



City of Bowie

Memorandum

Thursday, October 12, 2023
Alfred D. Lott, ICMA-CM, CPM,
City Manager

STATUS REPORT

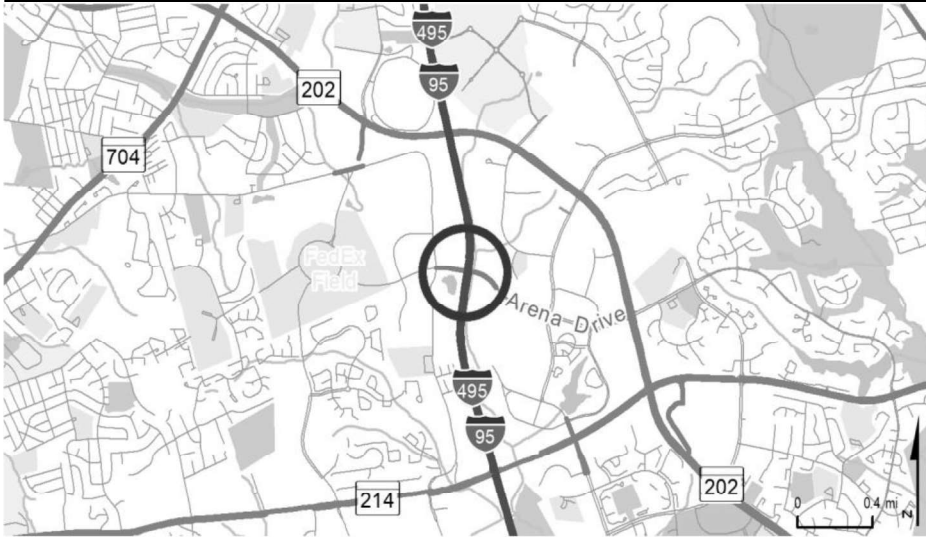
1. Prince George's County Consolidated Transportation Program (CTP)
On October 10, City staff attended the Prince Georges County Consolidated Transportation Program Tour where State officials presented the draft FY24-29 CTP. Among those in attendance were MDOT Secretary Paul Wiedefeld and State Highway Administrator Will Pines. They discussed future road, trail, and public transit projects and opportunities that the State is funding and participating in all areas of the County. The draft CTP deletes several projects supported by the City, including: (1) MD 3, from US 50 to MD 32; (2) the US 301 South Corridor Transportation Study - Potomac River to US 50; and, (3) US 301, Crain Highway - north of Mount Oak Road to US 50 and MD 197, Collington Road - US 301 to Mitchellville Road, due to those projects being older corridor-level projects in need of reevaluation. County officials asked that these projects, although unfunded, remain in the CTP. A copy of the Prince George's County portion of the CTP and the recently approved County Transportation Priority Letter are attached for your information.
2. Economic Development Committee (EDC)
The Bowie EDC held their regular meeting Wednesday and talked with guest speaker David Iannucci, the President of the Prince George's County EDC. Key points from that discussion include:
 - Under County Executive Alsobrooks there has been an emphasis on grocery stores in underserved parts of the County.
 - New County EDC Strategic Plan adopted July 2022, looking at Place Making in a way the old strategic plan never did.
 - Focus is on what workers want. Place making is a factor for workforce and workforce is a cornerstone of economic development.
 - We have the fastest growth rate of any county in the state in terms of job growth, but we still have not caught up to prepandemic levels.
 - Most of the job growth in the region is in Virginia, not Maryland.
 - Prince George's leads in warehouse "end of mile" space. Amazon alone has six 'last-mile' centers here.
 - Restaurants are doing extremely well.
 - There is very strong demand for "flex" office space such as that at Melford.
 - College Park is the strongest office market in the county. The University is a major catalyst for economic development.

- Real debate when it comes to housing and housing policy in the County.
- Future of Commercial Office Space is changing and at risk as an economic driver
- Loss of commercial property value will immediately impact county revenue
- Competitiveness of Maryland vs Virginia. Virginia is responsible for 52% of the job growth in the region.
- Maryland had the 4th worst rate of businesses relocations out of the state in 2021.
- Businesses make investments over the long term. When the rules suddenly change, it creates uncertainty which leads to disinvestment.
- New Carrollton, College Park are both examples of good placemaking in the County.

The next regular meeting of the EDC is Wednesday November 29, 2023 - this is a change from the usual second-Wednesday schedule.



PRINCE GEORGE'S COUNTY



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: A project to upgrade the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive).

PURPOSE & NEED SUMMARY STATEMENT: This project will address existing congestion and will accommodate increasing traffic volumes associated with future growth.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|---|
| ☒ Safe, Secure, and Resilient | ☐ Quality & Efficiency |
| ☐ Maintain & Modernize | ☐ Environmental Protection |
| ☒ Economic Opportunity & Reduce Congestion | ☐ Fiscal Responsibility |
| ☒ Better Transportation Choices & Connections | |

EXPLANATION: This project will address existing congestion and will accommodate increasing traffic volumes associated with future growth.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | |
|--|---|
| ☒ Project Inside PFA | ☐ Grandfathered |
| ☐ Project Outside PFA | ☐ Exception Will Be Required |
| ☐ PFA Status Yet to Be Determined | ☐ Exception Granted |

STATUS: Engineering and right-of-way acquisition underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost decrease of \$5.3 million is due to reduced design costs and inflationary adjustments.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,788	1,538	1,350	2,000	2,000	1,250	0	0	0	5,250	0
Right-of-way	4,968	0	0	1,242	1,863	1,863	0	0	0	4,968	0
Utilities	2,000	0	0	0	0	909	1,091	0	0	2,000	0
Construction	85,466	0	0	0	0	0	12,328	20,140	22,776	55,244	30,222
Total	99,222	1,538	1,350	3,242	3,863	4,022	13,419	20,140	22,776	67,462	30,222
Federal-Aid	94,292	1,527	1,340	3,118	3,677	3,745	12,694	19,133	21,687	64,054	28,711
Special	4,930	11	10	124	186	277	725	1,007	1,089	3,408	1,511
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #PGA201 8/01/2023

Classification:

STATE - Principle Arterial

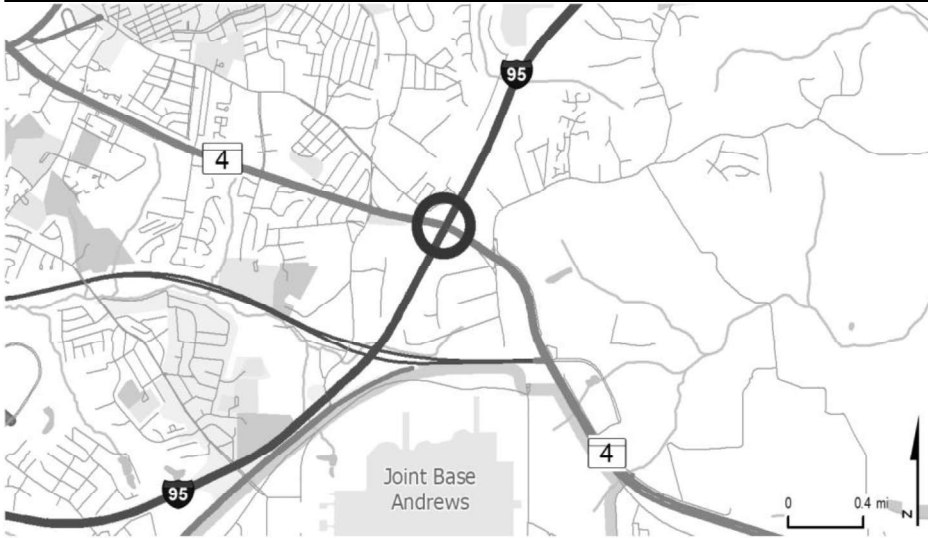
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 216,000
(2023)

PROJECTED 249,100
(2043)

**PROJECT:** I-95, Capital Beltway**DESCRIPTION:** Replacement of Bridge Nos. 1615905 and 1615906 over MD 4.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures, built in 1963, are nearing the end of their useful service life.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|--|---|
| ☒ Safe, Secure, and Resilient | ☐ Quality & Efficiency |
| ☒ Maintain & Modernize | ☐ Environmental Protection |
| ☐ Economic Opportunity & Reduce Congestion | ☐ Fiscal Responsibility |
| ☐ Better Transportation Choices & Connections | |

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| ☐ Project Inside PFA | ☐ Grandfathered |
| ☐ Project Outside PFA | ☐ Exception Will Be Required |
| ☐ PFA Status Yet to Be Determined | ☐ Exception Granted |

STATUS: Engineering underway.**EXPLANATION:** The existing structures, built in 1963, are nearing the end of their useful service life.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** The increase in funding of \$2.8M is due to an increase in engineering costs for the project.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,035	645	257	1,937	1,453	0	0	0	0	3,390	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	2,000	0	0	1,500	500	0	0	0	0	2,000	0
Construction	34,999	0	0	0	2,423	12,142	12,546	7,888	0	34,999	0
Total	41,034	645	257	3,437	4,376	12,142	12,546	7,888	0	40,389	0
Federal-Aid	38,804	501	243	3,209	4,146	11,535	11,919	7,494	0	38,303	0
Special	2,230	144	14	228	230	607	627	394	0	2,086	0
Other	0	0	0	0	0	0	0	0	0	0	0

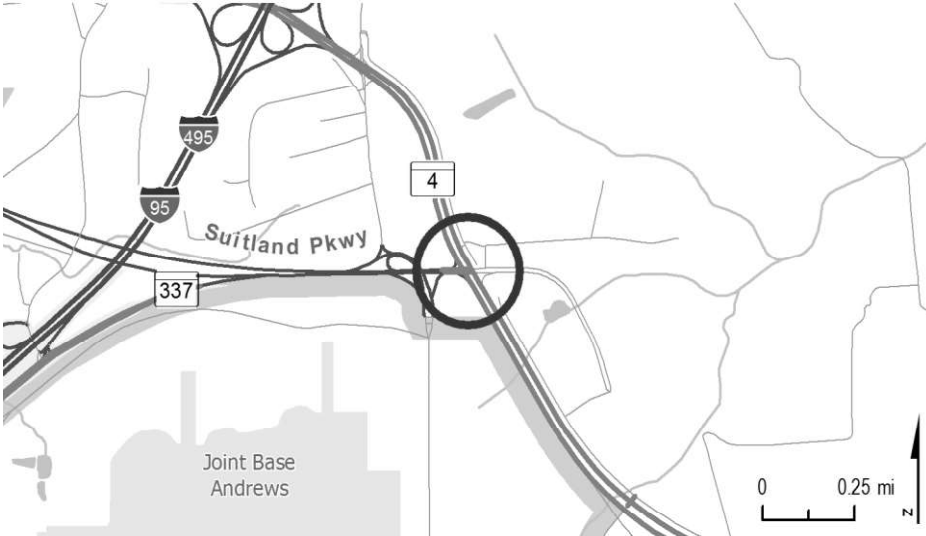
Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 207,700
(2023)PROJECTED 236,600
(2043)

**PROJECT:** MD 4, Pennsylvania Avenue**DESCRIPTION:** Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)**PURPOSE & NEED SUMMARY STATEMENT:** Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and will accommodate increasing traffic volumes associated with future growth.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☐	Safe, Secure, and Resilient	☒	Quality & Efficiency
☒	Maintain & Modernize	☒	Environmental Protection
☒	Economic Opportunity & Reduce Congestion	☐	Fiscal Responsibility
☐	Better Transportation Choices & Connections		

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒	Project Inside PFA	☐	Grandfathered
☐	Project Outside PFA	☐	Exception Will Be Required
☐	PFA Status Yet to Be Determined	☐	Exception Granted

EXPLANATION: The new interchange at MD 4 and Suitland Parkway will facilitate enhanced access to an area that is planned for growth and economic development. In addition, the project will improve safety and reduce congestion at this location.**STATUS:** Utility work underway. Construction to begin this current fiscal year.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** The cost increase of \$2.4 million is due to additional engineering costs and the latest engineer's construction estimate.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	21,435	20,935	3,500	500	0	0	0	0	0	500	0
Right-of-way	12,063	10,050	50	1,723	290	0	0	0	0	2,013	0
Utilities	15,535	8,674	0	6,861	0	0	0	0	0	6,861	0
Construction	236,002	37,511	121	30,000	50,000	50,000	50,000	18,491	0	198,491	0
Total	285,036	77,171	3,671	39,084	50,290	50,000	50,000	18,491	0	207,865	0
Federal-Aid	230,441	40,265	156	29,878	47,732	47,500	47,500	17,566	0	190,176	0
Special	52,432	34,743	3,515	9,206	2,558	2,500	2,500	925	0	17,689	0
Other	2,163	2,163	0	0	0	0	0	0	0	0	0

