



City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

September 6, 2024

The Honorable Paul Wiedefeld, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: City of Bowie 2024-2025 Transportation Priorities

Dear Secretary Wiedefeld:

The Bowie City Council is pleased to present the City's Transportation Priority List for 2024-2025, which was the subject of a briefing at City Hall on August 5, 2024. We acknowledge that the CTP reflects the tough funding choices that are necessary to present a balanced six-year budget. It includes departmentwide reductions made to the operating and capital programs to match available resources. While these reductions are difficult, they are targeted to limit the overall impact on Marylanders and will not jeopardize safety or key economic investments. The City's priorities for State transportation facilities are unchanged from last year; however, this year we wish to add some additional justification and updated background for several projects on our list.

The City's Transportation Priorities for 2024-2025 include:

1. Local Road Improvement Priorities

The City's highest transportation priorities for roadway construction include the following five projects. **MD 197 is the City Council's highest transportation priority.**

- **MD 197 (Prince George's County CTP, Line 19):**
FULLY FUND RIGHT-OF-WAY AND CONSTRUCTION

The State Highway Administration is moving ahead with a re-design of Preliminary Engineering plans for the project. The engineering phase of the FY 2024-2029 CTP is presently underway. \$1.0 million from the county went toward planning. The goal of this project is to widen and upgrade the current MD 197 to a multi-lane divided highway, spanning 1.4 miles from Kenhill Drive to MD 450 Relocated. The average daily traffic in 2023 was 31,000 vehicles, and by 2043, it is expected to reach 44,300.

The existing, two-lane section is already severely congested in the morning and evening peak periods and at all hours on the weekends. The lack of roadway capacity has resulted in ever-increasing diversion of traffic from MD 197 onto the City's local street system. In addition, there are continuing concerns voiced by residents about pedestrian safety and access from the side streets. In response to numerous safety incidents, a mid-block crossing was installed recently near the Foxhill Park entrance. State Highway Administration held a public open house to show the design plans and details to attendees on July 22nd, 2024. Maps and displays highlighted the proposed improvements. **MD 197 is ready for the State's investment of right-of-way and construction funding in the next CTP.** As you may know, City residents have been waiting for relief from this harmful congestion bottleneck for more than three decades. The MD 197 project is currently Construction Priority #6 for Prince George's County.

Letter to Transportation Secretary Wiedefeld
re: City of Bowie Transportation Priorities

- **MD 450 (Prince George's County CTP, Line 27):**
FULLY FUND RIGHT-OF-WAY AND CONSTRUCTION

This project completes a multi-segment renovation of Maryland 450 from MD 3 to Whitfield Chapel Road, which is close to the Capital Beltway. For the whole alignment, project planning was finished in 1991. The design must be finished, and construction and right-of-way acquisition are required between Stonybrook Drive and MD 3. The objective of this project is to improve the stretch of MD Route 450 to a multi-lane divided highway (1.4 miles) by redesigning it from a location approximately 1,000 feet east of its intersection with Stonybrook Drive to MD Route 3. Engineering is around 95% finished. In 2023, the average daily traffic range was 24,900 – 31,000 vehicles per day and is projected to grow to 32,400 – 40,300 vehicles per day in the Year 2043. Due to its primary access to the Bowie Mainstreet business district, this project is extremely important to the City's economic development. The imperative need to build a safer road is more significant.

Since Administrator Tim Smith agreed in 2021 to revisit the current MD 450 design as soon as financing resources have been discovered, the City Council appreciates your consideration of reexamining the roadway design idea for Bowie Mainstreet. The City Council has repeatedly approached SHA to revamp the Bowie Mainstreet portion of this corridor, thus we would like to see some progress made on this project. We humbly ask that the State allocate funds to the CTP so that, over the course of the next few years, the Bowie Mainstreet section of MD 450's design and engineering, right-of-way acquisition, and construction can be completed.

