



City of Bowie

2614 Kenhill Drive
Bowie, Maryland 20715

MEMORANDUM

TO: City Council

FROM: *JLF* David J. Deutsch, City Manager

SUBJECT: City Transportation Priority List for 2009-2010

DATE: June 25, 2009

I. Background

Each year, the City Council conducts an overview of the State's Consolidated Transportation Program (CTP) and County Capital Improvement Program (CIP) for the purposes of establishing the City's Transportation Priority Listing. The City's priorities are communicated to State and County officials as early input to the next year's budget cycle. Staff will distribute copies of last year's letters to the State and County at next Monday night's meeting.

A typical project in the CTP will go through four distinct stages (as noted below). Not all activities for each project may be funded at the same time. Some projects are funded for the first activity, but then left dormant for various reasons. The levels of activity, or stages, a typical project goes through are:

- **Project Planning**, which is a two-step process. The first part of Project Planning is the delineation of a project's limits and identification of those agencies whose participation will be necessary in the project. The second step is to determine necessary improvements which may be required for construction of a project, such as identifying various activities like right-of-way acquisition or wetlands mitigation which must be carried out, and determining such design aspects of a project as the required number of lanes or whether noise barriers will be required;
- **Design and Engineering**, which is where the actual details of such factors as how much fill may be needed, where the various utilities will be located (i.e., underground versus overhead), etc., are determined;
- **Right-of-Way Acquisition**, which is where SHA actually negotiates with land owners to obtain whatever land is needed to construct the project; and
- **Construction**, which is the final activity where the road or improvement is actually constructed.

It should be noted that some of the four stages of a project might occur simultaneously. It is not uncommon for planning and engineering, planning and right-of-way acquisition, engineering and right-of-way acquisition, or in some cases, construction and right-of-way acquisition to take place at the same time. For very large projects, phasing is also common, with different action taking place in the different phases.

MAYOR G. Frederick Robinson MAYOR PRO TEM Todd M. Turner

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II. State Transportation Projects

Attachment #1 is a listing of State transportation projects in the Bowie area. These projects are summarized below by category:

- A. **Right-of-Way Acquisition Projects**
 - 1. US 301 South Corridor
- B. **Design and Engineering Projects**
 - 1. MD 450 from Stonybrook Drive to west of MD 3 (90% engineered)
- C. **Project Planning**
 - 1. US 301/MD 197 interchange (Project Planning completed)
 - 2. MD 3, from MD 450 to Anne Arundel County line (Project Planning completed)
 - 3. MD 197, from US 50 to MD 450 Relocated (Project Planning almost complete)

Based on the current status of the above projects and last year's transportation priorities, the following major recommendations should be included in the City's position letter:

- 1. Move MD 450, from Stonybrook Drive to west of MD 3, from Design and Engineering to **Right-of-Way and Construction Projects**.
- 2. Move MD 197, from US 50 to MD 450 relocated from Project Planning to **Design and Engineering**.
- 3. Move US 301/MD 197 interchange from Project Planning to **Design and Engineering**.
Comment: The City suggested last year that the larger project, which includes grade separated interchanges on US 301 at Harbour Way, MD 197 and Excalibur Road, be divided into three (3) smaller, individual projects in an attempt to improve the odds that some portion of the project would receive State funding. The State informed the City that the project should stay intact for future funding requests.

The remaining priority recommendations from last year included:

- A. Add a new project, US Route 50 interchange at MD 193, to **Project Planning**. (City requested via the Countywide Master Plan of Transportation, MPOT.)
- B. Add a new project, a new roadway connecting MD 197 near Bowie State University with MD 3 in Anne Arundel County, to **Project Planning**. (City requested via MPOT.)
- C. Add a new project, US Route 50 Trumpet Interchange at the Maryland Science and Technology Center (MSTC), to **Project Planning**. (City requested via MPOT.)
- D. Add a new project, US 301 between Excalibur Drive and MD 214 and US 301 (northbound) between Leeland Road and MD 214, to **Project Planning**. (Potentially funded under US 301 South Corridor Study – Line 23 in current Consolidated Transportation Program)
- E. Add a new project, US 50 ramps to Governor Bridge Road at the US 50/301 and MD 3 interchange, to **Project Planning**. (City requested in US 301/MD 197 interchange position letter.)
- F. Move MD 3, from MD 450 to Anne Arundel County line, from Project Planning to **Design and Engineering**. (Project postponed in Constrained Long Range Transportation Program due to the need to redirect funding to the Purple Line.)
- G. Add a new project, MD 564 traffic calming improvements and sidewalk retrofits, to **Design and Engineering**. (Sidewalk retrofits are currently funded in SHA District 3 budget.)
- H. Improvements to Public Transit (addressed in December 16, 2008 letter from MDOT).