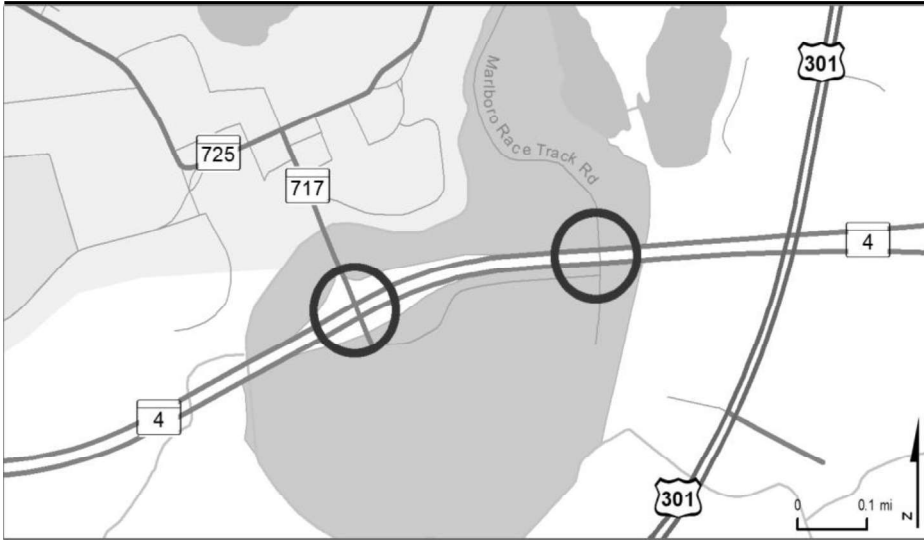
Classification:

STATE - Intermediate Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 72,900
(2023)PROJECTED 110,000
(2043)

**PROJECT:** MD 4, Pennsylvania Avenue**DESCRIPTION:** Replacement of the bridge decks for Bridge Nos. 1609903 and 1609904 over MD 717, and full replacement of Bridge Nos. 1610803 and 1610804 over Race Track Road.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures, built in 1960, are nearing the end of their useful service lives. One of the bridges over MD 717 is rated poor based on deck condition. The bridges over Race Track Road are fair rated with restrictive under-clearance.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|--|---|
| ☒ Safe, Secure, and Resilient | ☐ Quality & Efficiency |
| ☒ Maintain & Modernize | ☐ Environmental Protection |
| ☐ Economic Opportunity & Reduce Congestion | ☐ Fiscal Responsibility |
| ☐ Better Transportation Choices & Connections | |

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | |
|--|---|
| ☒ Project Inside PFA | ☐ Grandfathered |
| ☐ Project Outside PFA | ☐ Exception Will Be Required |
| ☐ PFA Status Yet to Be Determined | ☐ Exception Granted |

STATUS: Engineering underway.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.

POTENTIAL FUNDING SOURCE:											
						☒ SPECIAL	☒ FEDERAL	☐ GENERAL	☐ OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,187	1,928	847	259	0	0	0	0	0	259	0
Right-of-way	72	0	0	13	13	13	13	13	7	72	0
Utilities	27	0	0	27	0	0	0	0	0	27	0
Construction	20,686	0	0	3,048	11,264	6,374	0	0	0	20,686	0
Total	22,972	1,928	847	3,347	11,277	6,387	13	13	7	21,044	0
Federal-Aid	21,309	1,432	835	3,075	10,711	6,065	10	10	5	19,877	0
Special	1,663	496	12	271	566	322	3	3	2	1,167	0
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #PG2582 8/01/2023

Classification:

STATE - Intermediate Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 60,600
(2023)PROJECTED 65,400
(2043)



PROJECT: MD 5, Branch Ave, and MD 637, Naylor Road

DESCRIPTION: Construct roadway and streetscape, including sidewalks and crosswalks, on MD 5 from Curtis Drive to Southern Avenue (1.2 miles), and on MD 637 (Naylor Road) from MD 5 to Suitland Parkway (1.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will provide greater multi-modal access to the Naylor Road Metro Station, and will enhance safety for vulnerable users and connectivity in the vicinity of the station.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

☐ Safe, Secure, and Resilient	☐ Quality & Efficiency
☒ Maintain & Modernize	☐ Environmental Protection
☒ Economic Opportunity & Reduce Congestion	☐ Fiscal Responsibility
☒ Better Transportation Choices & Connections	

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA	☐ Grandfathered
☐ Project Outside PFA	☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined	☐ Exception Granted

STATUS: Open to service.

EXPLANATION: This project will provide greater multi-modal access to the Naylor Road Metro Station, and will enhance pedestrian safety and connectivity in the vicinity of the station.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,429	4,429	0	0	0	0	0	0	0	0	0
Right-of-way	1,043	1,043	3	0	0	0	0	0	0	0	0
Utilities	183	183	0	0	0	0	0	0	0	0	0
Construction	18,644	18,644	1,198	0	0	0	0	0	0	0	0
Total	24,300	24,300	1,202	0	0	0	0	0	0	0	0
Federal-Aid	9,861	9,861	1,185	0	0	0	0	0	0	0	0
Special	14,440	14,440	16	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

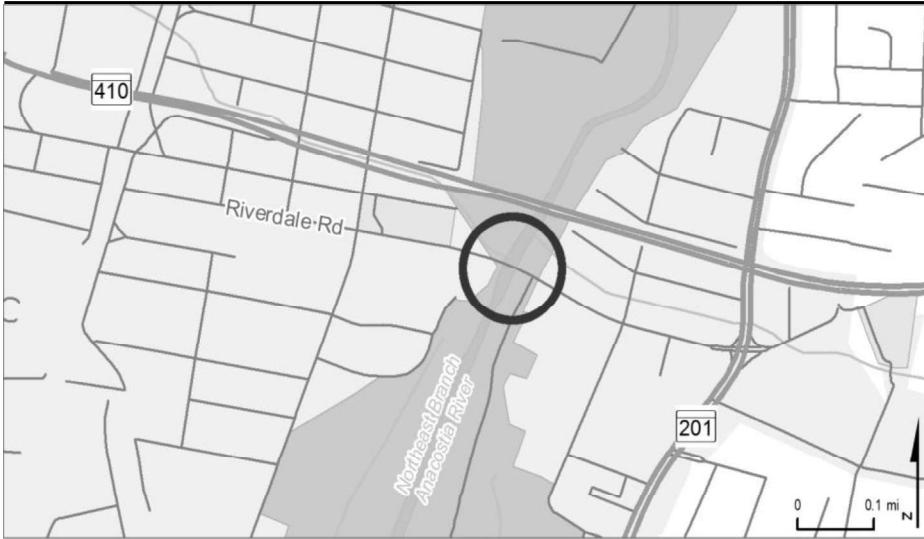
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 34,400 (MD 5)
(2023) 21,000 (MD 637)

PROJECTED 41,300 (MD 5)
(2043) 25,000 (MD 637)

**PROJECT:** MU 227, Riverdale Road**DESCRIPTION:** Replacement of Bridge No. 1609000 over Northeast Branch Anacostia River.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1931, is nearing the end of its useful service life and is rated poor based on deck and superstructure condition. The new bridge will provide shoulders and sidewalks to improve safety for vulnerable users.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|---|
| ☒ Safe, Secure, and Resilient | ☐ Quality & Efficiency |
| ☒ Maintain & Modernize | ☐ Environmental Protection |
| ☐ Economic Opportunity & Reduce Congestion | ☐ Fiscal Responsibility |
| ☐ Better Transportation Choices & Connections | |

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | |
|--|---|
| ☒ Project Inside PFA | ☐ Grandfathered |
| ☐ Project Outside PFA | ☐ Exception Will Be Required |
| ☐ PFA Status Yet to Be Determined | ☐ Exception Granted |

STATUS: Coordination with local agencies and utilities underway.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,513	1,508	1,508	5	0	0	0	0	0	5	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,274	0	0	0	1,154	4,316	2,804	0	0	8,274	0
Total	9,787	1,508	1,508	5	1,154	4,316	2,804	0	0	8,279	0
Federal-Aid	8,573	707	707	5	1,096	4,101	2,664	0	0	7,866	0
Special	1,214	801	801	0	58	215	140	0	0	413	0
Other	0	0	0	0	0	0	0	0	0	0	0

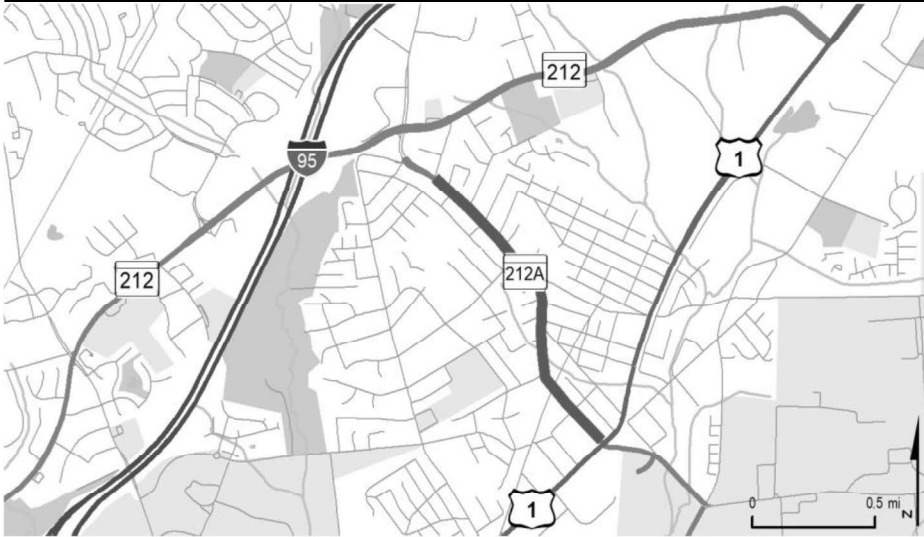
Classification:

STATE - Minor Collector

FEDERAL - Major Collector

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 5,100
(2023)PROJECTED 7,200
(2043)



PROJECT: MD 212A, Powder Mill Road

DESCRIPTION: Reconstruction of MD 212A from Pine Street to US 1 intersection. Project included sidewalk and crosswalk improvements (1.6 miles).

PURPOSE & NEED SUMMARY STATEMENT: The project provided traffic calming and enhanced pedestrian safety along the roadway.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

☒ Safe, Secure, and Resilient	☐ Quality & Efficiency
☒ Maintain & Modernize	☐ Environmental Protection
☐ Economic Opportunity & Reduce Congestion	☐ Fiscal Responsibility
☒ Better Transportation Choices & Connections	

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA	☐ Grandfathered
☐ Project Outside PFA	☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined	☐ Exception Granted

STATUS: Open to service.

EXPLANATION: This project enhanced pedestrian safety with the provision of sidewalk and crosswalk improvements.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,147	5,147	0	0	0	0	0	0	0	0	0
Right-of-way	3,412	3,386	144	26	0	0	0	0	0	26	0
Utilities	2,432	674	220	1,758	0	0	0	0	0	1,758	0
Construction	19,954	19,954	7,575	0	0	0	0	0	0	0	0
Total	30,945	29,161	7,939	1,784	0	0	0	0	0	1,784	0
Federal-Aid	22,065	20,372	5,778	1,693	0	0	0	0	0	1,693	0
Special	5,473	5,382	175	91	0	0	0	0	0	91	0
Other	3,407	3,407	1,986	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

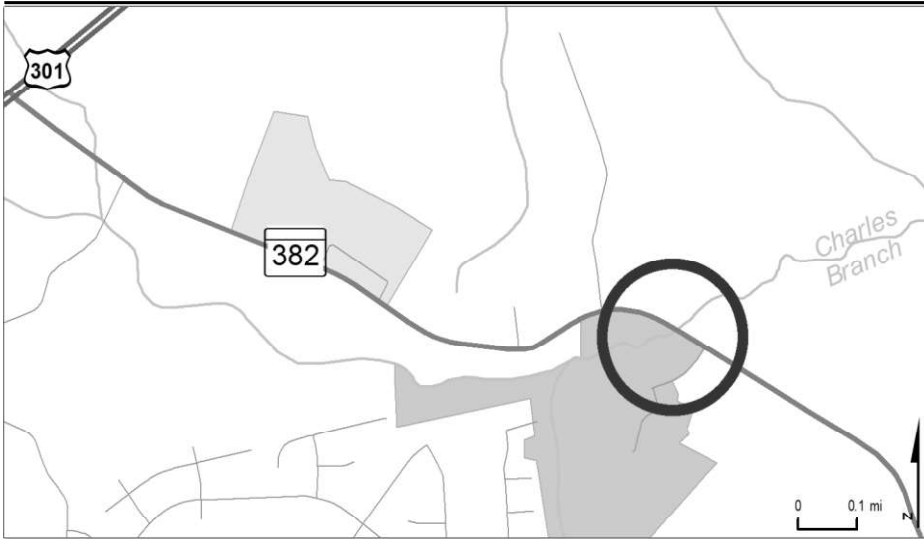
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 19,900
(2023)

PROJECTED 25,000
(2043)

