



A NATIONAL HISTORIC LANDMARK

## GREENBELT CITY COUNCIL

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October 14, 2024

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

RE: Draft FY 2025-2030 Consolidated Transportation Program (CTP)

Dear Secretary Wiedefeld:

The Greenbelt City Council has had the opportunity to review the State's Draft Consolidated Transportation Program (CTP) for fiscal years 2025-2030. The City Council offers the following comments:

The City supports the vision, goals and priorities of the Maryland Transportation Plan, particularly those with emphasis on safety, capacity improvements, sustainability and zero emissions, economic development, public transit and transit-oriented development, equity, and pedestrian and bicycle travel.

The City would like to reiterate its appreciation for the inclusion of engineering and construction funding for a full interchange at the Greenbelt Metro Station and the State's support for attracting the FBI Headquarters to Prince George's County.

The City's requests the following projects be added to the FY 2025-2030 CTP:

- The City requests that funding be allocated for planning and engineering **MD 193 – Greenbelt Road Streetscape Improvement project (referred to by the County as the MD 193 – University Boulevard project)**, which was placed on hold in 2002, remains excluded from the CTP over a decade later, despite being a high-priority project for Prince George's County. While being a critical local and regional corridor, Greenbelt Road largely only accommodates motorists. The City, along with its neighboring municipalities, has engaged, and continues to engage, in planning activities to identify how this critical roadway can be improved to include streetscape improvements and pedestrian and bicycle improvements. The City requests that this very important project for the State, County, and local communities be added to the CTP and funding allocated to planning and engineering.
- The City requests that funding be programmed to complete the long-term feasibility study for **Segments 1-4 of the Greenbelt East Trail (GET)**, as well as to implement the short-term, quick-build design outlined in MDOT SHA-Office of Highway Development's *Shared Use Path Feasibility Study Report for Segment 2 of the GET*.
- The City urges that funding be programmed for engineering and construction for **Segments 2 and 3 of the US 1, Baltimore Avenue** project from MD 193 to I-95.

In addition, the City strongly **opposes**:

- The **Baltimore-Washington Superconducting Maglev Project (SCMAGLEV)**. The City has and continues to strongly oppose the SCMAGLEV. The impacts this project will have on the natural, socioeconomic, cultural, and built environment are unacceptable and are in direct conflict with the

stated goals of the Maryland Department of Transportation. This project should be removed from the CTP in its entirety.

- The **I-270 Eisenhower Memorial Highway and I-495 Capital Beltway – Phase 1 South** project. The City would like to restate its strong opposition to any alternatives in the project that involve widening I-495. Widening the highway will do little to address the region’s congestion, but will have high environmental, human, and financial costs.
- The City strongly opposes the \$117 million reduction in funding of **Bicycle and Pedestrian Related Projects and the Transportation Alternatives Program**. The projects these programs fund are important to local governments to improve safety, access, and equity within local communities.

The City remains fully supportive of the following projects:

- The State’s continued support for the construction of the **Purple Line** and investment in the **WMATA Metrorail System**. The City notes that additional mitigations are needed during construction on roads like East-West Highway so that people travelling by foot, by bike, via transit, and in cars may do so safely.
- The State’s continued support for **Zero Emission Buses** and related infrastructure. However, the State should not be utilizing funding allotted for zero emission buses to buy clean diesel buses because it conflicts with the goals of the program. Funding for this program should be reinstated as soon as budget constraints allow to fulfill the goals of the project to the purchase of zero emission buses only.
- Maintained funding in this Draft CTP for the **Prince George’s County Local Bus Program**. The City would also like to see additional opportunities for **Locally Operated Transit Systems (LOTS)** to enhance transit services with grant funding focused on developing microtransit.
- The allocation of funding to **Bicycle and Pedestrian Related Projects**. The City is greatly concerned about the \$117 million reduction in funding in the draft FY 2025-2030 CTP. The City shares both the State’s and Prince George’s County’s concern for pedestrian and bicycle safety and strongly urges that previous funding levels be reestablished to support the safety, access, and equity goals of local governments.

Thank you for the opportunity to review and comment on the CTP. If you have any questions, please contact Ryan Sigworth, Community Planner II, at (240) 542-2042 or at [rsigworth@greenbeltmd.gov](mailto:rsigworth@greenbeltmd.gov).

Sincerely,



Emmett V. Jordan  
Mayor

Cc: City Council  
Senator Alonzo T. Washington  
Delegate Anne Healey  
Delegate Ashanti Martinez  
Delegate Nicole Williams  
County Councilmember Ingrid S. Watson  
County Councilmember Calvin S. Hawkins, II  
County Councilmember Jolene Ivey  
Four Cities Coalition  
Victor Weissberg, Prince George’s County DPW&T  
Josué Salmerón, City Manager  
Terri Hruby, Director of Planning and Community Development  
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