City Transportation Priorities for Year 2008-2009

The letter sent to the State also included numerous projects described as "Other SHA Projects". Some of these projects have been completed or have been elevated in priority on the City's listing. These projects address safety issues and/or enhance the appearance and accessibility of the transportation system, including:

1. MD 197 North Median, from MD 450 north to Rockledge Elementary School
2. MD 197 South Median, from US 50 to US 301
3. WB & A Bridge over the Patuxent River
4. Roadway Widening, Curb, Gutter and Sidewalks on Hall Road, west of CSX railroad tracks to MD 214
5. Opticon device at MD 197/Race Track Road

According to the approved CTP, the following additional projects have been funded by SHA:

6. MD 450 noise wall, east of Moylan Drive
7. MD 564 (9th Street) - Retrofit sidewalk east of Maple Avenue (listed as completed but, in fact, the project has not begun)
8. US 301 Crain Highway – bridge deck replacement over MD 214

A general community consensus was previously achieved on both Route 197 Median landscaping projects. These projects are awaiting State funding through the "Community Safety and Enhancements" Program (formerly the Neighborhood Conservation Program). Support for a new bridge over the Patuxent River for the WB & A continues, as staff works with local trail groups, including those from Anne Arundel County. Completion of this connection is also recommended in the Citywide Trails Plan. Opticon devices have been installed on US 301 and MD 3 and MD 450, including MD 450 at Race Track Road. With the full funding of a County library on Hall Road, the City requested roadway widening and curb and gutter for the entire State-maintained section between MD 214 and the CSX railroad tracks. Council also directed staff to elaborate extensively, in last year's Transportation Priority List letter, about the need for safety improvements on MD 197 at Evergreen Parkway.

Recommendation (State Transportation Projects): It is recommended that the City Council reiterate its support for the major projects noted in this memo. However, in keeping with Council's desire to provide a shorter, more focused letter to the State, it is recommended that the top priorities of MD 450, MD 197 and the US 301/MD 197 interchange be included in the letter to the State.

III. County Transportation Projects

Attachment #2 identifies County transportation projects, as they appear in the County CIP. Note that "design and engineering" and "planning" categories are combined for County CIP projects. The County projects in the Bowie area are summarized below by category:

A. Construction Projects

1. Queen's Court Improvements (completed)
2. Horsepen Branch Pumping Station Trail Facility (partially under construction)
3. Collington Branch Stream Valley Park (on Hall Road – New Project)

4. Mount Oak Road/Church Road/Woodmore Road Intersection
- B. Design/Engineering/Right-of-Way Acquisition/Planning
1. Bridge Replacement – Chestnut Avenue
 2. Church Road Improvements
 3. Governor Bridge Road
 4. High Bridge Road
 5. US Route 301 improvements (south of MD 214)

Several City-recommended projects have not been included in the CIP (e.g. Woodmore Road, Mount Oak Road, Old Stage Road) and one former project was deleted from the County CIP in 2007 (Race Track Road). Staff is recommending that all of these projects be included again in the City letter. The following additions and changes are recommended for County capital programs:

