



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

Rushern L. Baker, III  
County Executive

DEC 5 2014

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

Dear Secretary Smith:

Enclosed is Prince George's County's proposed 2014-15 Priority Projects List for the FY 2015-2020 State Consolidated Transportation Program (CTP). This reflects the County's priorities with regard to State highway construction projects, transit, project planning starts, safety improvements, system preservation and gateway projects and supports the County's priorities related to Transit Oriented Development (TOD), and pedestrian and bicycle safety.

Taken collectively, the Priority List represents projects that will provide Prince George's County with the greatest benefits in terms of community revitalization, economic development, Metrorail access, congestion relief and safety improvements. Promoting projects that address safety for all users, particularly road sections that have been identified with high crash rates is crucial. It is also extremely important that the transportation network play its part in creating an environment that is conducive to economic development, as a healthier, more robust Prince George's County is important to the overall vitality of the State and the region.

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

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

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

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

- **MD 210, Indian Head Highway (Palmer Road @ Livingston Road & Interchange):** As our number one project planning priority, Prince George's County requests that this project be advanced through planning and design as quickly as possible to ensure that it will be ready to go to construction at the earliest available date. Due to the MGM facility that is slated to open in 2016 and additional planned economic development within the MD 210 Corridor, advancing this project will benefit the State, Region and County, by enhancing this significant commuting corridor for Southern Maryland into and through the County for job access. Funding for work along the corridor will be supplemented by revenue provided as a result of Senate Bill 1 during the second special session of 2012. The measure requires 40% of road impact grants, up to \$15,000,000 to be used to address infrastructure needs related to MD 210. Addressing the required improvements in an expeditious fashion is imperative. The Palmer Road Interchange Project is the second of seven interchange improvements needed in the MD 210 Corridor.
- **US 1, Baltimore Avenue (College Avenue to I-95/495):** It is critical to expedite and provide construction funding for the first phase of the County's number 2 construction priority from College Avenue to University Boulevard. This will bring much needed streetscaping, improved safety and multi-modal road and sidewalk improvements are needed for this highly congested and challenged section of US 1 in College Park. Creating a better environment for the multitude of users in this diverse community is a must. Prince George's County requests that the project be advanced through design and on to construction as quickly as possible.
- **MD 197, Collington Road (US 50 to MD 450):** Widening MD 197 from US 50 to MD 450 is important for relieving congestion, improving safety, and supporting economic development in the Bowie area and is the County's number 3 construction priority.
- **Branch Avenue :** The fourth construction priority for the County is the Branch Avenue Project. Providing improved traffic flow and new interchanges in the Branch Avenue corridor, in coordination with necessary fixed guideway transit is critical to relieving traffic congestion on MD 5. We strongly urge the State to finalize the remaining planning and design elements to effectively move the Project forward into construction.
- **MD 4 Corridor, Pennsylvania Avenue Interchanges (Westphalia Rd, Dower House Road and MD 223 Woodyard Road).** The fifth planning project is to advance design for the remaining interchanges along Pennsylvania Avenue just outside of the Beltway to address existing mission related growth at Joint Base Andrews, relieve congestion, and help enhance development projects in this vicinity. Continuing to work collaboratively with developers will be critical in advancing these interchange projects. In the short term, an additional north bound travel lane to tie into the additional lane being provided through the Suitland Parkway project along with improvements at the intersection of Dower House Road and MD 4 are needed to address existing conditions as a result of BRAC movements at Andrews.