**PROJECT:** MD 382, Croom Road**DESCRIPTION:** Replacement of Bridge No.1606100 over Charles Branch.**PURPOSE & NEED SUMMARY STATEMENT:** The original structure, built in 1933, is nearing the end of its useful service life and is rated poor based on superstructure condition.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|--|---|
| ☒ Safe, Secure, and Resilient | ☐ Quality & Efficiency |
| ☒ Maintain & Modernize | ☐ Environmental Protection |
| ☐ Economic Opportunity & Reduce Congestion | ☐ Fiscal Responsibility |
| ☐ Better Transportation Choices & Connections | |

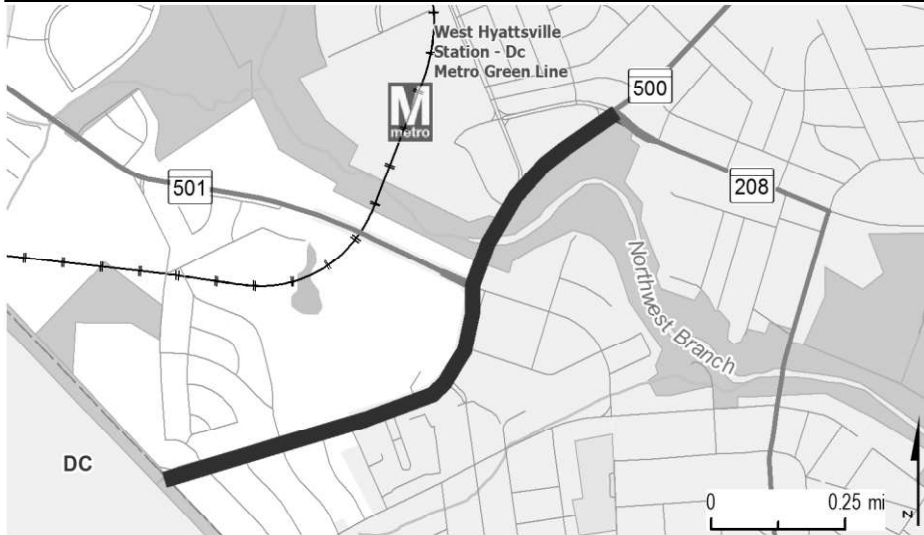
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | |
|--|---|
| ☒ Project Inside PFA | ☐ Grandfathered |
| ☐ Project Outside PFA | ☐ Exception Will Be Required |
| ☐ PFA Status Yet to Be Determined | ☐ Exception Granted |

STATUS: Construction underway.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,075	1,075	77	0	0	0	0	0	0	0	0
Right-of-way	86	22	4	48	16	0	0	0	0	64	0
Utilities	335	19	19	223	93	0	0	0	0	316	0
Construction	3,565	28	28	2,455	1,082	0	0	0	0	3,537	0
Total	5,061	1,144	128	2,726	1,191	0	0	0	0	3,917	0
Federal-Aid	4,138	225	102	2,723	1,190	0	0	0	0	3,913	0
Special	923	919	26	3	1	0	0	0	0	4	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Major Collector**FEDERAL -** Major Collector**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 1,300
(2023)**PROJECTED** 5,200
(2043)



PROJECT: MD 500, Queens Chapel Road

DESCRIPTION: Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to Eastern Avenue (1.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhances safety for vulnerable users.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

☒ Safe, Secure, and Resilient	☐ Quality & Efficiency
☒ Maintain & Modernize	☒ Environmental Protection
☐ Economic Opportunity & Reduce Congestion	☐ Fiscal Responsibility
☒ Better Transportation Choices & Connections	

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA	☐ Grandfathered
☐ Project Outside PFA	☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined	☐ Exception Granted

STATUS: Construction underway.

EXPLANATION: The landscaped median, sidewalks, and crosswalk improvements will provide traffic calming and enhance pedestrian safety along the roadway. The project also reduces impervious surface area and adds landscaping that will increase stormwater management capacity.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost increase of \$3.3 million is due to utility coordination issues and related construction delays.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,456	4,456	0	0	0	0	0	0	0	0	0
Right-of-way	1,838	1,838	8	0	0	0	0	0	0	0	0
Utilities	1,088	1	0	1,087	0	0	0	0	0	1,087	0
Construction	19,023	19,014	4,747	9	0	0	0	0	0	9	0
Total	26,405	25,309	4,755	1,096	0	0	0	0	0	1,096	0
Federal-Aid	18,553	18,117	4,644	436	0	0	0	0	0	436	0
Special	7,852	7,192	111	660	0	0	0	0	0	660	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

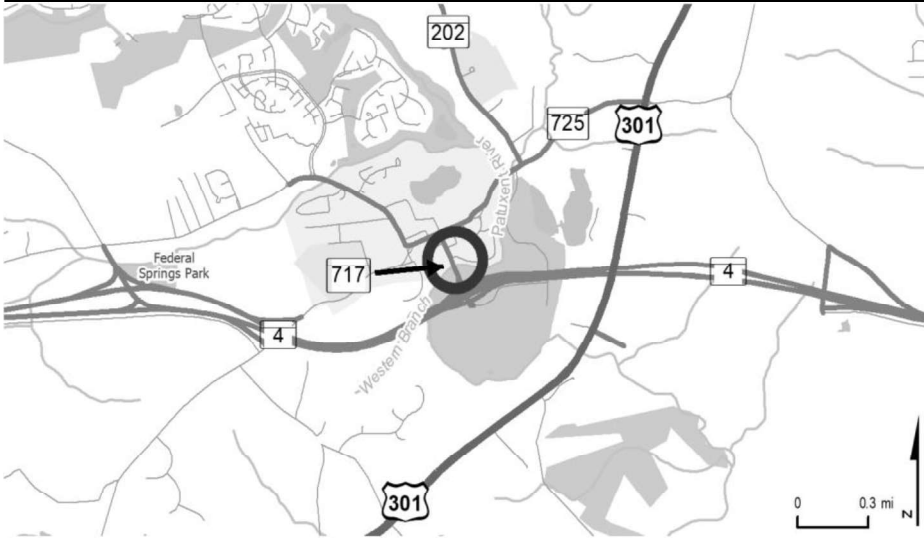
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 34,700
(2023)

PROJECTED 42,200
(2043)

**PROJECT:** MD 717, Water Street**DESCRIPTION:** Replacement of Bridge No. 1610900 over Western Branch.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1900, is nearing the end of its useful service life. The project will reduce the frequency of flooding in this area and provide improved pedestrian facilities.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|---|
| ☒ Safe, Secure, and Resilient | ☐ Quality & Efficiency |
| ☒ Maintain & Modernize | ☐ Environmental Protection |
| ☐ Economic Opportunity & Reduce Congestion | ☐ Fiscal Responsibility |
| ☒ Better Transportation Choices & Connections | |

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | |
|--|---|
| ☒ Project Inside PFA | ☐ Grandfathered |
| ☐ Project Outside PFA | ☐ Exception Will Be Required |
| ☐ PFA Status Yet to Be Determined | ☐ Exception Granted |

STATUS: Engineering underway.

EXPLANATION: The existing structure, built in 1900, is nearing the end of its useful service life. The project will reduce the frequency of flooding in this area and provide improved pedestrian facilities.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,090	2,049	280	41	0	0	0	0	0	41	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	10,343	0	0	608	2,408	2,789	2,599	1,939	0	10,343	0
Total	12,433	2,049	280	649	2,408	2,789	2,599	1,939	0	10,384	0
Federal-Aid	10,351	484	153	618	2,288	2,650	2,469	1,842	0	9,867	0
Special	2,082	1,565	127	30	120	139	130	97	0	517	0
Other	0	0	0	0	0	0	0	0	0	0	0

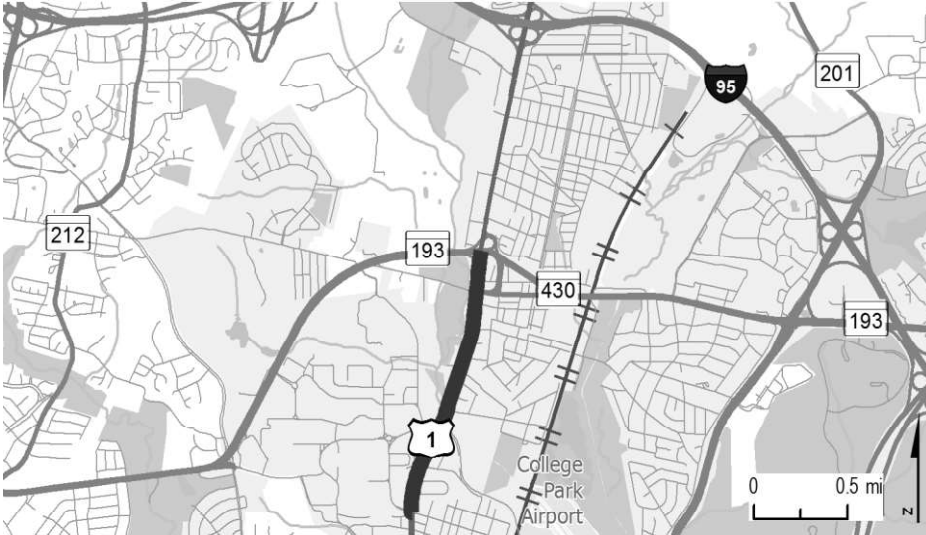
Classification:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 7,700
(2023)PROJECTED 9,400
(2043)



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Includes bicycle and pedestrian improvements (1.5 miles).

PURPOSE & NEED SUMMARY STATEMENT: There are significant mobility needs along this segment of US 1. This project will improve traffic operations, pedestrian circulation, and safety. This project will also accommodate planned revitalization within College Park.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|---|
| ☒ Safe, Secure, and Resilient | ☐ Quality & Efficiency |
| ☒ Maintain & Modernize | ☐ Environmental Protection |
| ☐ Economic Opportunity & Reduce Congestion | ☐ Fiscal Responsibility |
| ☒ Better Transportation Choices & Connections | |

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | |
|--|---|
| ☒ Project Inside PFA | ☐ Grandfathered |
| ☐ Project Outside PFA | ☐ Exception Will Be Required |
| ☐ PFA Status Yet to Be Determined | ☐ Exception Granted |

STATUS: Construction underway.

EXPLANATION: This project will improve traffic operations while enhancing bicycle and pedestrian mobility and safety.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,647	9,647	(25)	0	0	0	0	0	0	0	0
Right-of-way	6,615	6,564	1,508	51	0	0	0	0	0	51	0
Utilities	4,080	2,242	1,834	1,838	0	0	0	0	0	1,838	0
Construction	34,245	26,319	7,959	7,926	0	0	0	0	0	7,926	0
Total	54,586	44,771	11,276	9,815	0	0	0	0	0	9,815	0
Federal-Aid	41,749	32,181	9,606	9,568	0	0	0	0	0	9,568	0
Special	10,364	10,117	1,670	247	0	0	0	0	0	247	0
Other	2,473	2,473	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 35,800
(2023)

PROJECTED 55,800
(2043)



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station and extensions of acceleration and deceleration lanes along I-95/I-495 from US 1 to MD 201.

PURPOSE & NEED SUMMARY STATEMENT: This interchange would improve traffic operations on mainline I-95/I-495 and improve access to the Greenbelt Metro Station.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Engineering pending FBI relocation decision.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	13,772	10,876	100	500	500	500	1,396	0	0	2,896	0
Right-of-way	129	129	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	824	824	0	0	0	0	0	0	0	0	0
Total	16,287	13,391	100	500	500	500	1,396	0	0	2,896	0
Federal-Aid	1,426	1,426	0	0	0	0	0	0	0	0	0
Special	14,861	11,965	100	500	500	500	1,396	0	0	2,896	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 216,900
(2023)

PROJECTED 246,200
(2043)



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multilane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.1 miles). Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Planning complete. Project on-hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	1,615	1,615	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0	0
Federal-Aid	786	786	0	0	0	0	0	0	0	0	0
Special	829	829	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

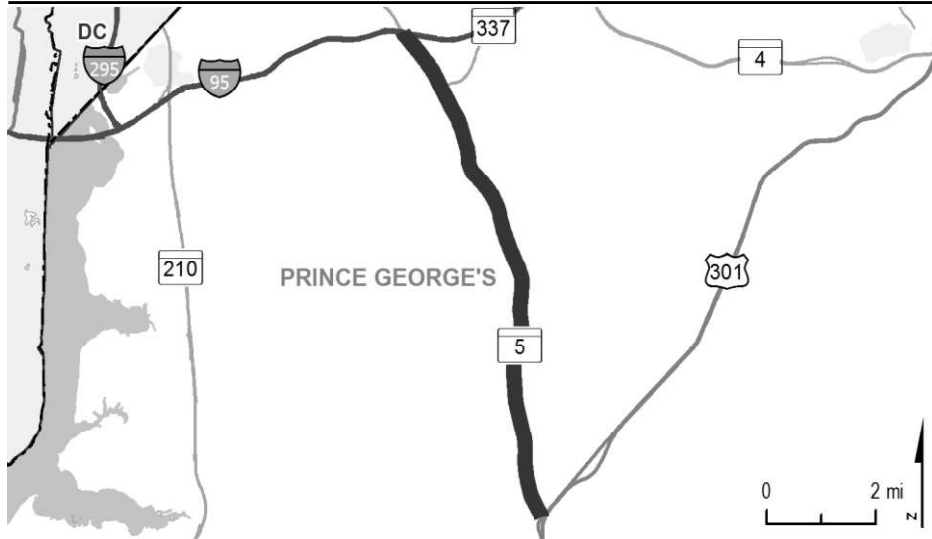
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 73,700
(2023)