Trail/Sidewalk Projects

1. Pursuant to the adopted Citywide Trails Plan, request MNCPPC funding of a trail link between MD 214 (Central Avenue) and the Woodmore Highlands subdivision, using the former A-44 right-of-way. This project should be added to the **Design/Engineering/Planning Projects** category.
2. Add a project to construct a new pedestrian bridge over MD 214 in accordance with the Citywide Trails Plan to **Design/Engineering/Planning Projects**.
3. Pursuant to the approved Bowie and Vicinity Master Plan, request MNCPPC funding of trail links to the Old Town Bowie Trail System approved by City Council in 2008, including segments connecting the Adnell subdivision to Jericho Park on MD 197 and construction of a pedestrian underpass under MD 197 to connect Normal School Road to the MARC Train Station at Bowie State University. These projects should be added to the **Design/Engineering/Planning Projects** category.
4. Pursuant to the Walkable Communities Strategy for Old Town Bowie, add a CIP project to evaluate sidewalk retrofit construction on Old Laurel Bowie Road, Chestnut Avenue and Duckettown Road. The Chestnut Avenue project should connect Old Town Bowie to the northern limit of the High Bridge Road CIP project, which terminates at Fletchertown Road. This project should be added to the **Design/Engineering/Planning Projects** category.
5. Add a project to replace the existing bridge over the Patuxent River on Governor Bridge Road to **Design/Engineering/Planning Projects**.
6. Add a project to rehabilitate the existing asphalt hiker-biker trail along Race Track Road in the vicinity of Yorktown Elementary School (Safe Routes to School) to the **Construction Projects** category.

Road Projects

7. Reinstate both the Mount Oak Road and Woodmore Road projects, described in prior year County CIP documents, as **Construction Projects**, with an accelerated construction timetable to complement the Woodmore/Mount Oak/Church Road intersection project.

City Transportation Priorities for Year 2008-2009

8. Reinstate the Race Track Road CIP project, with an emphasis on traffic calming solutions, as a **Construction Project**.
9. Add Church Road, from Leeland Road to MD 450, to **Construction and Design/Engineering/Planning Projects**, including funding for planning, design and engineering.
10. Add Old Stage Road as a **Construction Project**.

Recommendation (County Transportation Projects): Consistent with past policy, the City should support the major projects shown in the CIP, including Church Road, Mount Oak/Woodmore Roads, Old Stage Road, Race Track Road, the Old Town Bowie Hiker-Biker Trail System and Public Transit.

Attachment #1: State CTP Projects (2009)**Right-of-Way Acquisition Projects**

1. **US Route 301 South Corridor Transportation Study (Prince George's County Line 22)** - This is a multi-modal corridor study to consider highway/transit improvements from the Potomac River to the US Routes 301/50 interchange in Bowie (45.5 miles). The study includes preparing the appropriate environmental approvals for recommended alternatives. The study is being coordinated with other studies to identify short/long range transit alternatives. Bicycle and pedestrian access will be included in the study. Funding shown in Years 2012 and 2013.

Design and Engineering Projects

1. **Route 450 from Stonybrook Drive to MD Route 3 (Prince George's County Line 30)** - This project consists of design and engineering to upgrade the section of MD Route 450, from a point approximately 1,000 feet east of its intersection with Stonybrook Drive, to MD Route 3 to a multi-lane divided highway (1.37 miles). Planning studies were completed for this segment in 1988. Preliminary design is currently underway. Traffic volume in 2008 was 29,500 average vehicles per day; projected traffic volume for the Year 2030 is 58,850 vehicles per day.

Project Planning

1. **US Route 301/ MD Route 197 Interchange (Prince George's County Line 23)** - Study to upgrade and widen US Route 301, from north of Mount Oak Road to US 50 (2.0 miles) and MD 197 from US 301 to Mitchellville Road (0.3 miles). Shoulders will accommodate bicycles. Sidewalks will be provided where appropriate. Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety problems. Traffic volume in 2008 was 66,500 average vehicles per day; projected traffic volume for the Year 2030 is 116,500 vehicles per day.
2. **MD Route 3 (Prince George's County Line 15)** - This project consists of a study to upgrade MD Route 3 from US Route 50 to MD Route 32 (8.89 miles) to address safety and capacity concerns. The project would improve safety and relieve traffic congestion in this heavily traveled corridor. In 2008, the average daily traffic was 77,650 vehicles per day, and it is projected to be 124,800 in the Year 2030.
3. **MD Route 197 (Prince George's County Line 26)** - Study to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles. In 2008, the average daily traffic was 43,500 vehicles per day, and it is projected to be 57,925 in the Year 2030.

