

MEMORANDUM

TO: City Council

FROM: David J. Deutsch
City Manager

SUBJECT: ***Status Report***

DATE: April 9, 2015

1. City Election

On April 3rd, Councilmember Gardner filed his paperwork for candidacy for an At-large Council seat. On April 8th, resident Jenmaire Dewberry filed her candidacy paperwork for the District 1 Council seat.

2. Emerald Ash Borer Update for Belair Greens

On March 27, 2015, the City Forester attended the Belair Greens Homeowners Association meeting and presented to their board and interested residents the emerald ash borer strategy approved by City Council, and discussed this problem as it effects this subdivision. Subsequent to this meeting, staff sent a letter earlier this week to all residents and property owners reviewing the situation and advising them what steps the City is taking to address the problem. Staff anticipates that work in this subdivision will occur in late April or May, with treatment that may include observation, evaluation, pesticide application where applicable, and removal and replacement as needed.

3. County Transportation Priority List

Attached is a copy of the latest Prince George's County Transportation Priority List. The list was approved by the County Council and County Executive late last year and sent to the Maryland Secretary of Transportation. It is noteworthy that the City's priorities for MD 197 and MD 450 have been switched on the list, with MD 197 moving up to County Construction Priority #3. This is the highest position a Bowie project has achieved in decades. MD 450 was moved back to #5. Last year, MD 450 was #4 and MD 197 was #6. The US 301/197 interchange did not move up on the Construction list, but went from #8 to #9. The 301/5 corridor improvements moved ahead of it, going from #12 to #6, while the MD 201 project (Beltway to US 1) moved ahead of 301/197 (last year it was just behind it on the list). Another of the City's priorities, a new interchange on US 50, between MD 704 and MD 197, remained on the County list (at Project Planning Priority #11, down from #9). The MD 197 North Median Landscaping project was dropped entirely from the Community Enhancement Construction Priorities list. The Bowie Heritage Trail remained on the County List as a Trail/Bikeway Priority. Staff will review the Transportation Priority letters with Council at the annual briefing this summer in preparation for the 2016 cycle.

4. Economic Development Committee (EDC)

The EDC met Wednesday. Business recognition awardees have been selected and the EDC is working together with the Greater Bowie Chamber of Commerce to notify the winners and to make the arrangements for the 8th Annual Bowie Business Recognition Awards ceremony and breakfast to be held Wednesday, May 13 at 7:30 a.m. at the Comfort Inn. The main topic for this month's meeting was an assessment of small business assistance services. The EDC topic team looked at the City's website, the Bowie BIC website, the Bowie Chamber website, and the sites of the Maryland PTAP, the Maryland SBDC, and the Maryland Women's Business Center. In general the sites were helpful and contained many links to additional expert information. No matter which site one chose to look at first, one could find connections to the other sites – the EDC felt this was a good indicator of the awareness among assistance providers of each other and the services offered. The EDC also decided to postpone their business forums to allow for a revisit to the details and the objectives for those forums.

5. City and Bowie BIC Joint New Business Mailing

The City and the Bowie Business Innovation Center (Bowie BIC) mailed information about assistance for small businesses to 600 businesses receiving business licenses in Zip Codes 20715, 20716, 20720, and 20721 between July 2014 and February 2015. This is the second time the City and the Bowie BIC have partnered for such a mailing. A copy of the mailed materials is attached.

Attachments



Rushern L. Baker, III
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT

DEC 5 2014

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.

County Administration Building
14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland 20772
Maryland Relay 711

- **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

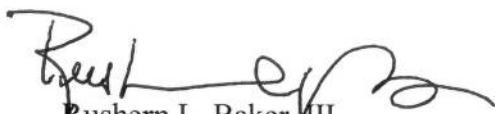
communications and coordination. However, much more remains to be done, and we emphasize the need for continued focus and vigilance on this initiative.