- **Purple Line:** Prince George's County's **number one transit priority** will connect the "spokes" of the Metrorail system to provide continuity and availability for all users, and is vital to State, Regional and County economic development. It is a much needed transit alternative, bringing balance to the Region by taking thousands of cars off the road, and adding approximately 60,000 riders daily to the transit system. Further, the Purple Line from Bethesda to New Carrollton, will serve as the first leg to provide a circumferential rail line connecting to Virginia via National Harbor and across the Woodrow Wilson Bridge.
- **WMATA Funding:** Robust funding for the WMATA system is absolutely necessary to assure needed capacity and effective transit services throughout Prince George's County. Both the Metrorail and a soundly funded Metrobus network are essential to the County for addressing mobility needs and providing sustainable alternatives to single occupancy vehicles. Further, funding is needed for additional Priority Corridor Network (PCN) routes in Prince George's County, for Transit Oriented Development around the 15 Stations in the County, and enhanced transit connectivity between activity centers.
- **The Bus:** As Prince George's County operates a transit system separate from WMATA, additional funding is needed to help provide expanded service to meet existing needs and accommodate future growth.
- **Prince George's County Transitway:** Advancing study of a fixed guideway network with emphasis on priority corridors will be vital to economic development and enhanced mobility within the County and the region. Priority corridors provide enhanced linkages that connect to developing systems in neighboring jurisdictions, and between activity centers within Prince George's County.
- **Southern Maryland Transit:** Advancing the study of fixed guideway transit, and coordinating closely with the State Highway Administration on the MD 5 highway and interchange project will provide better regional connectivity and help relieve congestion in this very congested corridor.
- **Pedestrian Safety Enhancements on State-maintained Roadways:** Projects that are intended to address safety, in particular those designed to reduce pedestrian crashes in Prince George's County are paramount and can be found in a number of the different categories of the list including System Preservation, and Project Planning. Prince George's County cannot emphasize strongly enough the imperative that the State further efforts to implement safety features included on and along State-maintained roadways inclusive of, but not limited to the installation of continuous street lighting, crosswalks, sidewalks, etc. Prince George's County commends the State for implementing a robust and rapidly improving safety program through such efforts as the Pedestrian Road Safety Audits, Community Enhancement projects and an overall excellent level of

Secretary James Smith  
Page 4

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

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

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

Prince George's County values the cooperative relationship we have with you and your staff on so many transportation related issues, and a warm welcome awaits you in Upper Marlboro in 2015. In the meanwhile, we look forward to working closely with you to advance our transportation priorities for the betterment of the County, the region and the State of Maryland.

Sincerely,



Rushern L. Baker, III  
County Executive



Mel Franklin  
Chairman, County Council

Enclosure

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

Secretary James Smith

Page 5

The Honorable Andrea Harrison, Member, Prince George's County Council

The Honorable Derrick Leon Davis, Member, Prince George's County Council

The Honorable Karen R. Toles, Member, Prince George's County Council

The Honorable Obie Patterson, Member, Prince George's County Council

Nicholas A. Majett, Chief Administrative Officer, Office of the County Executive

Victor L. Hoskins, Deputy Chief Administrative Officer, Office of the County Executive

Darrell B. Mobley, Director, Prince George's Department of Public Works  
and Transportation

Elizabeth Hewlett, Chair, Prince George's County Planning Board, M-NCPPC

Fern V. Piret, Director, Department of Planning, M-NCPPC

Ronnie Gathers, Director, Department of Parks and Recreation, M-NCPPC

✓ Melinda Peters, Administrator, Maryland State Highway Administration

Robert L. Smith, Administrator, Maryland Transit Administration

**Criteria for  
Priority State Projects within  
Prince George's County**

The State Consolidated Transportation Program (CTP) Priority Projects List is developed by staff of the Department of Public Works and Transportation in coordination with the staff of the Maryland-National Capital Park and Planning Commission (M-NCPPC). After which, the CTP List is forwarded to the County Executive and Council for review, approval and transmittal to the Maryland State Department of Transportation through a joint signature letter.

Criteria used to prioritize the List are as follows:

**Safety Improvements** - Each project is evaluated to determine the safety enhancements to be achieved for all users in response to data and determined needs.

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

**Revitalization** - Each project is reviewed to determine the project's contribution to the County's revitalization initiatives and improvements to each community's well-being and environmental sustainability through the implementation of current, sound and sensitive practices.

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

**Mass Transit** - Each project is evaluated to determine the project's contribution to the County's Master plans for implementation of transit services with emphasis on intra-community transit needs.

**Project Schedule** - Each project schedule is evaluated to assure the progression of projects from the planning stage into the construction phase for each subsequent year. The availability of projects for the construction phase assures that county projects are available to compete for construction funding each year.