Attachment #2: County CIP Projects (2009)**Design/Engineering and Planning Projects**

1. **Bridge Replacement – Chestnut Avenue** – This project consists of replacing the existing Chestnut Avenue bridge over Newstop Branch and the reconstructing the approach roadways. The replacement bridge and approach roadways will be wider than the current structure. The existing bridge, constructed of steel and concrete, is of unknown origin and is currently load restricted to 16,000 pounds. The existing 19-foot span steel and reinforced concrete bridge is experiencing deterioration and is in need of structural replacement. Planning and right-of-way funding appear in Years 3-5 of the CIP.
2. **Church Road Improvements** – This project provides geometric and safety improvements to Church Road between Woodmore Road and MD 214 (Central Avenue). Improvements will include intersection improvements, some local realignment of the roadway, and the addition of shoulders and roadside drainage where necessary. This improvement is needed to enhance safety along the roadway. Planning funds begin in Year 4; right-of-way funding and construction funding are shown in Years 5-6.
3. **Governor Bridge Road** – Reconstruction of the existing road to a multi-lane urban roadway in the vicinity of US Route 301 and as a two-lane rural roadway with paved shoulders from that point to the Anne Arundel County line. The existing roadway is narrow and does not meet current and projected traffic demands. Planning funds have been budgeted beginning in Year 6 of the CIP. The project does not include funding for replacement of the existing bridge over the Patuxent River.
4. **High Bridge Road** – This project will consist of a two-lane urban reconstruction from MD 450 to Fletchertown Road. The project will provide drainage improvements and improve pedestrian movement as well as provide access to the WB & A trail. The existing roadway is narrow, has drainage problems and does not provide for pedestrian and bicyclist movements. Planning funds have been budgeted beginning in Year 5 of the CIP.
5. **Mount Oak Road/Church Road/Woodmore Road Intersection** – This project provides for geometric improvements to the Mount Oak Road/Church Road/Woodmore Road intersection and approaching roads, including the realignment of Woodmore Road, by building half of the ultimate arterial section in accordance with the Master Plan, for an approximate length of 2,000 feet. The existing intersection requires capacity, alignment and drainage improvements. Rapid development in the area is causing an increase in traffic volumes, necessitating capacity improvements. Planning, right-of-way and construction funding is contained in Years 1-2 of the CIP.
6. **US Route 301 Improvements (south of MD 214)** – This is a two-phase project for the US 301 corridor between Central Avenue (MD 214) and Marlboro Pike (MD 725). The first phase consists of minor geometric and landscaping improvements at selected intersections. The second phase consists of the improvement of US 301 by providing a third through lane north and south bound between MD 214 and MD 725 and further widening as needed, at Trade Zone Avenue, MD 214 and MD 725. Associated

intersection improvements at Old Central Avenue, Trade Zone Avenue, Leeland Road and Village Drive West will also be undertaken. Some developers may provide additional lane improvements at their frontage along US 301 in lieu of the required developer contributions. This project is necessary to provide satisfactory levels of service during peak periods at the intersections along US 301 should State Highway Administration planned improvements be delayed. It provides for increased capacity to accommodate planned development in this area as well as enhanced safety for the traveling public. Construction funds are programmed in Year 6.

7. Queen's Court Improvements - This project consists of constructing the extension of Queen's Court from the existing cul-de-sac to US 301. Improvements will include the construction of 700 feet of roadway and the installation of curb, gutter, streetlights, storm drainage systems and street trees. Construction of the extended roadway was a condition of the deed of sale of the property. Planning and construction funding was programmed through FY 2009. (Project completed)
8. Horsepen Branch Pumping Station – This project involves the renovation of two existing buildings and demolition of unusable structures at the WSSC Horsepen Branch Pumping Station. This site will serve as a trail and rest stop on the WB & A hiker/biker trail as well as provide an area for nature demonstrations and study at the Fran Uhler Nature Area. Projected heavy use of the WB & A hiker/biker trail requires that trail users arriving by car have an area to access the trail. In addition, a rest stop with picnic area and restrooms will serve hikers and bikers utilizing the trail. Construction funds are programmed in the FY 2010 budget and in Year 1 of the CIP (project is partially complete).
9. Collington Branch Stream Valley Park – This project involves the installation of a walking path along Hall Road in the Collington Branch Stream Valley Park. A new public library is being built on Hall Road and the walking path will provide access through the park for the adjacent neighborhood. Construction funds are included in the FY 2010 budget in Year 3 of the CIP.