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

Secretary James Smith

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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

**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
2014 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. <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">• Bladensburg- 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. | Metrorail 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; help address region divided. |
| 8. | Purple Line Extension to Virginia via Largo, Branch Avenue and National Harbor
(In phases) | Expansion of an Purple Line to continue from New Carrollton to Largo and Branch Avenue Metrorail stations, National Harbor, and connecting to Yellow Line in Virginia to support and promote economic development; help address the region divided and relieve congestion; project is in Transitway Study. |

- | | |
|-------------------------------------|---|
| 9. MD 210/I-295 Corridor Transit | Develop a fixed guideway transit service from the District along the MD 210/I-295 Corridor from National Harbor connecting to transit in the District. Project is to relieve congestion and enhance economic development in Prince George's County. Could include connecting to various points in the District or Southern Avenue Metrorail Station from National Harbor; included in Transitway Study. |
| 10. 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. Southern Avenue Metro Station
9. Naylor Road Metro Station
10. 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:

- | | | |
|----|---|---|
| 1. | I-95/Greenbelt Metro Access | Provide 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)
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. |
| 4. | MD 5, Branch Avenue
Interchanges and Widening <ul style="list-style-type: none">• Surratts Road• Burch Hill Road (A-65)• Brandywine Road | Relieve congestion; improve safety; and support 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 |
| 3. | 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 |

- | | | |
|-----|---|--|
| 4. | MD 410, East-West Highway/
Riverdale Road
(To proceed in phases)
Phase I: Veterans Pkwy to MD201
Phase II: MD 201 to MD 650 | Improve safety, provide
streetscaping for community and
economic development, provide
continuous overhead lighting. |
| 5. | 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. |
| 6. | US 50/MD 201
(MD 410 to South Dakota Avenue)
Interchange and Corridor
Improvements | Gateway beautification, relieve flooding,
congestion, and improve
safety on these key inter-
state links. |
| 7. | MD 717, Water Street
Geometric Roadway Reconstruction
Upgrades | Improve safety in Upper
Marlboro area by raising
MD 717 out of floodplain. |
| 8. | MD 202 Landover Road
(MD 704 to Kilmer Dr.) | Improve pedestrian and
overall safety; provide
streetscaping and continuous overhead
lighting. |
| 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:

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

1. MD 218, Suitland Road
(DC Line area)
2. MD 214, East Capitol Street
(DC Line area)
3. MD 210, Indian Head Highway
(DC Line area)
4. Alt US 1, Bladensburg Road
(DC Line area)
5. MD 332, Old Central Ave.
(D.C. Line area)
6. MD 500, Queens Chapel Road
(DC Line area)
7. MD 4, Pennsylvania Avenue
(DC line area)
8. MD 212, Riggs Road
(DC Line area)
9. MD 650, New Hampshire Avenue
(DC Line to Ray Road/Poplar Ave)
10. US 1, Rhode Island Avenue
(DC Line area)
11. I-295 (DC line area)

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

Improve pedestrian, bicycle and vehicular safety, provide street lighting, streetscaping and provide 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 458, Silver Hill Road
(MD 4 to MD 5)
6. MD 4, Pennsylvania Avenue
(DC Line to Silver Hill Road)
7. MD 210, Indian Head Highway
(DC Line to Livingston Road)
8. MD 214, Central Avenue
(DC line to Pepper Mill Drive)
9. 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)
10. MD 201, Kenilworth Avenue
(Riverdale Road to River Road)
11. MD 223, Woodyard Road
(MD 5 to Pine View Lane)
12. MD 212, Riggs Road
(DC line to Norton Rd.)

13. MD 414, Oxon Hill Road
(Brinkley Road to MD 210)
14. MD 650, New Hampshire Avenue
 - Metzerott Rd. to MD 193
 - MD 410 to DC Line
15. US 1, Baltimore Ave.
(Montgomery Rd. to Prince George's Ave.)
16. MD 201, Edmonston Road
(Cherrywood Lane to Sunnyside Avenue) Improve vehicular safety
and relieve congestion

E. Trail/Bikeway Priorities:

On/Along Road Trails

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

PRINCE GEORGE'S COUNTY COUNCIL

AGENDA ITEM SUMMARY

2014 Legislative Session

Meeting Date: 11/19/2014

Reference No.: 3 (d)

Draft No.: 1

Proposer(s): County Executive

Sponsor(s):

Item Title: Proposed joint signature letter to Mr. James T. Smith, Jr., Secretary, Maryland Department of Transportation regarding proposed 2014-2015 Priority Projects List for the FY 2015-2020 State Consolidated Transportation Program (CTP).