- **US 301, from Excalibur Road to Leeland Road (Project Removed):**
FUND PROJECT PLANNING OR INTERIM CAPACITY IMPROVEMENTS THROUGH DISTRICT 3

From August to December of 2022, the amount of traffic on US 301 increased from 62,400 to 64,200 (AADT), representing an almost 3% increase in just five months. Access and safety concerns are accentuated by the volume of traffic congestion and the significant amount of approved further development in the corridor. The current road should be expanded to three travel lanes in each direction as soon as possible in order to keep up with other road improvement projects scheduled for construction north and south of this segment, since it is likely that the ultimate, controlled access improvements planned for US 301 will not occur for many years to come. If a separate Project Planning study is not possible, we would respectfully request that a study be funded at the District level. As of now, the study that was done regarding the improvements to US 301 severely outdated. If we can't see a revision of these studies in the near future, requesting some interim or provisional capacity improvements to ease the burden on our residents.

When fully constructed, the South Lake development plan will include 380,000 square feet of retail use, 220,000 square feet of office use, two hotels and 1,360 dwelling units, including 325 multi-family apartment units, 126 multi-family condominium (two-over-two) units, 567 townhouse units and 342 single-family detached units. In addition, a major County sports complex recently opened just south of South Lake. Liberty Sports Park features multiple fields for a variety of youth sports, including lacrosse, football, soccer, field hockey and rugby. This complex will draw visitors from throughout the country and will have a significant economic impact on Prince George's County and the surrounding area. The tremendous amount of new development in this area deserves a comprehensive approach to improving US 301 and placing this back on the CTP.

Letter to Transportation Secretary Wiedefeld
re: City of Bowie Transportation Priorities

- **MD 3 (Project Removed):**
FUND DESIGN, ENGINEERING AND RIGHT-OF-WAY ACQUISITION

This project will upgrade MD Route 3 from US Route 50 to MD Route 32 (8.89 miles) to address safety and capacity concerns. The project will improve safety and relieve traffic congestion in this heavily traveled corridor. In 2022, the average daily traffic range was 66,500 – 84,600 vehicles per day and is projected to grow to 88,600 – 137,400 vehicles per day in the Year 2042. The forecast for 2042 represents about a 63% increase in growth of the traffic volume, and it demonstrates that a need to move ahead with design and engineering now exists.

The mixed-use development at Melford Village, which is situated at the MD 3 junction with Belair Drive, will increase traffic in the corridor. Up to 100,000 square feet of retail space, 260,000 square feet of office space, 126,520 square feet of research space, and up to 2,500 residential units (including up to 1,000 senior adult multi-family units, 1,000 non-senior multi-family units, and 500 townhome units) are all part of the approved plan for Melford Village. The first multi-family building on the property, consisting of 388 units, recently opened and is partially occupied. The adjacent parcels are now under development. The 1.4 million square feet of employment use that are already permitted or present at the same location are supplemented by the new increase. To their credit, St. John Properties, the developer of Melford, has made a substantial contribution by completing traffic capacity upgrades at the MD 3/MD 450 intersection ahead of schedule. Given that the MD 3 project's Project Planning is finished, it is advised that financing be given to start Design and Engineering and pursue advanced right-of-way acquisition.

The City Council greatly appreciates SHA's recently completed interim safety improvements and signalization along the southbound lanes of MD 3, south of MD 450. The City Council also notes that \$45 million has been expended in right-of-way acquisition for the US 301 South Corridor Transportation Study along US 301 (**Project Removed**). The City Council believes that acquiring vacant parcels in the MD 3 corridor in a similar manner would be a cost-effective way to assemble right-of-way for lane widening and construction of the future interchange at MD 450/MD 3.

2. **Other Immediate Transportation Priorities**

Two remaining local priorities for State transportation facilities are identified below.

1. **MD 978 (Hall Road)** – District 3 completed construction of a sidewalk between Hall Station Drive and the CSX railroad tracks in 2017. We ask that you continue to support improvements to MD 978, as this roadway is part of the City's master planned trail network, known as The Bowie Byway. A concept development plan was completed and is awaiting design funds for the segment between the CSX railroad and MD 214. Both the City and County are committed to partnering with SHA to complete pedestrian improvements that will ensure safe access to the new South Bowie Library. In 2021, the City completed a feasibility study, working with District 3, that confirmed the potential for a grade-separated pedestrian bridge over MD 214 in the vicinity of Hall Road.
2. **MD 197 North Landscaping Retrofit** – Twenty years ago, SHA's Office of Environmental Design prepared a concept plan for landscaping of the median areas between relocated MD 450 and Rockledge Elementary School. We would like to see this plan implemented. The retrofit design was achieved with broad community consensus, and the City feels the promised work is long overdue and should be initiated as soon as possible. We believe the State would eliminate and unsafe situation by eliminating the "suicide lane" and qualify for stormwater credit by reducing impervious surfaces in this part of the MD 197 corridor. The City Council asks that you provide a current cost estimate for this project so that it might be implemented by SHA District 3 as soon as possible.