**Other Funding Sources** - Each project is evaluated to determine the availability of "other" funding sources to supplement State and federal funding provided in the CTP.

**PRINCE GEORGE'S COUNTY  
2014 PRIORITY PROJECTS LIST  
MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS**

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

**A. Transit Expansion and Funding:**

- |    |   |   |
|----|---|---|
| 1. | Purple Line<br>(New Carrollton to Bethesda,<br>Construction to begin in New<br>Carrollton)  | Expand capacity with a<br>light rail line inside the<br>Beltway from New Carrollton<br>to Bethesda and provide needed East-<br>West transit connections from New<br>Carrollton to Riverdale Park, College<br>Park, University of Maryland, Langley<br>Park and Montgomery County. |
| 2. | WMATA Funding   | Maintain needed capacity and effective<br>transit services throughout the County<br>with emphasis on more robust funding<br>for MetroBus, additional PCN routes,<br>enhanced investment in TOD, and<br>improved connectivity between activity<br>centers.                         |
| 3. | <i>TheBus</i>   | Expand community-based bus<br>services to address unmet or underserved<br>transit demands (i.e. enhanced service<br>for National Harbor/South County).  |
| 4. | Prince George's County Transitway<br>(Priority Corridors from<br>COG TLC Study) <ul style="list-style-type: none"><li>• Bladensburg- Prince George's Plaza -Langley Park</li><li>• National Harbor to DC Streetcar</li><li>• Purple Line Extension (Inner and Outer alignments)<br/>Outer: New Carrollton to Virginia via Largo, Branch Ave. and National Harbor<br/>Inner: New Carrollton to Virginia via<br/>Garrett Morgan, Suitland and National Harbor</li><li>• Greenbelt to Konterra</li></ul> | Study of expanded fixed<br>guideway transit services<br>along identified corridors  |

- |    |   |  |
|----|---|--|
| 5. | Southern Maryland Transit   | Expansion of fixed guideway transit services from Branch Avenue Metrorail Station south along the MD 5/US 301 Corridor to Charles County to relieve congestion in Prince George's County.  |
| 6. | Metrorail Line connecting Southern Green Line to Virginia                                     | Expand rail from the Yellow Line in Virginia to the Southern Green Line of Metrorail (Branch Avenue or Suitland) via the Woodrow Wilson Bridge (WWB) and National Harbor to provide transit connection between Maryland and Virginia; help address region divided; relieve congestion; promote economic development. |
| 7. | Full WMATA Metrorail Service On Yellow Line to Greenbelt                                      | Extend current Metrorail service on the Yellow Line to full service for Fort Totten to Greenbelt segment; help address region divided; relieve congestion; promote economic development; help address region divided.  |
| 8. | Purple Line Extension to Virginia via Largo, Branch Avenue and National Harbor<br>(In phases) | Expansion of an Purple Line to continue from New Carrollton to Largo and Branch Avenue Metrorail stations, National Harbor, and connecting to Yellow Line in Virginia to support and promote economic development; help address the region divided and relieve congestion; project is in Transitway Study.           |



9. MD 210/I-295 Corridor Transit

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

10. MARC Growth and Investment Plan

Expand and enhance service along the MARC Camden and Penn lines (i.e., MARC Growth and Investment Plan).

**B. Transit Oriented Development:**

Support State funding for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth.

1. Greenbelt Metro Station
2. New Carrollton Transit Station
3. Largo Metrorail Station
4. Branch Avenue Metrorail Station
5. Prince George's Plaza Metro Station
6. Suitland Metro Station
7. College Park Metro Station/M-Square Purple Line Station
8. Southern Avenue Metro Station
9. Naylor Road Metro Station
10. Bowie MARC Station

## II. State Highway Administration (SHA) Priority Projects:

The SHA Priority Projects List is intended to provide guidance to SHA on the order in which Prince George's County's elected officials desire project planning to start and see actual construction take place. The recommended projects have been prioritized from a strategic planning effort to provide: the greatest benefit to areas inside or adjacent to the Beltway; much needed safety improvements; and economic development growth within the County. Historically, projects currently funded for construction in the Consolidated Transportation Program (CTP) are expected to proceed to construction based on the published funding schedule, which ordinarily would be excluded from this priority list.