Drafter: Department of Public Works and Transportation

Resource Personnel: Department of Public Works and Transportation

LEGISLATIVE HISTORY:

Date Presented: __/__/__

Executive Action: __/__/__

Committee Referral: __/__/__

Effective Date: __/__/__

Committee Action: __/__/__

Date Introduced: __/__/__

Public Hearing: __/__/__ :__ __

Council Action: 11/19/2014 CHAIRMAN AUTHORIZED TO SIGN

Council Votes: MRF:A, WC:A, DLD:A, AH:A, ML:A, EO:A, OP:A, KT:A, IT:A

Pass/Fail: P

Remarks: _____

BACKGROUND INFORMATION/FISCAL IMPACT:

(Includes reason for proposal, as well as any unique statutory requirements)

CODE INDEX TOPICS:

INCLUSION FILES/ZONING FIGURES:



City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

April 9, 2015

Dear Bowie Business Owner,

Thank you for incorporating your business in the Greater Bowie area! We are pleased you have selected us as the location for your business. You have located in one of the top five cities (by population) in Maryland, the Free State, and are now an important part of our community.

Please read the enclosed material from our incubator – the Bowie Business Innovation Center. They are a superb resource to help your business grow.

Our City accommodates many kinds of business activity. Professionals like doctors, lawyers, and accountants might be attracted to locations along Superior Lane or Mitchellville Road or Gallant Fox Lane. Retailers will like our 15 retail centers ranging in size from small, neighborhood locations like Mount Oak Plaza, to large regional centers like Bowie Town Center. Technology and other knowledge-based, high value added businesses gravitate toward Melford, Bowie Corporate Center, and our other fine office locations.

The current economic condition of the City and her businesses is excellent; we expect this good civic and business health to continue. Unemployment levels are low, but you will find that you can attract workers from a wide area because Bowie is centrally located with good access via our highway and road networks.

I encourage you to become involved with your community. You will find that Bowie businesses and residents are both active and influential in our City.

If you have questions please call or e-mail me.

Sincerely,

John Henry King

Economic Development Director

(301) 809-3042 jhking@cityofbowie.org

MAYOR G. Frederick Robinson **MAYOR PRO TEM** Isaac C. Trouth

COUNCIL Dennis Brady ♦ Henri Gardner ♦ James L. Marcos ♦ Diane M. Polangin ♦ Todd M. Turner **CITY MANAGER** David J. Deutsch
City Hall (301) 262-6200 FAX (301) 809-2302 TDD (301) 262-5013 WEB www.cityofbowie.org



April 9, 2015

Bowie business owners and entrepreneurs -- we have something for you!

There are numerous business training and support resources in the community that can help you as you build your business on your own. However, if you are ready to take our business to the next level, I encourage you to utilize the Bowie Business Innovation Center (Bowie BIC), new a business incubation program located at Bowie State University. A fact sheet on Bowie BIC is attached.

We are the fastest growing business incubation program in Prince George's County and the only incubation program in Maryland located at a historically black academic institution.

The Bowie BIC business incubation program is a public/private partnership directed by business leaders. We focus on the development of professional service and technology firms. Bowie BIC delivers exactly what young companies need to accelerate their growth:

- Mentoring, business counseling, technical business advice, access to capital
- Networking, including new monthly Tech Meet-Ups, Veteran Business Meet-Ups
- Affordable office space and access to meeting facilities

In addition to its comprehensive fee-based business incubation program for client companies, Bowie BIC also offers free on-site business counseling each week through our counseling partners:

- Maryland Women's Business Center
- Small Business Technology Development Center
- Procurement Technical Assistance Program

To schedule a tour or to receive Bowie BIC's free monthly e-newsletter listing business events and training opportunities in the Greater Bowie area, contact Crystal Simpkins, Operations Director at crystal.simpkins@bowiebic.com

My best wishes for great success in your business. We look forward to hearing from you, so we can begin to put Bowie BIC business resources to work for you!

A handwritten signature in black ink that reads "Lisa S. Smith".

Lisa S. Smith
Executive Director



BOWIE **BIC** BUSINESS INNOVATION CENTER

Need Help Growing Your Company?

The Bowie BIC has Just What You Need

The Bowie Business Innovation Center (Bowie BIC) is a comprehensive business incubation program located at Bowie State University and designed to help accelerate the growth of early-stage companies. Bowie BIC provides the business support programs and facilities to help you focus on what is truly important—growing your business.