Letter to Transportation Secretary Wiedefeld
re: City of Bowie Transportation Priorities

3. Long-Range Transportation Priorities

In addition to the above, the City Council wishes to highlight several other extremely important improvements to the State transportation system. These projects are not currently listed in the State Consolidated Transportation Program but have regional significance:

- Acquisition of the CSX Railroad tracks from Morgantown on the Potomac River all the way to Bowie – There is a once-in-a-lifetime opportunity to establish a regional hiker-biker trail amenity in place of the CSX railroad tracks, since the coal fired power plants at Morgantown on the Potomac River and Chalk Point on the Patuxent River will be shutting down operations soon. The railroad corridors could be repurposed to a Rails-to-Trails concept, enhancing multi-modal travel opportunities within Prince George’s and Charles Counties. MDOT leadership is essential in this regard, and we implore you to work at the highest levels to ensure that the opportunity for non-vehicular travel is preserved and eventually realized.
- Public Transit Via the US 50 Corridor – The City Council requests that you accelerate project development of the US 50 Transit Corridor, referred to as Corridor 28 in the MTA Regional Transit Plan for Central Maryland. The City concurs with the plan’s recommendation for a new, regional bus route from Annapolis to Union Station via US 50, with a stop at the Northview Park-and-Ride lot in Bowie, within the next several years to provide transit service that integrates with existing WMATA bus routes and national and regional rail systems at Union Station. The City also requests the examination of the current conditions of the bus shelter and routes here in Bowie. At certain stops there are no bus shelters forcing people to stand in the street or the grass making the susceptible to inclement weather, and the improving the wait time and efficiency on our already low frequency routes are just some of the conditions we would like to improve along with requesting better bus shelters.
- A New Interchange on US 50 (I-595) at MD 193 - The City Council is very concerned that traffic levels on MD 197, which are continuing to increase, may even be made worse unless MD 197 is upgraded and a new interchange is constructed on US 50 at MD 193. The current Prince George's County Transportation Priority List recommends a Project Planning study for an additional interchange on US 50, at some location between MD 197 and MD 704 (County Project Planning Priority #6), and the project’s stated purpose is to relieve congestion and improve safety on MD 197 and MD 450.
- A New Roadway Connecting MD 197 near Bowie State University with MD 3 in Anne Arundel County – There is a need to conduct a feasibility study to further examine regional traffic congestion in the MD 450 corridor, east of Race Track Road, and the heavy volume of motorists who are projected to use MD 450, Race Track Road and Jericho Park Road in order to travel between Laurel and Crofton. Please note that this need to evaluate the operational and environmental feasibility of this roadway connection is recommended in both the Approved Prince George’s County Master Plan of Transportation and the Approved Bowie State/MARC Station Sector Plan. This facility will greatly enhance access to the planned, mixed-use Transit Oriented Development community charted for the Bowie State MARC Station area. State leadership is key to realizing this future transportation concept

Letter to Transportation Secretary Wiedefeld
re: City of Bowie Transportation Priorities

As always, City will keep working to make the community a better place for all. The City Council appreciates your time and dedication to responsible transportation planning and for the state's uninterrupted commitment to serving the residents of Maryland. Thank you for this opportunity to provide our recommendations.

Sincerely,



Bowie City Council
Timothy J. Adams
Mayor

cc: The Honorable Ronald L Watson, Ph.D., State Senator
The Honorable Marvin E. Holmes, Delegate
The Honorable Adrian Bofo, Delegate
The Honorable Kym Taylor, Delegate
The Honorable Jolene Ivey, County Council Chair
The Honorable Ingrid Watson, County Council Member
The Honorable Wala Blegay, County Council Member
The Honorable Angela D. Alsobrooks, County Executive
The Honorable Peter Shapiro, Prince George's County Planning Board Chairman
Mr. William Pines, SHA Administrator
Mr. Derek L. Gunn, P.E., SHA District Engineer
Mr. Randy Clarke, WMATA General Manager/CEO
Mr. Michael Johnson, Director of Prince George's County DPW&T