### A. Construction Priorities:

- |    |   |   |
|----|---|---|
| 1. | I-95/Greenbelt Metro Access   | Provide safe and efficient access from I-95/I-495 to the Greenbelt Metrorail Station and support mixed-use economic development around the Station. |
| 2. | US 1, Baltimore Avenue<br>(College Avenue to I-95)<br>Roadway Reconstruction<br>(To be completed in phases)<br>Phase I- College Avenue to MD 193<br>Phase II – MD 193 to Hollywood Rd.<br>Phase III – Hollywood Rd. to I-95/I-495 | Improve safety; provide streetscaping for community revitalization; improve transit access; and upgrade Cherry Hill road intersection.              |
| 3. | MD 197, Collington Road<br>(US 50 to MD 450)<br>Roadway Widening  | Relieve congestion; improve safety; and support economic development.   |
| 4. | MD 5, Branch Avenue<br>Interchanges and Widening <ul style="list-style-type: none"><li>• Surratts Road</li><li>• Burch Hill Road (A-65)</li><li>• Brandywine Road</li></ul>   | Relieve congestion; improve safety; and support economic development.   |
| 5. | MD 450, Annapolis Road<br>(Stonybrook Drive to MD 3)<br>Roadway Widening  | Relieve congestion; improve safety; and support economic development.   |

- |    |   |   |
|----|---|---|
| 6. | US 301/MD 5 (TB-Charles Co. Line)                                 | Upgrade existing corridor to relieve congestion.  |
| 7. | MD 223, Woodyard Road<br>(Steed Road to MD 4)<br>Roadway Widening | Relieve congestion; improve safety; and provide capacity for economic development; intersection improvements.                           |
| 8. | MD 201, Kenilworth Avenue<br>Extended (I-95/495 to US 1)          | Relieve congestion; improve safety; and provide access for economic development and the Greenbelt Metrorail Station from US 1 Corridor. |
| 9. | US 301 - MD 197 Interchange<br>(To be constructed in phases)      | Improve safety and relieve congestion in this rapidly developing commercial area.   |

**B. Project Planning Start Priorities:**

- |    |   |   |
|----|---|---|
| 1. | MD 210, Indian Head Highway<br>Interchange and Intersection<br>Improvements<br>(To be constructed in phases)<br>Phase II – Palmer Road/<br>Livingston Road<br>Phase III – Oxon Hill Rd. /<br>Old Fort Rd. | Improve seven failing intersections to relieve existing and projected congestion, as well as support economic development.  |
| 2. | MD 193, University Blvd.<br>(to be completed in phases)<br>Phase I (MD 650 to Adelphi Rd.)<br>Phase II (US 1 to Hanover Pkwy.)  | Improve pedestrian and vehicular safety, intersection improvements, provide street lighting, community enhancement, critical to improve pedestrian safety before and as part of Purple Line |
| 3. | MD 458 Silver Hill Road <ul style="list-style-type: none"> <li>• MD 5 to Suitland Rd.</li> <li>• Suitland Rd. to MD 4</li> <li>• MD 4 to Walker Mill Rd.</li> </ul>                                       | Improve safety for all users and provide streetscaping; revitalization; an continuous overhead lighting for community intersection improvements   |