DRAFT

July 7, 2009

The Honorable Beverly Swaim-Staley, Acting Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: City of Bowie Transportation Priorities

Dear Secretary Swaim-Staley:

On July 6, 2009 the Bowie City Council conducted a public hearing on the City's Transportation Priority List. At the conclusion of the hearing, the City Council chose to forward several major recommendations for improvement of the State transportation system serving our City. The City's transportation priorities are essentially unchanged from previous years. The completion of MD 450 and the urgently needed MD 197, between Kenhill Drive and Relocated MD 450, are the two (2) major transportation priorities of the City Council.

The City Council wishes to provide you with our reasoning and justification for the two **highest priority projects** that are of such vital importance to the City:

MD 450 (Line 30 of the current Prince George's County CTP) – Among the City's highest transportation priorities are the land acquisition, design and engineering and construction of the segment of MD 450 between Stonybrook Drive and west of MD 3. The average daily traffic volume on this section of MD 450 *is expected to double* by the Year 2030. The impact of the Base Realignment and Closure (BRAC) decisions will undoubtedly bring even more traffic to this part of MD 450, as many workers and businesses associated with the defense industry expansion at Fort Meade may choose to locate in Bowie. This project is also crucial to the City's economic development since it provides principal access to the Bowie Mainstreet commercial area. Most important, however, is the critical need to create a safer roadway. For all of these reasons, the City Council requests that funding be continued to fully complete the design and engineering and begin right-of-way acquisition over the next year. We respectfully request 100% construction funding be programmed in Years 2-3 of the CTP.

MD 197 (Prince George's County Line 27) – This project consists of improving the segment of MD 197, between Kenhill Drive and Relocated MD 450, to a four-lane divided roadway. Prince George's County has made this project a very high priority. As you know, the existing, two-lane section is severely congested in the morning and evening peak periods. In addition, there are continuing concerns voiced by residents about pedestrian safety and access from the side streets. The lack of roadway capacity has resulted in ever-increasing diversion of traffic from MD 197 onto the City's local street system. The City has worked closely with your Project Planning staff to examine design alternatives over the past years and has agreed to support Alternative 4 Modified, which has received the SHA Administrator's approval.

US 301/MD 197 Interchange (Prince George's County Line 23) – The City Council is very pleased with the cooperation shown by SHA staff in working with the City to identify an acceptable alternative (Alternative 2 With Roundabouts). This alternative has been approved by the Federal Highway Administration and is ready to move into Design and Engineering.

The City Council greatly appreciates your concurrence with these priorities and your assistance in moving the referenced projects forward. Thank you for the opportunity to provide these comments on such an important matter of concern to the City.

Sincerely,

Bowie City Council
G. Frederick Robinson
Mayor

Attachment

cc: The Honorable Douglas J.J. Peters, State Senator
The Honorable James Hubbard, Delegate
The Honorable Marvin Holmes, Delegate
The Honorable Gerron Levi, Delegate
The Honorable Ingrid M. Turner
The Honorable Samuel H. Dean
The Honorable Jack B. Johnson

DRAFT

July 7, 2009

The Honorable Jack B. Johnson
Prince George's County Executive
County Administration Building
Upper Marlboro, MD 20772

* RE: City Council Transportation Priority List
Recommendations for County Facilities

Dear County Executive Johnson:

In preparation for reviewing both State and County transportation funding priorities for next year, the City Council reviewed transportation needs in our area. The attached letter to Acting Transportation Secretary Beverly Swaim-Staley includes the City Council's top priorities for projects that would be State funded. **Please note that the City's highest priorities for State facilities are the upgrades to MD 450, MD 197 (between Kenhill Drive and Relocated MD 450) and the US 301/MD 197 interchange. All of these projects are also very high priorities of the County.**