City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

September 9, 2024

The Honorable Angela D. Alsobrooks
Prince George's County Executive
County Administration Building
Upper Marlboro, Maryland 20772

RE: Bowie City Council 2024-2025 Transportation Priority List

Dear County Executive Alsobrooks:

On August 5, 2024, the Bowie City Council reviewed the City's Transportation Priority List. We wish to provide you with this letter to highlight our priorities for State and County transportation facilities. Below are the City's transportation priorities and recommendations:

1. State Transportation Priorities

The City Council's top objectives for projects that might receive State funding are outlined in the letter that is attached and addressed to Transportation Secretary Paul Wiedefeld. **The rehabilitation of MD 197 (Collington Road) between Kenhill Drive and Relocated MD 450 (now County Priority #6) remains the City's top priority for State roadway facilities.** The project's preliminary engineering blueprints are being redesigned by the State Highway Administration. The engineering phase of the FY 2024-2029 CTP is presently underway. \$1.0 million from the County went toward planning. The goal of this project is to widen and upgrade the current MD 197 to a multi-lane divided highway, spanning 1.4 miles from Kenhill Drive to MD 450 Relocated. The average daily traffic in 2023 was 31,000 vehicles, and by 2043, it is expected to reach 44,300. During peak hours on weekdays, the two-lane stretch that is now in place is extremely crowded, especially in the morning and evening. The Maryland Open Transportation Investment Decision Act - Application and Evaluation (Chapter 30) mandates that the Maryland Department of Transportation (MDOT) use a project-based scoring approach for evaluating large transportation projects. Highway and transit capacity improvements costing more than \$5 million are considered major transportation projects. MDOT uses a variety of techniques in its project appraisal and selection process, however the project prioritizing approach mandated by Chapter 30 does not choose significant transportation projects for financing. MD 197 (MD 450 to Kenhill Drive) is currently ranked #22 with a score of 14.04. The City asks that you amend the County's Transportation Priority List to make expediting MD 197 one of the County's highest priorities for construction.

The City's other major priorities for State facilities include:

- Reconstruction of MD 450 (Annapolis Road) between Stonybrook Drive and MD 3 (County Priority #9), with immediate emphasis on the segment between Stonybrook Drive and Race Track Road (known as Bowie Mainstreet);
 - Construction of an interchange at the US 301/MD 197 intersection (removed, older corridor-level project in need of reevaluation.);
 - US 301 capacity and safety improvements between Excalibur Road and MD 214 (removed, Older corridor-level project in need of reevaluation.). The City Council would like to pursue and re-emphasize the importance of this project to the State. As of now, the
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study that was done regarding the improvements to US 301 severely outdated. If we can't see a revision of these studies in the near future, requesting some interim or provisional capacity improvements to ease the burden on our residents.

- Design and engineering, as well as right-of-way acquisition, for MD 3, between US 50 and MD 32; Acquiring vacant parcels in a similar manner to the right-of-way acquisitions for US 301 would be a cost-effective way to assemble right-of-way for lane widening and construction of the future interchange at MD 450/MD 3. (removed, Older corridor-level project in need of reevaluation.)

2. County Capital Improvement Program

Church Road - Church Road is the County roadway that the City values most. An enhancement project has been in the CIP for a long time, but there hasn't been any significant attempt to advance it. Regretfully, Church Road's \$9.7 million upgrade project is still listed as "to be determined" and falls under the CIP's "Beyond 6 Years" category. Between Woodmore Road and MD 214 (Central Avenue), Church Road will receive geometric and safety improvements as part of the referenced project. These improvements will include local realignment of the roadway (horizontal and vertical), the addition of shoulders where needed, and roadside drainage. This road improvement would contribute to increased security and reduced traffic south of Woodmore Road. Enhancements to the northernmost portion of Church Road, beyond Fairwood Parkway to Old Annapolis Road, are also suggested by our City Council. Instead of changing to a 2-lane divided road, our Council would want to see Church Road remain a 4-lane split road and advise traffic calming treatments. Fairwood, which is located immediately west of Church Road, will see the construction of a new elementary school, which provides more rationale for the County to finish that northern portion.