PROJECTED 110,100
(2043)

**PROJECT:** MD 5, Branch Avenue

DESCRIPTION: Project to upgrade existing MD 5 to a multilane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.5 miles). Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: There are mobility and safety concerns at several intersections along this section of MD 5, and traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				FOR PLANNING PURPOSES ONLY					
						...2026...	...2027...	...2028...	...2029...		
Planning	4,084	4,084	0	0	0	0	0	0	0	0	
Engineering	1,724	1,724	0	0	0	0	0	0	0	0	
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	13,977	13,977	0	0	0	0	0	0	0	0	
Federal-Aid	7,368	7,368	0	0	0	0	0	0	0	0	
Special	6,609	6,609	0	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	0	0	0	

Classification:

STATE - Principal Arterial

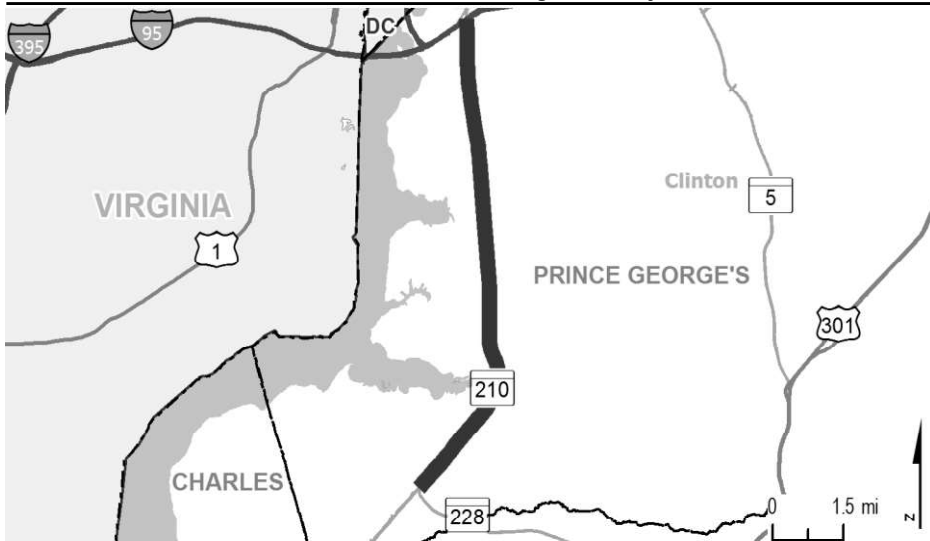
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 125,000
(2023)

PROJECTED 146,800
(2043)



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Project to improve mobility along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Preliminary engineering underway for Palmer Road/ Livingston Road and Old Fort Road (south) interchange. County is contributing \$1.0 million for engineering.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	2,523	2,523	0	0	0	0	0	0	0	0	0
Engineering	12,015	501	500	1,250	1,250	5,100	3,914	0	0	11,514	0
Right-of-way	982	982	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	15,519	4,005	500	1,250	1,250	5,100	3,914	0	0	11,514	0
Federal-Aid	11,014	400	400	1,000	1,000	4,700	3,914	0	0	10,614	0
Special	3,505	3,505	0	0	0	0	0	0	0	0	0
Other	1,000	100	100	250	250	400	0	0	0	900	0

Classification:

STATE - Intermediate Arterial

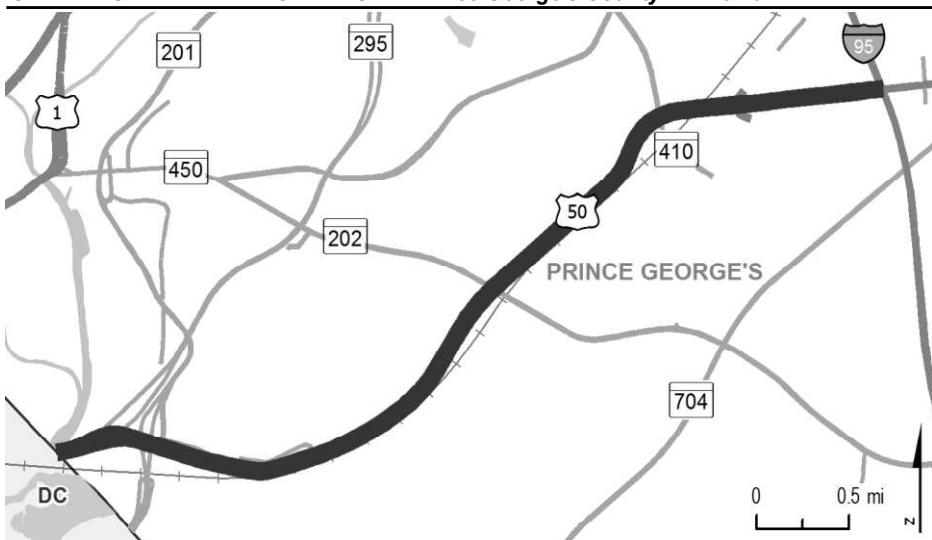
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 81,300
(2023)

PROJECTED 122,000
(2043)



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Feasibility study to investigate improving traffic capacity and operations for US 50 from the District of Columbia to MD 704 (5.0 miles).

PURPOSE & NEED SUMMARY STATEMENT: This study identifies a series of improvements to address various mobility, safety, and operational concerns along this section of US 50.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Planning complete. Project on-hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	477	477	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	477	477	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	477	477	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

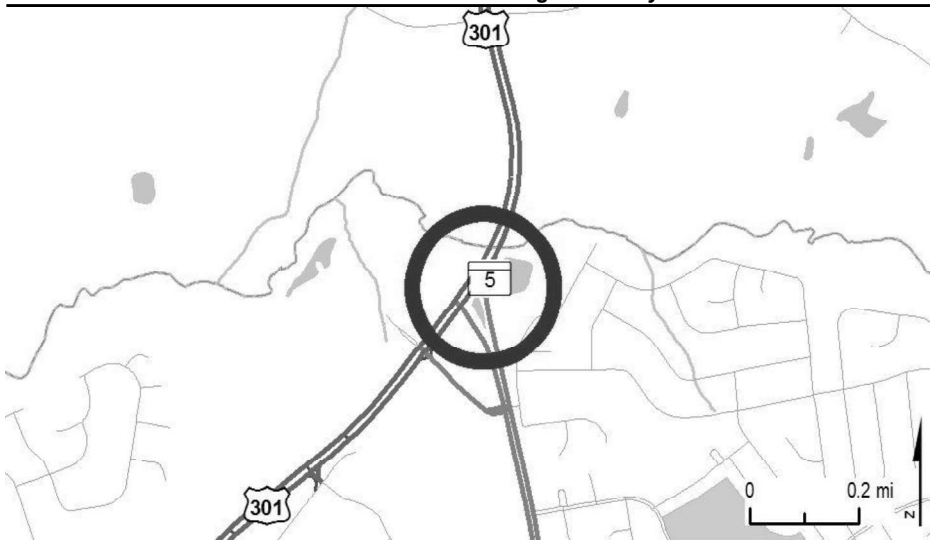
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 76,700 - 147,300
(2023)

PROJECTED 86,400 - 160,300
(2043)

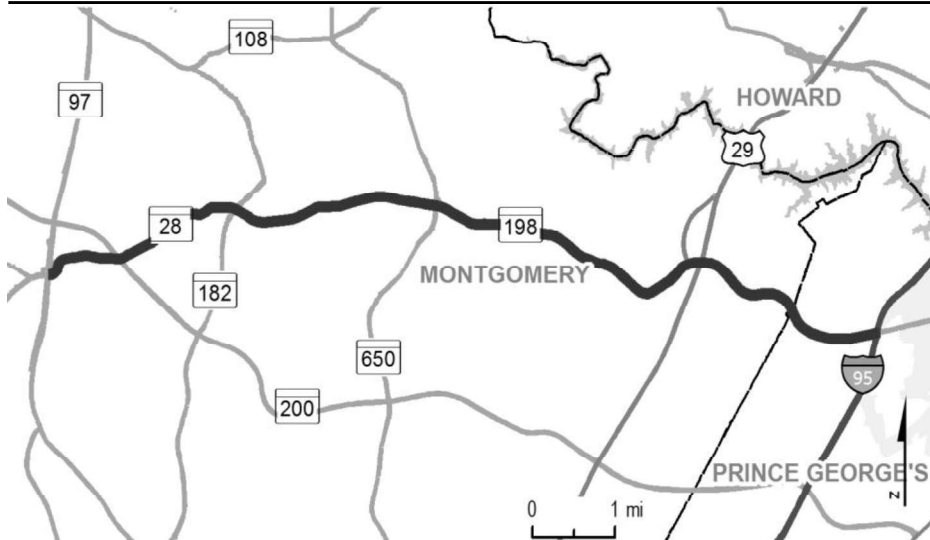
**PROJECT:** US 301, Crain Highway**DESCRIPTION:** Construct a new flyover from southbound US 301 to MD 5 (Mattawoman Beantown Road).**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve safety and mobility for planned development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA	_____	☐ Grandfathered
☐ Project Outside PFA		☐ Exception Will Be Required
☒ PFA Status Yet to Be Determined		☐ Exception Granted

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Primary Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 99,500 (US 301)
(2023)**PROJECTED** 130,100 (US 301)
(2043)



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will address safety, congestion, and operations in the MD 28/MD 198 corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

STATUS: Planning underway for Segment D from Old Columbia Pike to US 29A.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	9,200	9,150	628	50	0	0	0	0	0	50	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,202	9,152	628	50	0	0	0	0	0	50	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,996	5,946	628	50	0	0	0	0	0	50	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

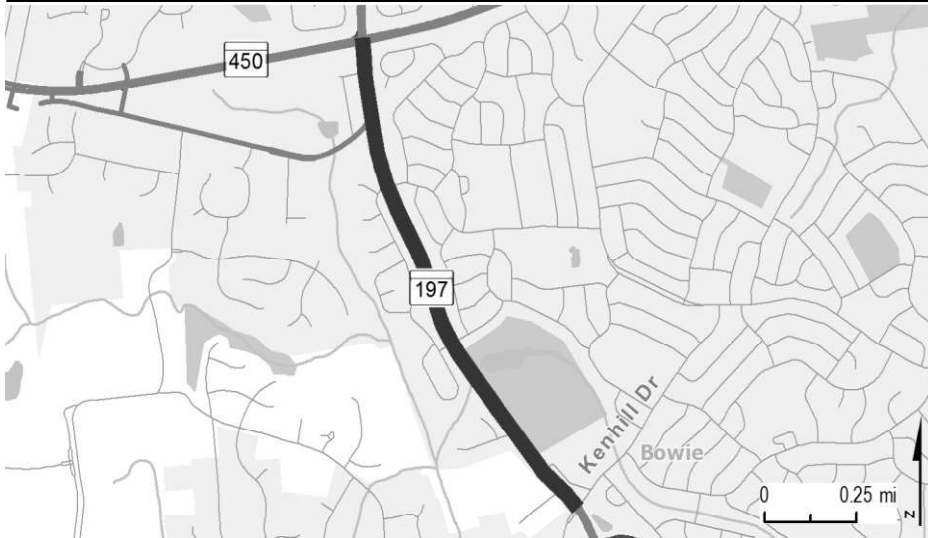
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 19,900 - 36,900 (MD 28)
(2023) 17,100 - 45,500 (MD 198)

PROJECTED 29,900 - 51,900 (MD 28)
(2043) 26,800 - 60,200 (MD 198)



PROJECT: MD 197, Collington Road

DESCRIPTION: Upgrade and widen existing MD 197 from two to four lanes from Kenhill Drive to MD 450 Relocated (1.4 miles). The shared-use path along northbound MD 197 will be realigned and enhanced with this project.