PROGRAMS



One-on-One Professional Business Mentoring



Business Counseling Specialists On-Site From

- Small Business Technology Development Center (SBTDC)
- Procurement Technical Assistance Program (PTAP)
- Maryland Women's Business Center (MWBC)



Technical Business Advice Offered at Monthly Business Clinics

- | | |
|--------------------|--------------------------|
| • Accounting | • Business Planning |
| • Sales Strategies | • Legal Issues |
| • Entrepreneurship | • Government Contracting |



Access to Business and Market Research for your Company



Monthly "Coffee Break" Events Highlighting Business Resources



Networking Events to Connect with Customers, Partners and Funders



Promotion of Your Business On-line and In Print



Invitations to Exclusive Business Workshops and Special Events



Access to Bowie State University Student Interns

FACILITIES



Affordable, Furnished, Private Offices with Installed Communications Infrastructure, plus

- Reception Services
- Print, Copy, Scanning Capabilities
- Conference/Meeting Rooms
- Kitchen
- Lounge Area

**Available on flexible lease terms, at an
all-inclusive rate to simplify budgeting
and minimize overhead.**



The Bowie BIC program is ideal for:

1. Growth-oriented professional service firms and technology companies
2. Businesses with existing clients
3. Businesses committed to increasing revenues and hiring employees
4. Businesses who want to take their companies to the next level

The Bowie BIC is the newest and fastest growing business incubation program in Prince George's County. It is also the first business incubation program in Maryland to be located at a historically black academic institution.



Bowie BIC is a non-profit organization whose work to accelerate the growth of early-stage companies is supported by:



BOWIE BIC IS NOW ACCEPTING APPLICATIONS!

If you would like to schedule a tour of the Bowie BIC and apply to become a client, please contact Crystal Simpkins, Operations Manager, telephone 301-383-1550x105 or crystal.simpkins@bowiebic.com.



Bowie Business Innovation Center ■ Bowie State University Center for Business ■ Suite 2312
4000 Jericho Park Road ■ Bowie MD 20715 ■ Tel: 301-383-1550 ■ www.bowiebic.com

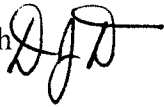


City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

MEMORANDUM

TO: City Council

FROM: David J. Deutsch 
City Manager

SUBJECT: Indoor Sports Facility Site Selection Status Update

DATE: April 8, 2015

Staff briefed Council on several sites and found fairly significant constraints with each of them in terms of cost and/or the site's overall suitability to accommodate the 8.2-acre combined project (court/ice) outlined in the Sports Facilities Advisory (SFA) consultant report.

Sites previously examined included:

- A. "450" – City-owned property between old and new 450
- B. Mullikin/Fladung – City-owned property on Old Chapel Road
- C. Glen Allen Park

The Race Track property continues to be a dilemma, especially given the apparent change in direction that the new Jockey Club Vice-President/General Manager has described. Mr. Sinatra's approach further complicates the matter following the silence with which they greeted the 2013 purchase offer.

A report is expected in the near future from M-NCPPC regarding three properties owned by the Commission: two 20-acre sites on Church Road (one just north of US 50, and the other just south of US 50), and the Nash property. It is worth recalling that M-NCPPC donated the land to the City on which the Senior Center and Gymnasium are located.

Additional details on City-owned sites:

1. The Mullikin/Fladung property is not being considered due to limitations of site topography and high cost of required road improvements (over \$1 million on a

County road, and potential for needing to fund a traffic signal at MD 197 for \$150,000).

2. Glen Allen is a decent site, but the dual purpose facility takes up the entire site and would displace existing fields at this site.
3. The 450 site is well located but the property presents significant development issues that carry a \$2.4 million price tag.

Staff is reexamining the impact of building a single purpose facility on the 450 site and the Glen Allen site. We want to determine the feasibility and cost impacts of splitting the project into its two component parts. At the 450 site, the crux of the matter is to what degree a single purpose facility can drive down the site development cost. Our consulting engineer is expected to provide a report no later than early June.

I have attached an excerpt from a May 2014 memorandum that shows costs and timelines for different project scenarios. The FY16 Budget contains \$3,000,000 to fully fund project management and architecture/engineering for a combined project. Should Council determine to proceed with separate projects, you may want to adjust the Budget to reflect that decision.

We look forward to your comments and questions, and we stand ready to facilitate your decision process.