A significant section of the estate-home neighborhood in Prince George's County is serviced by Church Road. The Church Road section between Mount Oak Road and MD 214 should get full construction funding during the first years of the CIP due to the pressing need for a safer route with sufficient carrying capacity for traffic. In order to provide Prince George's County with the necessary property for a roadway realignment at this site, the City is willing to offer six acres of land.

We urge you to support a feasibility study for the Church Road corridor in the DPW&T budget for FY 2025 and consider placing funding for design of improvements between MD 214 and Mount Oak Road in Year 2 of the FY 2025 CIP and funding for construction in Years 2-3, so that this critical safety project can move forward soon.

Race Track Road - The City Council supports a continuation of funding for pedestrian safety and aesthetic landscaping improvements to Race Track Road. There is avid community support for the project. The design status is about 40% complete and includes a full road layout plan, profiles, and cross sections, as well as maintenance of traffic/signing and pavement marking plans. In May 2018, a public information session was held at Yorktown Elementary School. We understand that the County is still funding this project and informed the City that they have officially restarted the project as they will need to re-engage the consultant. The County's schedule is to complete design in 2025, with construction in early to mid-2026. The Race Track Task Force recommends a complete street cross section and extend the limits of the project past the Race Track. The City appreciates your helping to address the many safety challenges on Race Track Road.

Governor's Bridge Replacement - Governor Bridge Road is an important vehicular route connecting Prince George's County with Anne Arundel County and construction of a replacement bridge is called for in the approved Bowie, Mitchellville and Vicinity Area Master Plan. The road provides a second point of

Letter to County Executive Angela D. Alsobrooks
City Council Transportation Priority List

access for the 240 single family dwellings in the Longleaf community, 478 multi-family apartment units at Governor's Green, the Prince George's Stadium North Parking Lot, several automobile dealerships and other properties. The City has always understood that the bridge would be repaired or replaced, so that vehicular access could be restored. The City would like to see a bridge improvement that enhances safety and preserves access (especially for emergency vehicles).

US 301 Improvements (south of MD 214) – The goal of this project is to enlarge US 301 as needed at Trade Zone Avenue, MD 214 and MD 725, and to add a third through lane, both north and south, between MD 214 and MD 4. There will also be related intersection upgrades at Village Drive West, Trade Zone Avenue, and Old Central Avenue. This project is required in case the State Highway Administration's planned improvements are delayed, in order to maintain adequate service levels at the intersections along US 301 during peak hours. It offers better safety for public transportation users as well as more capacity to support future development in this area. In Year 1 of the present CIP, \$8,260,000 in construction money is scheduled. \$4.13 million in construction financing allotments are made in every CIP year, from Year 2 to Year 6. The County should specifically request action by SHA to add lanes and eliminate the accordion effect of funneling traffic from three lanes to two lanes at multiple locations and we urge you to consider contributing some of this CIP funding to a future State construction project aimed to resolving these issues.

In several sections of the southbound lanes of US 301, south of MD 214, developers have added a third through lane; however, no projects or financing seem to be available to build a third northbound lane. This was noted by the City Council. We would like to advocate for these projects even though the State has removed the majority of the US 301 projects from the State's Consolidated Transportation Program. US 301 is a major corridor in the County, and many residents and users of 301 have been waiting impatiently for the State to make significant safety improvements. As time goes on, more traffic will be generated, which will only lead to further safety concerns.

Public Transit

Planned mixed-use development, such as at Bowie Town Center, Melford Village, South Lake and Mill Branch Crossing strengthens the case for better and more frequent transit service within our City. In addition, some of the more remote portions of the City are sorely underserved by public transit or have no service at all. The establishment of a new Transit Oriented Development at the Bowie State MARC Station will help with this, but it won't address many of our needs. Also, the Council identified several concerns with the existing bus facilities and routes. At certain stops there are no bus shelters forcing people to stand in the street or the grass, making them susceptible to inclement weather. Council also indicated improving the wait time and efficiency on our already low frequency routes along with requesting better bus shelters.