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity needed to accommodate an increase in traffic volume and improve access in Bowie.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Engineering underway. County contributed \$1.0 million to planning.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	1,767	1,767	5	0	0	0	0	0	0	0	0
Engineering	6,416	3,616	800	1,000	1,000	800	0	0	0	2,800	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,182	5,382	805	1,000	1,000	800	0	0	0	2,800	0
Federal-Aid	3,747	1,087	760	950	950	760	0	0	0	2,660	0
Special	3,436	3,296	45	50	50	40	0	0	0	140	0
Other	1,000	1,000	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

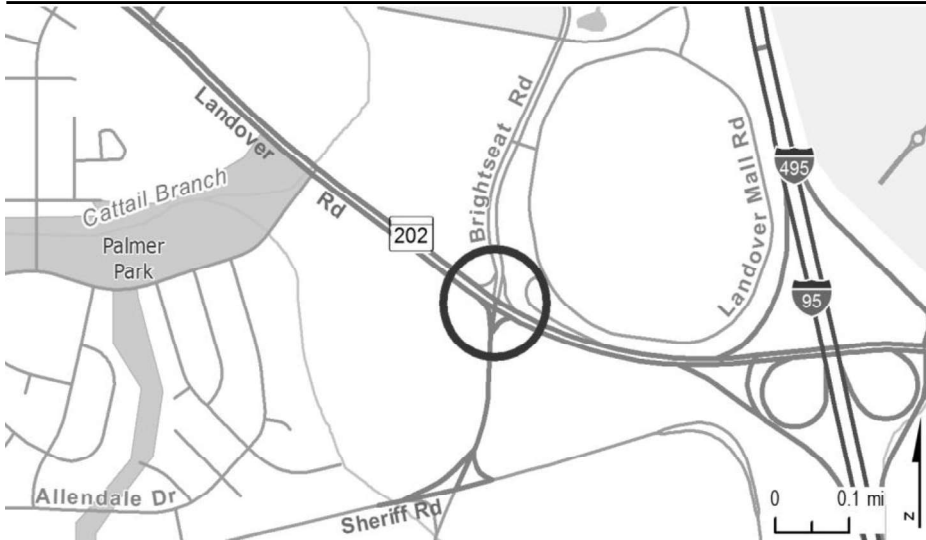
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 34,000
(2023)

PROJECTED 43,800
(2043)

**PROJECT:** MD 202, Largo Road**DESCRIPTION:** Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations, and safety of the intersection. Pedestrian and bicycle facilities will be included where appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide improved access to the Landover Mall site which is being planned for revitalization by the County.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	474	474	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	474	474	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	474	474	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

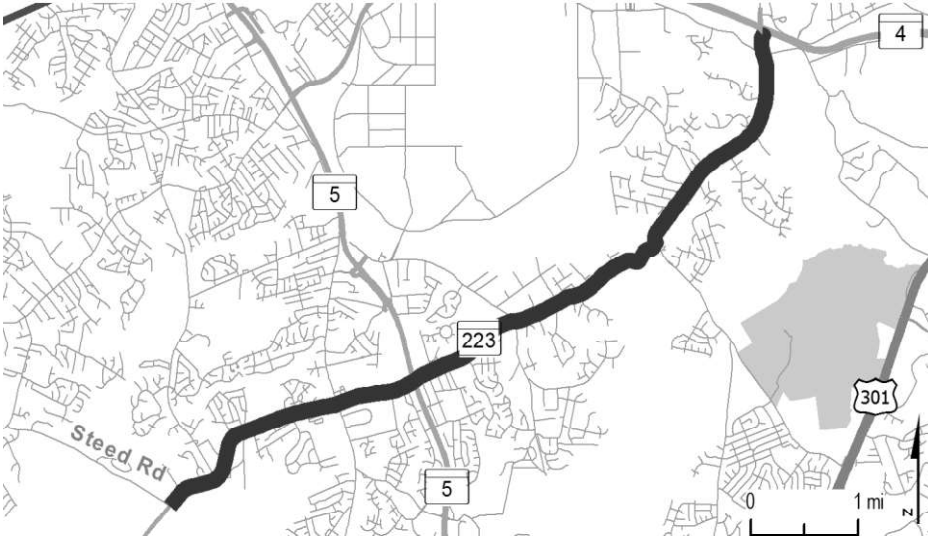
Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 51,100
(2023)PROJECTED 67,000
(2043)



PROJECT: MD 223, Piscataway Road

DESCRIPTION: A study to establish a long term vision for the MD 223 Corridor from Steed Road to MD 4 (7.9 miles). Bicycle and pedestrian facilities will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Increased development along the MD 223 corridor has caused traffic congestion during peak hours. A long term vision for the corridor is needed, from which a series of short term safety and operational improvements can be developed and prioritized.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Corridor study complete. Project on-hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	1,294	1,294	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,294	1,294	0	0	0	0	0	0	0	0	0
Federal-Aid	622	622	0	0	0	0	0	0	0	0	0
Special	671	671	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 45,200
(2023)

PROJECTED 54,800
(2043)



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multilane divided highway from Stonybrook Drive to west of MD 3 (1.4 miles). Bicycle and pedestrian facilities will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,529	1,529	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,529	1,529	0	0	0	0	0	0	0	0	0
Federal-Aid	1,181	1,181	0	0	0	0	0	0	0	0	0
Special	347	347	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

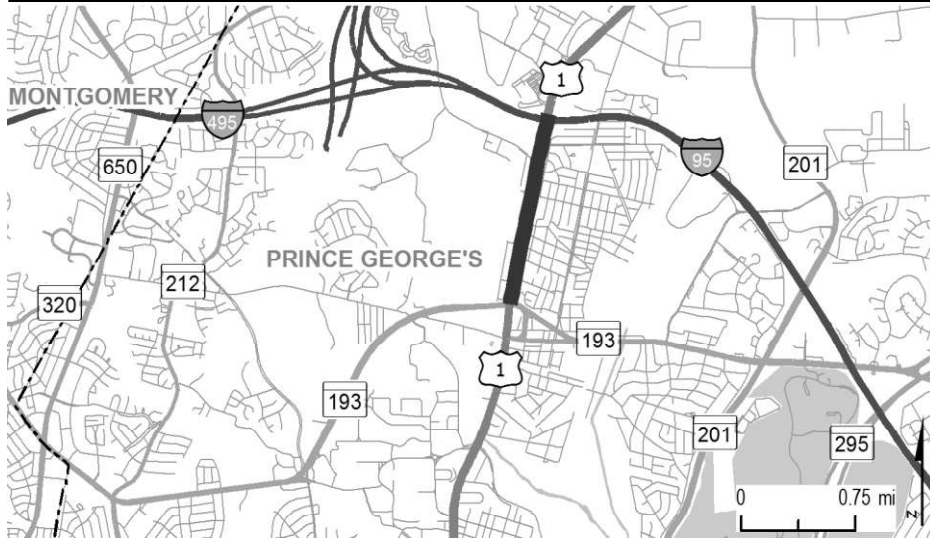
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 24,600
(2023)

PROJECTED 40,700
(2043)



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) (Segments 2 and 3) (1.1 miles). Bicycle and pedestrian facilities will be included.

PURPOSE & NEED SUMMARY STATEMENT: There are significant mobility needs along this segment of US 1. This project would improve traffic operations, pedestrian circulation, safety, and accommodate planned revitalization within College Park.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Planning complete. Project on-hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	1,387	1,387	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,387	1,387	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,293	1,293	0	0	0	0	0	0	0	0	0
Other	94	94	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 45,300
(2023)

PROJECTED 53,400
(2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 24

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bicycle Retrofit</u>				
PG8671	US1	RHODE ISLAND AVENUE; CHARLES ARMENTROUT DRIVE TO FARRAGUT STREET (RHODE ISLAND TROLLEY TRAIL)	\$ 7,827	Under Construction
<u>Bridge Replacement/Rehabilitation</u>				
PG4122	-	CLEANING AND PAINTING BRIDGE NUMBERS 1601800,1606500,1614505/06 AND 1623903/04	\$ 2,815	Completed
PG4812	-	BRIDGES 1611700, 1211800, 1612700, 1613000, 1613200 AND 1613400	\$ 2,681	Completed
PGA471	-	CLEANING AND PAINTING BRIDGES-1604400, 1612500, 1619900, 1620500	\$ 5,139	FY 2024
<u>Resurface/Rehabilitate</u>				
PG8511	US1	RHODE ISLAND AVENUE; SUNNYSIDE AVENUE TO MD 212A	\$ 2,572	Completed
XY9131	-	SAFETY AND RESURFACE AT VARIOUS LOCATIONS IN HOWARD COUNTY	\$ 18,030	Completed
PG8501	IS95	CAPITAL BELTWAY-SAFETY AND RESURFACE-FROM LIVINGSTON RD TO SOUTH OF MD 5	\$ 10,705	FY 2024
PG8521	MD5	BRANCH AVE-SAFETY AND RESURFACE-FROM ST BARNABAS ROAD TO CURTIS DRIVE.	\$ 4,258	FY 2024
PG8551	MD704	MARTIN LUTHER KING HWY-SAFETY AND RESURFACE-FROM BARLOW ROAD TO ARDWICK ARDMORE ROAD	\$ 5,532	FY 2024
XX131G	-	PATCHING AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 8,924	FY 2024
PG0351	US301	CRAIN HIGHWAY-SAFETY AND RESURFACE-MD 214 TO 450 FEET SOUTH OF EXCALIBUR ROAD	\$ 3,815	Under Construction
XX131C	-	AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 8,796	Under Construction
XY7161	-	AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 20,702	Under Construction
XY8161	-	RESURFACING-VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 22,525	Under Construction
<u>Safety/Spot Improvement</u>				
PG0111	MD201	KENILWORTH AVENUE-INTERSECTION RECONSTRUCT-M SQUARE BETTERMENTS NEAR MD 201/RIVER ROAD	\$ 1,259	FY 2024
PG8901	-	BICYCLE-PEDESTRIAN ROUTE-PURPLE LINE ALIGNMENT	\$ 4,551	FY 2024
<u>Sidewalks</u>				
PG2801	MD223	WOODYARD ROAD-SIDEWALKS-1000 FT SOUTH OF VICTORIA DRIVE TO 265 FT NORTH OF SHERWOOD DRIVE	\$ 4,317	Under Construction
PGA111	MD725	MAIN STREET-WEST OF SERVICE LANE TO EAST OF GOVERNOR ODEN BOWIE DRIVE	\$ 1,242	Under Construction

* Project funding enabled by IJIA increases.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 24

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Transportation Alternatives Program</u>				
PG0202	US1	HOLLYWOOD ROAD SIDEWALK DESIGN COLLEGE PARK - SRTS	\$ 14	Design Underway
PGA101	-	SRTS - CRITTENDEN STREET AND 52ND AVENUE IMPROVEMENTS	\$ 230	Design Underway
PGA381	-	BICYCLE-PEDESTRIAN ROUTE – CENTRAL AVENUE CONNECTOR TRAIL - PHASE I & III	\$ 750	FY 2025
PGA501	MD650	METZEROTT ROAD PEDESTRIAN SAFETY	\$ 4,603	FY 2026
PGA651	-	SIGNAL MODIFICATION, PEDESTRIAN SAFETY AND ACCESS IMPROVEMENT	\$ 1,456	FY 2026
PGNEW2	-	CHAMBERS AVENUE – TRAFFIC CALMING MEASURES ALONG CHAMBER AVENUE AND CAPITOL HEIGHTS BOULEVARD	\$ 250	FY 2026
PGNEW5	-	GREENBELT STATION/WMATA HIKER-BIKER TRAIL	\$ 1,530	FY 2026
PGNEW6	-	LAUREL MARC STATION PLATFORM AND PEDESTRIAN SAFETY IMPROVEMENTS	\$ 960	FY 2026
PGNEW7	-	OXON COVE TRAIL	\$ 1,228	FY 2026

* Project funding enabled by IJIA increases.



Thomas E. Dernoga

Chair
District 1

"Effective. Responsive. Committed."

October 3, 2023

Mr. Paul J. Wiedefeld
Secretary, Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Wiedefeld:

On behalf of Prince George's County ("the County"), the Executive Branch, and the County Council, please find the (FY) 2024-2029 Consolidated Transportation Program (CTP) priority letter and list expressing the shared vision of the County's most pressing priorities for your consideration in finalizing the current draft CTP. Prince George's County is excited that the Bipartisan Infrastructure Law (BIL) and the federal government's comprehensive National Roadway Safety Strategy, addressing climate change, and the critical backlog in bridge and roadway repair, amongst other important initiatives of the Biden-Harris Administration, is already making a difference. This includes the recently awarded 2023 RAISE Grant of \$25 million that will accelerate more than \$70 million in regional projects to help build the Central Avenue Connector Trail, and a suite of other vital local bicycle and pedestrian projects, the 2022 RAISE Grant of \$20.5 Million to accelerate economic development in New Carrollton, the 2022 Safe Streets and Roads for All (SS4A) funding of \$21,253,985 for making 7 of the most dangerous roadways in the County safer for all, and the \$25 Million of 2022 funding under the Low to No Emissions Grant to facilitate the County's transition to a Zero Emission Bus (ZEB) Fleet and the supporting infrastructure. The County is also poised to utilize the State's \$50.7M commitment to the ongoing build-out of the New Carrollton joint development and \$6M contributions in WMATA's joint development studies supporting TOD at WMATA stations.

The County very much appreciates the Moore-Miller Administration's commitment to a mutual interest in tackling these same issues, including safety, equity, and climate. In particular, the County views programs designed to enhance multi-modality, the re-engineering of roadways, safety for all with emphasis on protecting our most vulnerable users, and a renewed commitment to transit with the promotion of electric vehicles, and the transition of our transit fleet to zero-emission vehicles (ZEV) as paramount to that agenda.

