



PRINCE GEORGE'S COUNTY GOVERNMENT

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 2021-2026 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 2021-2026 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.

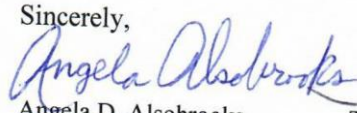
STATE ROADS & HIGHWAYS

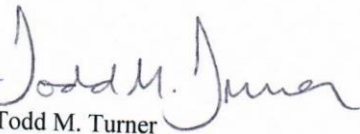
- **Arena Drive Interchange:** What was initially constructed as an additional entry point to the FedEx football stadium for high volume events, this interchange has become the front door for the new University of Maryland Regional Medical Center, the rebirth of the area surrounding the regional hospital 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 Erek 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
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Gwendolyn T. Clerkley, Deputy Director, Prince George's Department of Public Works
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Elizabeth Hewlett, Chair, Prince George's County Planning Board, M-NCPPC
Andree Green Checkley, Esquire, Prince George's County Planning Department,
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Debbie Tyner, Acting Director, Department of Parks and Recreation, M-NCPPC
Kevin Quinn, Administrator, Maryland Transit Administration