Avenue
Interchanges and Widening | Relieve congestion; improve safety; and support |
|----|--|---|

- Surratts Road
 - Burch Hill Road (A-65)
- economic development.
5. MD 450, Annapolis Road
(Stonybrook Drive to MD 3)
Roadway Widening
Relieve congestion;
improve safety; and support
economic development.
 6. US 301/MD 5 (TB-Charles Co. Line)
Upgrade existing corridor to relieve
congestion
 7. MD 223, Woodyard Road
(Steed Road to MD 4)
Roadway Widening
Relieve congestion; improve
safety; and provide
capacity for economic development;
intersection improvements.
 8. 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.
 9. 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:

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
• Westphalia Road Interchange
Relieve congestion;
improve safety; and provide
access to employment centers

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|-----|--|---|
| | <ul style="list-style-type: none"> • Dower House Road Relocation /Interchange and short term improvements • MD 223 Interchange | 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 4 MD 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* |
| 6. | MD 410, East-West Highway/
Riverdale Road
(To proceed in phases)
Phase I: MD 201 to MD 650
Phase II: 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 |

*The placement of improvements in Landover reflects needed preparation in the event that location is selected for the new Headquarters of the FBI.

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|-----|---|---|
| 11. | US 50, John Hanson Highway
(MD 704 to MD 197)
New Interchange | Relieve congestion and improve safety on MD 197 and MD 450. |
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C. Gateway Beautification Projects:

Improve aesthetics, street lighting, SWM, sidewalk, beautification, streetscaping and bicycle facilities to enhance public, motorized and non-motorized transportation safety for 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)

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|---|---|
| 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 202, Landover Road
(MD 450, Annapolis Road to Barlow Road) | |
| 8. MD 210, Indian Head Highway
(DC Line to Livingston Road) | |
| 9. MD 214, Central Avenue
(DC line to Pepper Mill Drive) | |
| 10. MD 450 Annapolis Road <ul style="list-style-type: none">• 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 <ul style="list-style-type: none">• 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. Trail/Bikeway Priorities:

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

F. Park Trails:

1. WB&A Trail connections (Anne Arundel County to the Anacostia River Trail)
2. Central Avenue Connector Trail (Marvin Gaye Trail/Capitol Heights Metro to Largo Metro)
3. Picataway Creek Trail (MD 223 to the Potomac River)
4. Rhode Island Avenue Trolley Trail (Armentrout Drive to Farragut Street)
5. Little Paint Branch Trail Extension
6. 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.)
7. Oxon Run Trail (Southern Avenue to Naylor Road)
8. Henson Creek Trail Extension (Temple Hill Road to Suitland Parkway, including cross Beltway access)
9. Folly Branch Trail (MD 450 to Enterprise Golf Course)

10. Prince George's Connector Trail (Chillum Road to Russell Avenue)
11. College Park Trolley Trail Extension (Greenbelt Road to Quimby Avenue)
12. Chesapeake Rail Trail (Seat Pleasant)