Prince George's County continues to advance priorities for a comprehensive multimodal transportation network that will strengthen the County, the Capital region, and the State. The County emphasizes projects that further safe system transportation approaches like Vision Zero Prince George's, Zero Emission Fleet Transition, Transit Oriented Development (TOD), and strategies designed to spur economic growth while promoting sustainability, safety, and equity. In addition to forward-thinking and aspirational programs, dedicated funding is critical to preserving and maintaining County infrastructure and the state of good repair needs of our aging roadways, bridges, sidewalks, facilities, and stormwater structures. A key example is the County's initiative to re-imagine transit through the Prince George's County Transit Transformation (PGC TT). The PGC TT is taking a multi-pronged approach to take transit in the County to an entirely new level.

Several pillars of this new initiative include:

- **Zero-Emissions Bus Transition** – The County is committed to transitioning 70% of its transit fleet to zero emissions by 2035 and 100% by 2040.
- **Transit Forward** – A new and active approach that engages the community and seeks to move transit forward by prioritizing performance of the services we provide for residents and other users of our system.
- **Service Changes** – In alignment with WMATA’s Better Bus Network redesign, the future of transit in the region starts with incremental changes by all service providers, maximized travel time savings, and improved quality of service for customers.
- **Transit Vision Plan** – The Department has embarked on a new focus and vision for transit in Prince George’s County. This will include enhanced and expanded transit service as well as a re-invigorated approach to new mobility options and weekend fixed route service.

It is evident that Prince George’s County is on the move, but to attain our aspirations, partnerships, particularly with the State, will be critical to its success.

Central to an enthusiastic commitment to transit, is robust funding for the Locally Operating Transit Systems (LOTS), ensuring that any formula distributions or readjustments consider enabling systems to grow, with equity as a central factor, not merely rewarding those that already have more established systems that prioritize data factors over serving those who need transit the most. This will be crucial in not only ensuring that the County will be able to adequately address our transit needs but also as the County has embarked on an aggressive sustainability initiative in converting our fleet to Zero Emission Buses (ZEBs).

In addition, investing in the Washington Metropolitan Area Transit Authority’s (WMATA) ability to sustain and enable a robust network, address present needs as well and advance important aspirational projects like the Blue Orange Silver Study is vital for the County, the State, and the Region. In working together with our partners at the State Highway Administration (SHA) and WMATA, we look forward to pursuing and implementing tactical bus lanes and other treatments designed to enable a high-capacity transit/bus rapid transit network to be realized in the County. This will require careful consideration of the context of each corridor and appropriate agency roles.

Moving aggressively on the Southern Maryland Rapid Transit Project (SMRT) is vital to addressing congestion and climate by providing a much-needed alternative to travel by single occupancy vehicles in the busy MD 5/US 301 corridor. We look forward to not only advancing the Memorandum of Understanding with the State and Charles County, with a supporting tiered structure that involves key stakeholders in laying the foundation for completing the National Environmental Policy Act process and achieving a record of decision. The State’s commitment to making this critical project a reality is vital to the Region, and the County looks forward to partnering with the state to ensure the SMRT ultimately advances to construction and revenue service.

The County continues to stand arm-in-arm with the State in pursuing locating the new FBI headquarters in **Greenbelt or Landover**, as vital to a cost-effective, more readily constructed, secure facility as well as furthering President Biden’s commitment to equity. The County also looks forward to continued coordination on essential joint development projects in **New Carrollton** and the other 14 Metro Stations in Prince George’s County. The County is appreciative of the State’s advancing of critical projects to the County, including the continued funding for the planning, design, and construction of the **Medical Center Drive Interchange**, and additional construction

funding for the **Blue Line Corridor Improvements**. While the movement of traffic in these vital transit-oriented developments is important, it should not be done at the expense of non-motorized mobility and safety. Particularly regarding the crossing of the Beltway at Largo. In addition to bicycle and pedestrian access as part of the Medical Center Drive bridge currently in design, it is also important to leverage the new FY24 RAISE grant that includes the Central Avenue Connector Trail Study for a bicycle and pedestrian connection directly to the Largo Medical Center campus over the Beltway.

As the Metropolitan Washington Council of Governments (MWCOG) Transportation Planning Board (TPB) moves forward with approval of the next long-range plan in visualize 2050, TPB analysis shows that by 2045, for those traveling by car, Prince George's County is disproportionately negatively impacted in projected commute time (see attachment). As a result, while State progress on key County initiatives is very much appreciated, re-doubling efforts on equity and taking dramatic steps now in advancing the County's priorities will be essential to achieve our shared goals of a greater, more equitable jobs to housing balance in the region. To realize these goals, a concerted and meaningful focus on Transit Oriented Development around the 15 Metro Stations in Prince George's County is integral to addressing equity, congestion, and sustainability in the Washington Region. While this issue is larger than just transportation, it is a key component. The County looks forward to continued partnership and the State's leadership in addressing this vital matter and to prompt action.

The County is appreciative of the State's ongoing commitment to the construction and realization of advancing the **Purple Line** through construction, and eventually to revenue service, the County does want to emphasize the imperative need to do so as expeditiously as possible, hopefully with minimal or no additional delays or cost increases above those recently approved by the Board of Public Works. Continued delays have a compounding impact on the affected communities, especially those in Areas of Persistent Poverty or Historically Disadvantaged Communities. Maintaining corridor aesthetics, road resurfacing, and placing paramount importance on improving, not merely holding harmless pedestrian safety is essential. As the Purple Line is a light rail facility designed to enhance access for people walking, biking, and using transit, it is critical to consider that many of the segments in Prince George's County are among those with the highest pedestrian and bicycle fatality and crash rates in the State. Therefore, continued and enhanced investment in advancing safety improvements and countermeasures is critical. As the design of these treatments is now approaching, if not exceeding the decade mark, and there have been significant advances in best practices, we urge a reassessment and integration of critical elements recommended by M-NCPPC (MD 193 SPACES report) and the County, including sidewalk and bicycle facilities where they currently do not exist in that segment and other portions of the alignment (i.e., along MD 410 Veterans Parkway). Focusing on intersections, and short-term improvements that can be made, particularly in the segments with the highest crash rate (MD 193, MD 201, MD 410, etc.). While it is appreciated that the State added MD 193 to the State's Pedestrian Safety Action Plan (PSAP), some of the most dangerous segments are still not included, the PSAP needs to align with where the data shows the problems are most acute. Improving safety in this corridor now is critical, and waiting until project completion is not acceptable.

A priority that is critical for the County is that the elements of maintenance, including care of medians and trash removal, are carried out effectively. The County appreciates the strong working relationship that has been developed in this critical issue. Responding to the need to more frequently and strategically coordinate with SHA to better understand operations and challenges facing existing state contractors. The Department now has recurring meetings between DPW&T, SHA, and the

National Park Service to more frequently discuss operational needs and find opportunities to better coordinate along state and county roadway intersections. Another part of this strategy is a partnership to tackle the most troublesome intersections. The County looks forward to continuing the effort to positively influence operations and maintenance conditions along state roadways in the County for the betterment of residents in Prince George's County.

The County requests that the State directs its resources toward projects that enhance community revitalization, promote economic development, increase transit access, reduce congestion, and improve roadway safety for all users. Expanding on these objectives, the projects expressed below and in the attached priority list are some of the key priorities for the County and cover a range of transportation issues and areas in the draft FY 2023-2028 CTP, which include the following:

VEHICLE AND PEDESTRIAN SAFETY

Vision Zero Prince George's Multimodal Enhancements on State-Maintained Roadways/Creating Safer Streets: Both Prince George's County and the State of Maryland are Vision Zero jurisdictions. In recent years, unfortunately, the overall trend shows an increase in fatalities and serious injuries, particularly involving pedestrians, in the State and Region. We are grappling with the risks to vulnerable road users and how we can effectively respond. However, much more is needed as the data shows that a preponderance of these crashes are at night and along State-maintained high-speed arterial roadways. As both the County and the State are Vision Zero jurisdictions, we will need to collaborate in implementing the safe systems approach to safety, which requires a holistic treatment that will require the re-engineering of our highways to optimize safety for all with emphasis on protecting our most vulnerable users. This means embracing best practices like continuous lighting, road diets, protected bike lanes, pedestrian refuge islands, and advancing sidewalk projects expeditiously when they are needed, regardless of who will maintain them.

As SHA advances the Pedestrian Safety Action Plan (PSAP), the County appreciates the corridors identified to date as well as the Pedestrian Safety Road Audits already conducted, however, according to SHA data, most of the 1-mile road segments in the County with the highest severity index for pedestrian crashes are on State maintained roadways, it is imperative that the State re-evaluate both the PSAP corridors (and their limits) to best align with crash data and equity needs.

With regards to the SHA Context Driven Contexts, the County wishes to express extreme concern that the jurisdiction with the highest number of fatalities and serious injuries has very few communities identified. In particular, with regards to Urban Centers and Urban Core, there are not any represented from Prince George's County. This appears to be a tremendous oversight. The County's General Plan, Plan Prince George's 2035, identifies 3 downtowns for the County, they are Largo, New Carrollton, and Hyattsville Crossing (aka Mall at Prince George's). If the objective is to identify countermeasures that can be applied to areas that statistically have high rates of fatalities and injuries, it is essential to not rely on existing conditions alone but to consider development in the pipeline and for areas that have been identified by local planning as a major activity center (Downtown or Regional Transit Center as identified in Plan 2035), those factors, in our view, must all be considered. Otherwise, it seems that the solutions will likely not be applied effectively or efficiently to where the problems are most acute. Therefore, a re-evaluation of the Context-Driven Context is requested. The County stands ready to work with the State in partnering to turn the corner

and achieve zero fatalities.

The list attached to this letter contains a category for the County's High Injury Network (HIN). As we understand that the State uses a similar system called PSAP, it will be important that all of the corridors on both lists are addressed. The [Prince George's County High Injury Network \(HIN\)](#), encompasses one-mile segments of roads with the greatest severity of bike and pedestrian crashes. Each of the HIN corridors is located within Equity Emphasis Areas (Metropolitan Washington Council of Governments), with most crashes occurring in urban areas reflecting higher concentrations of low-income and minority populations. As 19 out of the 20 top overall road segments in the HIN are along State-maintained roadways, it is critical that the State significantly increase its investment efforts to address this scourge and reverse the curve so that we can truly achieve zero deaths and injuries.

In 2017, Prince George's County was among the first urban/suburban jurisdictions to adopt Urban Street Standards. These standards have details that, if complied with, will produce roadways that can safely accommodate all users. In advancing safe streets for all and ensuring that our standards meet the needs of the time, it is essential to re-evaluate and update when necessary. In order to do so in a manner that will be effective and implementable, it is critical to follow a process, like the one the County employed in developing the initial Urban Standards that utilized peer review, outreach, and stakeholder involvement in order to maximize their efficacy in practice. In so doing, it is also vital to recognize how these standards can be implemented to the fullest by incorporating the partners critical to the process of development, as public capital programs are a relatively small portion of how urban communities can be retrofitted and created. The County looks forward to coordinating with the State in advancing processes that will create safer, more livable communities for all.

TRANSIT/WMATA/MULTI-MODAL

- **Federal Bureau of Investigations (FBI) Headquarters: I-95/Greenbelt Metro Access; Landover Improvements:** The County appreciates the highly coordinated and cooperative effort with the Governor's Office, MDOT, and SHA in aggressively advancing these two sites as being optimally positioned for selection by the General Services Administration (GSA) as the preferred site for a new FBI Headquarters. Funding to complete the design of the Greenbelt interchange and working together with Federal and development team partners in readying both the Greenbelt and Landover sites will be critical. Re-locating the principal facility for the FBI to Prince George's County is an essential part of the larger need to add much-needed employment opportunities near where so many of the employees reside. We look forward to our continued efforts to ensure that both the Greenbelt and Landover locations are appropriately funded with the supporting infrastructure necessary for a successful bid and, most importantly, a facility that will best serve the needs and interests of both the State and County. The County values the support and high degree of coordination on this initiative.
- **Medical Center Drive Interchange/Blue Line Corridor Initiative Improvements:** The Blue Line Corridor and Medical Center Drive are integral to the new University of Maryland Regional Medical Center, the gateway to the new downtown Largo, and the Blue Line Corridor. The County appreciates the appropriation of State funding towards improvements to local infrastructure, and the speed at which the project is advancing in planning. We look forward to expeditiously advancing the planning and design of this critical project and the

other elements in Largo and Blue Line Corridor that will best enable unlocking the full potential of this corridor. As a part of these improvements, it is vital to ensure a smooth and efficient system for delivery of the Central Avenue (MD 214) Complete Streets or other critical projects in this corridor as well as ensuring safe bicycle and pedestrian mobility in the entire corridor, especially in safely crossing the Beltway.