Expansion of the County transit service to the Bowie area will go a long way toward addressing the priority transit needs identified by the City Council, as follows:

1. *Establish a downtown circulator route (The Bus) serving the Bowie Center, including Covington and Melford.*
2. *Evaluate County bus (The Bus) service between the 450 Mainstreet area and the City of Greenbelt.*
3. *Evaluate County bus (The Bus) service between Bowie Town Center and Largo Town Center, including service along Woodmore, Mount Oak and Mitchellville Roads.*

Letter to County Executive Angela D. Alsobrooks
City Council Transportation Priority List

4. *Evaluate County bus (The Bus) service between Fairwood and Upper Marlboro, via Fairwood Parkway, Church Road, Leeland Road and US 301.*
5. *Establish a Microtransit service that serves key locations throughout the City.*
6. *Ensure the establishment of a regional transit route from Annapolis to Laurel via the Northview Park-and-Ride lot in the next several years.*
7. *Continue to advocate for efficiency improvements to WMATA bus service and the Better Bus Network Design initiative regarding Bowie.*
8. *Initiate County bus (TheBus) transit service in Old Town Bowie to connect it to other cultural and business attractions, including Bowie State University*

3. Trails

Pedestrian Bridge over MD 214 – Funding should be included to the M-NCPPC CIP to help construct a new pedestrian bridge over MD 214 (outside the City limits). In 2021, the City completed a feasibility study, working with the Maryland State Highway Administration, that confirmed the potential for a grade-separated pedestrian bridge over MD 214 in the vicinity of Hall Road. A recommended location for a future bridge is on M-NCPPC land situated between Hall Road East and Pennsbury Drive, on the north side of MD 214, and County owned land in the South Lake (Karrington) development, on the south side of MD 214. The City is willing to take the lead in project management and future maintenance of this very important pedestrian facility.

Bowie Heritage Trail - The County's assistance, through the M-NCPPC CIP, is requested for construction of a pedestrian underpass of MD 197 (outside the City limits) to connect Lemon's Bridge Road near the D.S.S. Goodloe House to the MARC Train Station at Bowie State University. A feasibility study and preliminary engineering plan, funded by the Metropolitan Washington Council of Governments' Transportation-Land Use Connections program, was completed in 2014. Also, this fiscal year, the City will complete a 2,200 linear foot extension of The Bowie Heritage Trail, from Old Town Bowie to Jericho Park/Lemon's Bridge Road.

A-44 Greenway Trail - The City is also interested in a partnership with M-NCPPC to design and build a north-south trail system in the Church Road corridor (mostly outside the City limits), using lands dedicated to public use from the now-obsolete Inter-County Connector (A-44). The City would like to explore the possibility of trail construction on M-NCPPC property between Dolphin Way in Woodmore Estates and Dunwood Crossing Drive in Woodmore Highlands.

Acquisition of the CSX Railroad tracks from Morgantown on the Potomac River all the way to Bowie - There is a once-in-a-lifetime opportunity to establish a regional hiker-biker trail amenity in place of the CSX railroad tracks, since the coal fired power plants at Morgantown on the Potomac River and Chalk Point on the Patuxent River will be shutting down operations soon. The railroad corridors could be repurposed to a Rails-to-Trails concept, enhancing multi-modal travel opportunities within Prince George's and Charles Counties. State and County leadership are essential in this regard, and we implore you to work at the highest levels to ensure that the opportunity for non-vehicular travel is preserved and eventually realized.

As always, City will keep working to make the community a better place for all. The City Council appreciates your time and dedication to responsible transportation planning and for your

Letter to County Executive Angela D. Alsobrooks
City Council Transportation Priority List

uninterrupted commitment to serving the residents of Prince George's County. Thank you for this opportunity to provide our recommendations

Sincerely,



Bowie City Council
Timothy J. Adams
Mayor

Attachment #1: Letter to Paul Wiedefeld dated September 6, 2024

cc: The Honorable Ronald L. Watson, Ph.D., State Senator
The Honorable Marvin E. Holmes, Delegate
The Honorable Adrian Bofo, Delegate
The Honorable Kym Taylor, Delegate
The Honorable Jolene Ivey, County Council Chair
The Honorable Ingrid Watson, County Council Member
The Honorable Wala Blegay, County Council Member
The Honorable Peter Shapiro, Prince George's County Planning Board Chairman
Mr. William Pines, SHA Administrator
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Mr. Randy Clarke, WMATA General Manager/CEO
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City of Bowie

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