DJD/asf

Attachment

Time Line and Cost Two-Sheet Ice Arena Only

FY 2015

Location Analysis – July 2014 to December 2014 (6 months) - \$100,000

Project Manager Hired – January 2015 to April 2015 (4 months) - \$580,000

Total FY 2015 - \$680,000

FY 2016

Architect Hired – May 2015 to September 2015 (4 months) - \$1,160,000

Architect Prepares Construction Documents – October 2015 to November 2016
(13 months)

Total FY 2016 - \$1,160,000

FY 2017

Financial Advisor/Bond Counsel - \$75,000

Total FY 2017 - \$75,000

FY 2018

Building Permit – December 2016 to June 2017 (7 months)

Construction Contractor Hired and Under Contract - March 2017 to June 2017
(4 months)

Total FY 2018 – \$11,600,000

Construction – July 2017 through December 2018 (18 months)

Total Estimated Project Cost Ice Arena Only - \$13,515,000

Time Line and Cost Indoor Court Facility Only

FY 2015

Location Analysis – July 2014 to December 2014 (6 months) - \$100,000

Project Manager Hired – January 2015 to April 2015 (4 months) - \$435,000

Total FY 2015 - \$535,000

FY 2016

Architect Hired – May 2015 to September 2015 (4 months) - \$870,000

Architect Prepares Construction Documents – October 2015 to November 2016
(13 months)

Total FY 2016 - \$870,000

FY 2017

Financial Advisor/Bond Counsel - \$75,000

Total FY 2017 - \$75,000

FY 2018

Building Permit – December 2016 to June 2017 (7 months)

Construction Contractor Hired and Under Contract - March 2017 to June 2017
(4 months)

Total FY 2018 – \$8,700,000

Construction – July 2017 through December 2018 (18 months)

Total Estimated Project Cost Indoor Court Facility Only - \$10,180,000

Time Line and Cost Two Sheet Ice Arena and Indoor Court Facility Combined

FY 2015

Location Analysis – July 2014 to December 2014 (6 months) - \$100,000

Project Manager Hired – January 2015 to April 2015 (4 months) - \$1,015,000

Total FY 2015 - \$1,115,000

FY 2016

Architect Hired – May 2015 to September 2015 (4 months) - \$2,030,000

Architect Prepares Construction Documents – October 2015 to November 2016
(13 months)

Total FY 2016 - \$2,030,000

FY 2017

Financial Advisor/Bond Counsel - \$75,000

Total FY 2017 - \$75,000

FY 2018

Building Permit – December 2016 to June 2017 (7 months)

Construction Contractor Hired and Under Contract - March 2017 to June 2017
(4 months)

Total FY 2018 – \$20,300,000

Construction – July 2017 through December 2018 (18 months)

**Total Estimated Project Cost Ice Arena and Indoor Court Facility Combined -
\$23,520,000**

Time Line and Cost Two-Sheet Ice Arena Followed by Indoor Court Facility

FY 2015

Location Analysis for Two-Sheet Ice Arena – July 2014 to December 2014 (6 months) - \$100,000

Project Manager Hired – January 2015 to April 2015 (4 months) - \$580,000

Total FY 2015 - \$680,000

FY 2016

Architect Hired – May 2015 to September 2015 (4 months) - \$1,160,000

Architect Prepares Construction Documents – October 2015 to November 2016 (13 months)

Total FY 2016 - \$1,160,000

FY 2017

Financial Advisor/Bond Counsel - \$75,000

Total FY 2017 - \$75,000

FY 2018

Building Permit – December 2016 to June 2017 (7 months)

Construction Contractor Hired and Under Contract - March 2017 to June 2017 (4 months)

Total FY 2018 – \$11,600,000

Construction – July 2017 through December 2018 (18 months)

FY 2020

Location Analysis for Indoor Court Facility – July 2019 to December 2019 (6 months) - \$50,000

Project Manager Hired – January 2020 to April 2020 (4 months) - \$490,000

Total FY 2020 - \$540,000

FY 2021

Architect Hired – May 2020 to September 2020 (4 months) - \$980,000

Architect Prepares Construction Documents – October 2020 to November 2021
(13 months)

Total FY 2016 - \$980,000

FY 2022

Financial Advisor/Bond Counsel - \$75,000

Total FY 2017 - \$75,000

FY 2023

Building Permit – December 2021 to June 2022 (7 months)

Construction Contractor Hired and Under Contract - March 2022 to June 2022
(4 months)

Total FY 2022 – \$9,800,000

Construction – July 2022 through December 2023 (18 months)

**Total Estimated Project Cost Ice Arena and Followed by Indoor Court Facility -
\$24,910,000**