- **New Carrollton:** As this vital TOD will soon serve as the beginning of the Purple Line, it is essential to maximize the full potential of this regional infrastructure nexus. With the incoming light rail, existing MARC and Amtrak Stations, and the Joint Development project involving WMATA and the State, additional funding is needed to enhance much-needed connectivity, environmental treatments, and streetscaping, and help leverage MDOT's existing focus on improving the Penn Line.
- **Prince George's County Transit Transformation (PGC TT) Investment:** Prince George's County will soon launch the PGCTT Year 1 plan in the fall of 2024 to re-imagine bus service, operations, and customer experience. This new approach will focus on transit performance reliability and safety. As the Prince George's County transit system, "The Bus" is independent of WMATA, faces similar challenges. Therefore, to be successful in making this transition, coordination and partnership with the state will be vital. More robust funding is needed for the Locally Operated Transit Systems (LOTS) programmed for Prince George's County. Specifically, any changes to LOTS funding distribution that is principally based on a limited number of metrics or factors, will likely hinder or stymie growth of other systems. In addition, it is imperative to factor in population and equity as part of any distribution and not exclusively revenue hours, revenue miles, and passenger trips. The County's effort to invest in the **Transit Vision Plan and Prince George's County Transit Transformation**, leveraging funding including the federal earmark and \$25 million low-no emissions grant to rehabilitate the existing facility, initiate the study for a new facility, (which will then need funding for engineering and construction) and continuing the transition to **Zero Emission Buses** and related infrastructure are central to the County's vision for a more comprehensive, climate-friendly and efficient delivery of transit services is only the beginning of the resources needed to truly realize this program. Enhanced funding is critical to meet not only existing needs, but to enable future growth while addressing new efficiencies, technologies, and climate change. Changes to the distribution of LOTS funding could hinder those critical sustainability initiatives.
- **Washington Metropolitan Area Transit Authority (WMATA) Funding:** Transit systems have been particularly hard hit the past few years, and federal funding is not sufficient for existing, let alone future needs. However, sustained funding for the WMATA system is essential for the County, the Region, and the State. The County appreciates the high level of coordination with WMATA in advancing the Better Bus initiative network redesign to make sure that bus service is provided in an effective and efficient manner. Now it is imperative to ensure that both the Metrorail and Metrobus systems receive the support that they need for success. An increased focus on Transit Oriented Development through the Joint Development Process and overall coordination are essential to the health and vibrancy of both WMATA and the County.
- **Southern Maryland Rapid Transit:** The Southern Maryland Rapid Transit (SMRT), proposed fixed guideway project along the MD5/US-301 corridor from Prince George's

County to Charles County, needs to be advanced. As the Maryland General Assembly has approved a funding mechanism that matches State funding with Federal Funds, and the first \$10 million has been secured, the County looks forward to working together with Charles County and the State to advance this funding as the first phase of the SMRT NEPA process. Through the 2021 General Assembly Session language, there is a clear path forward. Securing the remaining funding needed to complete the remaining project planning and design elements for the projects so they can move into construction is critical for this vital and burgeoning corridor.

- **Bus Rapid Transit/ High-Capacity Transit (BRT/HCT):** Advancing the corridors identified in the Prince George's County Feasibility Study, and other projects that will advance treatments setting the foundation for BRT/HCT is critical at this time. Advancing the WMATA Tactical Bus Lane/Queue Jump project in a manner consistent with agency areas of maintenance and responsibility will be important to move this project forward fairly and efficiently. Continual funding will allow Prince George's County to advance the projects from study corridors to locally preferred alternatives with strong community and political support. Moving into the next phase of planning and implementation is critical to meet the needs of County residents, but also effectively connect to neighboring jurisdictions in Virginia, the District of Columbia, and Montgomery County, which are aggressively pursuing their own initiatives.
- **Transit-Oriented Development:** Placing an emphasis on bringing jobs closer to housing is central to a long-term development and sustainability strategy for the County, the State, and the Region. Prince George's County appreciates MDOT advancing previously requested TOD designations. However, five additional TODs need to be added in the short term to the State Designated TOD list. Realigning the State list to be consistent with County plans as well as aggressively advancing projects at all TODs, including Greenbelt, New Carrollton, Branch Avenue, and the Largo/Blue Line Corridor, is critical to sustainable economic development for the County, the State, and the Region.
- **Blue/Orange/Silver Capacity and Reliability Study:** The County appreciates the WMATA Blue/Orange/Silver Line study initiative. As the selection of the preferred alternative is scheduled to take place soon, and alternatives 3,4,5 & 6 would all benefit the County, it is alternative 4, Blue Line to National Harbor, that is of greatest interest. If chosen as the preferred alternative, the County expresses support for the first phase to be the section utilizing the Woodrow Wilson Bridge, as the 11th and 12th lanes were constructed to support heavy rail and stops at National Harbor as well as Oxon Hill and Forrest Heights would serve as the strongest of the alternatives for addressing Capacity, Sustainability, and Equity.
- **Virginia Department of Transportation (VDOT) I--495 Southside Express Lanes Study (I-495 SEL Study):** While Prince George's County is very supportive of greater connectivity within the region, the County is extremely concerned with the current VDOT SEL Study, which will likely worsen bottlenecks on the Maryland side of the study region. The Woodrow Wilson Bridge (WWB) Project Record of Decision (ROD) stated that the "HOV lanes and a shoulder are of a sufficient width and structural strength to allow for their future conversion to WMATA rail transit use." If the 11th and 12th lanes were to become HOV lanes, it is of great concern that any related ramp and approach roadway

reconfigurations to accommodate the HOV lanes would significantly hinder the possibility of a conversion to rail.

Alternative 4, Blue Line to National Harbor (via the Woodrow Wilson Bridge), of the WMATA Blue, Orange, Silver Line Capacity and Reliability Study of the rail options studied, based on the cost-benefit analysis, would provide the **highest level of benefits**. Advancing an alternative that does not support sustainable, equitable, and transit-specific benefits appears to be in direct conflict with the Woodrow Wilson Bridge (WWB) Project Record of Decision (ROD).

STATE ROADS & HIGHWAYS

- **MD 210 (Palmer Road at Livingston Road West Interchange):** The County looks forward to the expeditious advance of the subsequent interchanges as crucial to improve safety on this dangerous roadway and looks forward to seeing concepts for the next interchange soon. The County appreciates the coordinated effort with the County and the Parks Department in determining how best to advance, construct, and maintain a shared-use bicycle-pedestrian corridor, as well as planning and expeditious advance of the next interchange.
- **MD4 at Suitland Parkway:** During the CTP Tour in 2020, the County expressed extreme displeasure regarding the delays, scale backs, and construction issues that have befallen this project. The County is pleased that the state has reinitiated the project and restored the flyover to the design as originally planned and is soon ready to advertise the project. Given the delays and inconvenience the community has faced for nearly two decades, the County appreciates the pace of the current project, as it is imperative that SHA quickly complete this project.
- **US 1, Baltimore Avenue (MD 193 to I-95/495):** The County appreciates the State advancing Phase I of this vital project through the current construction process. The County is now looking to the State to quickly fund and advance the subsequent phases.
- **MD 197, Collington Road (US 50 to MD 450):** The County appreciates the renewed study of the widening MD 197 from US 50 to MD450 and a context-sensitive design that provides both greater capacity and features designed to manage speed and enhance safety. The County appreciates the inclusion of funding for this project in the FY 23 CTP to advance planning and design and looks forward to subsequently programming this project for construction.
- **MD 223 Piscataway Road/Woodyard Road (MD 4 to Steed Road):** The County wants to call attention to the need for widening of MD 223. Specifically, much-needed improvements at the intersection with Brandywine Road/Old Branch Avenue. Action is needed to advance this long-standing project to widen this intersection (the “BK Miller Intersection”), per the County Master Plan of Transportation and Maryland State Highway Administration (SHA) plans to widen Brandywine Road from 2 lanes to 4 lanes, as stipulated in County Master Plans.

The County is excited to work closely with the State in advancing opportunities of mutual benefit. We look forward to further collaborating with the Maryland Department of Transportation to support a comprehensive multimodal transportation program. The expeditious advance of the noted priority projects will strengthen Prince George's County, the region, and the State of Maryland. We thank you for your partnership.

Sincerely,

Angela Alsobrooks
County Executive

Thomas Dernoga
County Council Chair

cc: The Honorable Thomas E. Dernoga, Chair, Prince George's County Council
The Honorable Wala Blegay, Vice-Chair, Prince George's County Council
Tara H. Jackson, Chief Administrative Officer, Office of the County Executive
Joy A. Russell, Chief of Staff, Office of the County Executive
Floyd E. Holt, Deputy Chief Administrative Officer, Office of the County Executive
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Suzann M. King, Acting Director, Prince George's Planning Department, M-NCPPC
Samantha Biddle, AICP, Deputy Secretary, Maryland Department of Transportation
Joe McAndrew, Assistant Secretary, Maryland Department of Transportation
Bill Tyler, Director, Department of Parks and Recreation, M-NCPPC
William Pines, Administrator, State Highway Administration
Holly Arnold, Administrator, Maryland Transit Administration
Heather Murphy, Director of Planning and Capital Programming, MDOT
Victor Weissberg, Major Projects Manager, DPWT
J. Kenneth Battle, Director, TIEE Committee, Prince George's County Council

Attachments

PRINCE GEORGE'S COUNTY 2023 PRIORITY PROJECTS LIST MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS

CRITERIA FOR PRIORITY STATE PROJECTS WITHIN PRINCE GEORGE'S COUNTY

The Maryland State Coordinated Transportation Program (CTP) Priority Projects List (the “List”) is developed by staff of the Prince George’s County Department of Public Works and Transportation (DPW&T) in consultation with the staff of the Maryland-National Capital Park and Planning Commission (M-NCPPC). The List is based on the collective input received by our partner agencies and internal analysis. The CTP List is forwarded to the Prince George’s County Executive and Prince George’s County Council for review, approval, and transmittal to the Maryland Department of Transportation (MDOT) through a joint signature letter. Criteria used to prioritize the CTP List are as follows:

Safety Improvements – Employing the Safe Systems approach, each project is evaluated to determine the safety enhancements to be achieved for all users, with priority towards vulnerable road users, in response to data and determined needs.

Revitalization, Resilience and Sustainability – Each project is reviewed to determine the project's contribution to the Prince George’s County’s (the County’s) revitalization, resilience and sustainability initiatives and improvements to each community's well-being and environmental sustainability through the implementation of pro-active, current, sound, and sensitive practices.

Economic Development – Each project is evaluated to determine the project's contribution to enhancing the County's economic development policies and goals.

Transit – Each project is evaluated to determine the project's contribution to enhanced multi-modal choices and mobility to improve transit services with emphasis on connecting people to places while addressing sustainability.

Equity - Each project is evaluated to determine address of equity, utilizing existing metrics including, but not limited to Equity Emphasis Areas, Areas of Persistent Poverty, and Historically Disadvantaged Communities.

Capacity Improvements – Each project is evaluated to determine the capacity improvements to be provided for the transportation facility users in response to the 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.

STATE TRANSIT PROGRAMS AND PROJECTS IN PRINCE GEORGE'S COUNTY

A. **Transit Expansion and Funding:**

1. **Purple Line**

Ensure timely and expeditious completion of construction of this vital project which is critical for New Carrollton to Bethesda access, mobility, regional connectivity and economic development. Maintain corridor aesthetics, safety and existing road and sidewalks during construction. Advance safety and spot improvements, with emphasis on intersections during construction.

2. **TheBus/LOTS Funding/ZEB Transition**

Modernize, Maintain and Expand Community-Based Bus Services to address unmet or underserved transit demands (i.e., enhanced service for National Harbor / South County, Areas of Persistent Poverty, Equity Empasis Areas and Historically Disadvantaged Communities). Enable development and implementation of an innovation driven Vision Plan, conversion to zero emission buses (ZEB) and associated infrastructure, planning for a new facility and re-organization of services to provide a more effective and efficient system which will require enhanced Locally Operated Transit System (LOTS) funding Any funding distribution or criteria changes should not be primarily centered on existing service. Equity and aspirational growth to meet local needs should be considered.

3. **WMATA Funding**

Maintain and enhance system improvements to deliver effective transit throughout the County and Region with emphasis on maintaining MetroBus and MetroRail service in the County, including, high-capacity transit routes, enhanced investment in TOD / Joint Partnerships, improved connectivity between activity centers. Advance and adequately fund recommendations from the WMATA Better Bus Initiative. The County appreciates partnering with WMATA to improve bus transit connectivity and securing additional state and federal investments to implement a strong, lasting system that safely, efficiently and equitably serves Prince Georgians.

4. Southern Maryland Transit

Expand fixed guideway transit services. Branch Avenue Metrorail Station south along the MD 5 / US 301 Corridor to Charles County to relieve congestion in Prince George's County utilizing programmed funding and the authorized mechanism. The Project needs to be entered into the first phase of NEPA and advanced through the planning and design process. State mandates need to be implemented.

5. Bus Rapid Transit/High Capacity Transit

Advance further Study of expanded fixed guideway / bus rapid transit services using as the recent feasibility Study that identified five corridors for further study / Purple Line Extended / Transit Beltway as the basis. BRT routes studied in the DEIS for the paused section of the I-495 / I-270 Managed Lanes project must proceed along with similar treatment of transit in the American Legion Bridge Corridor. Important for equity, mobility and sustainability as is vital for connecting communities.