- |     |   |  |
|-----|---|--|
| 4.  | MD 410, East-West Highway/<br>Riverdale Road<br>(To proceed in phases)<br>Phase I: Veterans Pkwy to MD201<br>Phase II: MD 201 to MD 650   | Improve safety, provide<br>streetscaping for community and<br>economic development, provide<br>continuous overhead lighting.                                 |
| 5.  | MD 4 Corridor, Pennsylvania Avenue<br>Widening and Interchange Improvements <ul style="list-style-type: none"> <li>• Westphalia Road Interchange</li> <li>• Dower House Road Relocation<br/>/Interchange and short term<br/>improvements</li> <li>• MD 223 Interchange</li> </ul> | Relieve congestion;<br>improve safety; and provide<br>access to employment centers<br>in MD 4 corridor and for Joint Base<br>Andrews mission related growth. |
| 6.  | US 50/MD 201<br>(MD 410 to South Dakota Avenue)<br>Interchange and Corridor<br>Improvements   | Gateway beautification, relieve flooding,<br>congestion, and improve<br>safety on these key inter-<br>state links.   |
| 7.  | MD 717, Water Street<br>Geometric Roadway Reconstruction<br>Upgrades  | Improve safety in Upper<br>Marlboro area by raising<br>MD 717 out of floodplain.   |
| 8.  | MD 202 Landover Road<br>(MD 704 to Kilmer Dr.)  | Improve pedestrian and<br>overall safety; provide<br>streetscaping and continuous overhead<br>lighting.  |
| 9.  | MD 212, Powder Mill Road<br>(Pleasant Acres Drive to I-95)<br>Roadway and Intersection<br>Reconstruction  | Improve safety and support<br>economic development.  |
| 10. | Ritchie Marlboro Road @ I-95/495  | Relieve congestion; address capacity<br>issues; and support economic   |
| 11. | US 50, John Hanson Highway<br>(MD 704 to MD 197)<br>New Interchange   | Relieve congestion and<br>improve safety on MD 197<br>and MD 450.  |

**C. Gateway Beautification Projects:**

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

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

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

Improve pedestrian, bicycle and vehicular safety, provide street lighting, streetscaping and provide community enhancement.

1. MD 500, Queens Chapel Road  
(DC line to MD 208)
2. MD 704, Martin Luther King Hwy  
(Hill Road to MD 450)
3. MD 410 East-West Highway  
(Ager Road to Adelphi Road/  
Queens Chapel Road)
4. Alt. US 1 MD @ 450 Annapolis Road  
(Specific to Peace Cross) Geometric improvements  
for vehicular, bicycle and  
pedestrian safety
5. MD 458, Silver Hill Road  
(MD 4 to MD 5)
6. MD 4, Pennsylvania Avenue  
(DC Line to Silver Hill Road)
7. MD 210, Indian Head Highway  
(DC Line to Livingston Road)
8. MD 214, Central Avenue  
(DC line to Pepper Mill Drive)
9. MD 450 Annapolis Road
  - MD 450, Annapolis Road  
(Finns Lane/Harkins Road to MD 564, Lanham-Severn Rd.)
  - Bladensburg - Green/Complete Street Project  
(Peace Cross to MD 202)
10. MD 201, Kenilworth Avenue  
(Riverdale Road to River Road)
11. MD 223, Woodyard Road  
(MD 5 to Pine View Lane)
12. MD 212, Riggs Road  
(DC line to Norton Rd.)

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

**E. Trail/Bikeway Priorities:**

On/Along Road Trails

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

11. MD 210 (multi-use sidepath)  
(MD 414 to Henson Creek)

**F. Park Trails:**

1. WB&A Trail connections (Anne Arundel County to the Anacostia River Trail)
2. Picataway Creek Trail (MD 223 to the Potomac River)
3. Rhode Island Avenue Trolley Trail  
(Armentrout Drive to Farragut Street)
4. Little Paint Branch Trail Extension  
Phase I – Along Old Gunpowder Road  
(Denim Rd. to 900 ft. N. of Denim Road)  
Phase II – multi-use facility across I-495/I-95  
(Cherry Hill Rd.)
5. Oxon Run Trail (Southern Avenue to Naylor Road)
6. Henson Creek Trail Extension  
(Temple Hill Road to Suitland Parkway, including cross Beltway access)
7. Folly Branch Trail  
(MD 450 to Enterprise Golf Course)
8. Prince George's Connector Trail  
(Chillum Road to Russell Avenue)
9. College Park Trolley Trail Extension  
(Greenbelt Road to Quimby Avenue)
10. Chesapeake Rail Trail (Seat Pleasant)