6. Fixed Guideway Transit/Blue Orange Silver Study

Connect transit from the Blue Line in Virginia to National Harbor via the Woodrow Wilson Bridge (WWB) and to Suitland and or Branch Avenue to provide for more robust transit connections between Maryland and Virginia. High capacity transit should be a part of the VDOT / DRPT 1-95 / I-495 Southside study currently underway.

7. MARC

Expand and enhance service along (Cornerstone / Growth & Investment Plan) *the MARC Camden and Penn Lines* and continued through service at Union Station connecting to Virginia Rail Express (VRE). Restore funding for the MARC Cornerstone / Growth and Investment Plan, as well as accelerated improvements for the Penn and Camden Lines (including major initiatives at New Carrollton and station / platform work at Laurel).

B. Transit Oriented Development:

State funding is needed for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth. All of the TOD Centers on this list are important for the economic health and vitality of the State and the County and require significant support.

Five critical TOD's in the County are not a part of the State's Designated List, The County requests that the following be expeditiously added and emphasized for funding:

- Downtown Largo Metrorail Station/Blue Line Corridor Improvements
- Suitland Metro Station
- Prince George's Plaza Metro Station/Hyattsville Crossing
- College Park / Discovery District Metro / Northern Gateway Purple Line Stations
- West Hyattsville

In addition, it is essential that the following State Designated TOD's receive funding and emphasis:

- New Carrollton Transit Station
- Greenbelt Metro Station
- Branch Avenue Metrorail Station
- Bowie MARC Station
- Southern Avenue Metro Station
- Laurel MARC
- Naylor Road Metro

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 ensure actual construction takes place. The recommended projects have been prioritized from a strategic planning effort to provide: (1) the greatest benefit to areas inside or adjacent to the Beltway; (2) priority safety improvements; and (3) economic development growth within the County. Historically, projects currently funded for construction in the 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 / I-495 at Medical Center Drive Widening / Interchange and Blue Line Corridor Improvements	<i>Provide funding to:</i> (1) Improve interchange capacity/reduce congestion; (2) Improve corridor connectivity and
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	mobility; (3) Improve safety for vehicles, bicycles, and pedestrians; and (4) Promote economic development serving as a gateway for Downtown Prince George's County. Advance improvements for all Blue Line Corridor Stations to support the County platform for economic development including an iconic bike-ped facility connecting the west side of I-495 to the Largo Metro / Medical Center Campus as part of the Central Avenue Connector Trail.
2. MD 210 – Piscataway Highway/Indian Head Highway Interchange and Intersection Improvements (Next interchange could be redesigned and constructed in accommodations.) Phase II: Palmer Road / Livingston Road Phase III: Oxon Hill Road / Old Fort Road	<i>Advance redesign and construction of remaining intersections to relieve existing and projected congestion, as well as support economic development. Promote alternatives to relieve congestion and improve safety for all modes including bike-ped facilities in the corridor.</i>
3. US 1 – Baltimore Avenue Roadway Reconstruction Phase I: College Avenue to I-95/I-495 Phase II: MD 193 to Hollywood Rd. Phase III: Hollywood Road to I-95/I-495	<i>Complete construction on Phase I and fund completion of planning and advance design of Phase II / III into construction to improve safety, provide streetscaping for community revitalization, improve transit access, bicycle and pedestrian safety and upgrade the Cherry Hill Road intersection.</i>
4. I-95 / Greenbelt Metro Access	<i>Provide necessary State / other construction funding for completion of the full interchange from I-95 / I-495 to the Station and support mixed use development around the Station. Improvements and funding are critical for the potential GSA / FBI Headquarters.</i>
5. MD 5 / US 301 to Charles County Lane Interchanges and Widening Surratt's Road Burch Hill Road (A-65)	<i>Provide funding to advance planning, design and construction of this major multi-modal corridor project to relieve congestion to Charles County line, improve safety for all modes provide accommodation for bicyclists and</i>

	pedestrians and enhance economic development.
6. MD 197 – Collington Road (US 50 to MD 450)	<i>Advance planning and design and provide funding for construction.</i> Improve safety, support roadway widening and economic development and provide safe bicyclist and pedestrian crossing treatments.
7. MD 717 / Water Street Bridge and Roadway Reconstruction	<i>Fund and advance completion of construction.</i> Improve safety in the Upper Marlboro area by raising MD 717 out of the floodplain.
8. MD 202 – Landover Road at Brightseat Road	<i>Advance planning, design and construction</i> Critical improvement for development of the former Landover Mall site.
9. MD 450 – Annapolis Road (Stonybrook Drive to MD 3)	<i>Advance design completion and fund construction.</i> Improve safety, support streetscaping, relieve congestion and enhance economic development.
10. MD 223 – Woodyard Rd./ Piscataway Rd. (MD 4 to Steed Rd.) Roadway Widening Bike/Ped Side Path	<i>Advance planning, design and construction.</i> Improve safety; relieve congestion; economic development; improve bicycle and pedestrian facilities. Advance critical improvements at intersection with Brandywine Rd./Old Branch Ave.
1.	
11. US 301 – MD 197 Interchange (To be constructed in phases)	<i>Re-engage and advance design & construction with the opening of the new Nice Bridge.</i> Improve safety relieve congestion in this rapidly developing commercial area and improve bicycle and pedestrian facilities.

B. Project Planning Priorities:

1. I-95 / I-495 at Medical Center Drive Widening / Interchange Improvements Reconstruction / Blue Line Corridor Improvements	<i>Expediently advance planning, design, and construction.</i> Improve interchange construction and capacity, reduce congestion and provide enhanced safety for vehicles, pedestrians, and bicycles, promote economic development serving as a flagship for the County and provide
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	optimal accommodation for multimodal transportation. Advance planning and design of the Central Avenue Connector Trail in an iconic structure and improvements for all Blue Line Corridor Stations to support the County's platform for economic development.
2. MD 193 – University Boulevard Phase I: US 1 to Hanover Parkway Phase II: County Line to Adelphi Road Phase III: Hanover Parkway to MD 564 (Lanham-Severn Road)	<i>Move all phases into planning.</i> Improve pedestrian, bicycle and vehicular safety, intersection improvements, provide continuous LED street lighting and landscaping and community enhancement – critical as part of the Purple Line. Advance M-NCPPC Study (SPACES) identifying MD 193 Corridor Improvements. Short term improvements at key intersections are critical to address existing safety crisis. Phase III important to create new bike/ped corridor in shoulder, connecting to the WB&A Trail.
3. MD 410 - East-West Highway / Riverdale Road / Veterans Parkway Phase I: MD 212 to US 1 Phase II: MD 212 to MD 650	<i>Complete planning of all phases.</i> Improve safety (road diet), provide streetscaping for community and economic development, provide continuous overhead lighting and side paths on both sides of MD 410, provide safe bicycle and pedestrian crossings, including a signal and safety upgrade for two Sligo Creek Trail crossings (with MD 212 and MD 410) with overhead lighting.
4. MD 4 Corridor, Pennsylvania Ave Widening and Interchange Improvements Suitland Parkway Interchange Dower House Road Interchange relocation & short term improvements. Westphalia Road Interchange	<i>Provide funding to advance planning.</i> Widening and Interchange <i>and construction</i>, relieve congestion, improve safety and enhanced access to employment centers in the MD 4 corridor and for Joint Base Andrews. Expedited construction of the MD 4 at Suitland Parkway Interchange with flyover ramp.
5. MD 458 – Silver Hill Road	<i>Advance into project planning.</i> Improve

MD 5 to Suitland Road Suitland Road to MD 4 MD 4 to Walker Mill Road	safety for all users and provide streetscaping, revitalization and continuous overhead lighting for community intersection improvements. Advance and maintain tactical bus lane treatments.
6. US 50 – John Hanson Highway (MD 704 to MD 197) New Interchange on MD 197 and MD 450	<i>Initiate project planning.</i> Relieve congestion and improve safety.
7. MD 212 – Powder Mill Road (Pleasant Acres Drive to I-95) Roadway and Intersection Reconstruction	<i>Advance into planning.</i> Improve safety and support for economic development.

C. Gateway Beautification Projects:

Funding is needed for enhancements / clean-up of smaller scope projects to improve aesthetics, LED street lighting, Stormwater Management (SWM), sidewalk, beautification, streetscaping and bicycle facilities to enhance public, motorized and non-motorized transportation safety at the entrances of the County from the Nation's Capital.

1. MD 218, Suitland Road
2. MD 4, Pennsylvania Avenue
3. US 50 / MD 201, John Hanson Highway / Kenilworth Avenue
4. MD 214, East Capitol Street
5. MD 210, Piscataway Highway/Indian Head Highway

D. Urban Reconstruction Priorities:

Funding is needed for projects that improve pedestrian, bicycle, and vehicular safety and provide streetlighting and streetscaping to support the Vision Zero strategy and community enhancement.

1. MD 704, Martin Luther King Highway (Hill Road to MD 450), provide enhanced safety and bike ped corridor as continuation of WB&A trail.

2. Alt. US 1 MD @ MD 450 Annapolis Road (Specific to The Peace Cross), provide enhanced safety.
3. MD 218 Suitland Road (DC Line to MD 458), provide enhanced safety, support economic development.
4. MD 4, Pennsylvania Avenue (DC Line to Silver Hill Road), provide enhanced safety.
5. MD 450, Annapolis Road
 - Finns Lane / Harkins Road to MD 564, (Lanham-Severn Road) and extending the limits from MD 410 (Veterans Parkway) to MD 564 (Lanham-Severn Road) Bladensburg
 - Green / Complete Street Project (The Peace Cross to MD 202)

E. Vision Zero High Injury Network

Critical to the Vision Zero Safe Systems approach is the emphasis on a data driven solutions. In an effort to prioritize countermeasures, the County developed the High Injury Network (HIN) in partnership with the SHA's Office of Traffic & Safety Office (OOTs). The HIN represents one-mile roadway segments with the highest number of serious and fatal pedestrian and bicycle crashes. The County, as part of Vision Zero strongly encourages the State to focus on the HIN as developed through state data for addressing safety in Prince George's County. A link to the HIN is as follows: [Hin Top 10 For Each \(1\) \(princegeorgescountymd.gov\)](https://princegeorgescountymd.gov/hin-top-10-for-each-1)

F. Bicycle and Pedestrian Corridor Priorities:

Retrofitting of existing State roadways to enhance and enable safe bicycle and pedestrian mobility in alignment with a Vision Zero objective.

1. MD 704 (multi-use side path and buffered bike lanes - MD 450/WB&A trail to Hill Road)
2. MD 193 (sidewalks, designated bike lanes and safety improvements from the Montgomery County Line to MD 564, to be done in phases)
 - Phase I: Montgomery County Line to Adelphi Road (incl. SPACES program)
 - Phase II: US 1 to Hanover Parkway
 - Phase III: Hanover Parkway to MD 564, connecting to the WB&A trail.

3. US 1 (DC line to Howard County Line to be done in phases)
 - Phase I: Guilford Drive to I-95 / I-495 (College Ave. to MD 193, currently under construction)
 - Phase 2: Guilford Drive to DC Line (includes the Trolley Trail)
 - Phase 3: Contee Road to Howard County Line
 - Phase 4: I-95 / I-495 to Odell Road
4. Oxon Hill Road / MD 414 / National Harbor – Bike lanes and sidewalk safety improvements; facility and access improvements along MD 414 from MGM / National Avenue to Bald Eagle Road, including improvements for over / under passes and connecting Oxon Hill Cove Park
5. MD 450 (road diet, restriping for designated bike lanes – west of 410, to the Baltimore-Washington Parkway)
6. Bowie Heritage Trail
7. MD 223 (multi-use side path MD 4 to Livingston Road, in phases)
 - Phase I: Steed Road to MD 5
 - Phase II: MD 5 to MD 4
 - Phase III: Livingston Road to Steed Road

G. Park Trails Priorities:

Dedicate funding for completion of and connection to trails to enhance the County and State railway network.

1. WB&A Trail Connections (Anne Arundel County to the Anacostia River)
 - Phase I: Bicycle / pedestrian bridge over Patuxent River connecting Prince George's and Anne Arundel Counties
 - Phase II: Cheverly to Bladensburg Waterfront Park (Euclid Street Park to Lloyd Street)
2. Central Avenue Connector Trail (Marvin Gaye Trail / Capitol Heights Metro to Largo Metro)
3. Rhode Island Avenue Trolley Trail Extension
 - Phase I: Armentrout to Farragut Street
 - Phase II: DC Line to Armentrout Drive

4. Suitland Parkway Trail (DC Line to Westphalia Central Park)
5. Little Paint Branch Trail Extension
 - Phase I: Along Old Gunpowder Road (Denim Road to 900 feet north of Denim Road and facility gaps north of Konterra Drive)
 - Phase II: Multi-Use Facility across I-495 / I-95 (Cherry Hill Road)
6. Piscataway Creek Trail (MD 223 to the Potomac River)
7. Oxon Run Trail (Southern Avenue to Naylor Road)
8. Henson Creek Trail Extension (Temple Hill Road to Suitland Parkway) including cross-Beltway access.