The City Council is also very concerned that traffic levels on MD 197, which are expected to increase by about 33%, may even be made worse unless a **new interchange is constructed on US 50 at MD 193.** During the engineering study of the MD 450 project, the City's traffic consultant and SHA traffic forecasters agreed that, due to projected traffic volumes on MD 450, impacts on MD 197 between US 50 and MD 450 would be significant enough to examine the need for an additional interchange on US 50 at some location between MD 197 and MD 704. To reiterate our statement to you in last year's transportation priority letter, the City Council determined during our review of the 2006 Bowie and Vicinity Master Plan that this interchange should be constructed at MD 193. The development of the Fairwood project and continued growth in the Church Road and Enterprise Road corridors are further justification for an additional interchange on US 50. The City strongly believes that this interchange will greatly ameliorate future traffic deficiencies on both MD 450 and MD 197, and we recommend inclusion of a new Project Planning project in the State's Consolidated Transportation Program. Because SHA traffic forecasters believe it to be essential, at a minimum, this interchange should be added to the State Highway Needs Inventory and the Prince George's County Transportation Priority List. We request your assistance in making a new interchange at US 50/MD 193 a County transportation priority in your next joint signature letter to the State.

In addition, the City Council recommends two (2) other regionally important improvements to the State roadway system:

- US 50 Trumpet Interchange at Maryland Science and Technology Center (aka Melford) and Governor Bridge Road Access – The City supports ensuring that the design for a new interchange on US 50 at Melford is very sensitive to minimizing any environmental impacts and provides an access alternative to the homes and businesses located on Governor Bridge Road. The City Council recommends further investigation of these objectives through a new Project Planning study. Also, until final decisions have been made regarding the overall development level for Melford, this interchange should be reinstated and remain in the State Highway Needs Inventory. The Prince George's County District Council's approval of a Conceptual Site Plan for Melford in 2007 did not include the proposed residential development and we now know from adequate public facilities reviews that more intense development on the undeveloped portion of the property or redevelopment will not be possible without additional transportation facilities.
- New Roadway Connecting MD 197 near Bowie State University with MD 3 in Anne Arundel County – The City Council believes a feasibility assessment of a new roadway linking MD 197 to MD 3 should be undertaken. There is a need to address regional traffic congestion in this MD 450 corridor, east of Race Track Road, and the heavy traffic volumes that are projected to use Race Track Road and Jericho Park Road. The City has made this recommendation to the District Council and Planning Board in their public hearing on the Master Plan of Transportation (MPOT). Investigation of this road alignment should be subject of a new Project Planning study.

The remainder of this letter contains the Bowie City Council's recommendations for transportation projects relating to the County Capital Improvement Program (CIP).

The City's highest priority for planning includes an upgrade to Church Road. We are very pleased to see the CIP project to improve the Church Road intersection with Mount Oak and Woodmore Roads now under construction. However, there are many sections of Church Road that have not been improved by developers that will need the County to address safety and capacity issues. Funds for construction of Woodmore and Mount Oak Roads, shown in prior years' CIP documents, should be reinstated in the CIP.

The City also recommends that County funded improvements to Old Stage Road that will complement the proposed extension of Old Stage Road through the Fairwood project, connecting to Church Road. The large amount of traffic expected from Fairwood will significantly impact both Church Road and Old Stage Road. It is our hope that planning and design for these projects can be accelerated to enable road construction to occur simultaneously with the construction of these new homes.

A comprehensive package of vehicular and pedestrian improvements, with an emphasis on traffic calming, is greatly needed for the Race Track Road corridor. The City is anxious to see the deteriorated asphalt pathways in the vicinity of Yorktown Elementary School replaced, and we are willing to partner with the County in a potential "Safe Routes to School" grant application.

Pursuant to the approved Bowie and Vicinity Master Plan, funding of trail links to the Old Town Bowie Trail System approved by City Council in 2008, including segments

connecting the Adnell subdivision to Jericho Park on MD 197 and construction of a pedestrian underpass under MD 197 to connect Normal School Road to the MARC Train Station at Bowie State University is requested.

Finally, the City is extremely interested in the outcome of the County's Five-Year Transit Service and Operations Plan (TSOP), because many of the Plan's recommendations will benefit City residents. We would like to take this opportunity to remind you of some of the City Council's major priorities for transit, which include the following:

- *Establishment of a hub and circulator concept for Metrobus with more frequent service and better aligned transit routes*
- *Improve transit linkage between Old Town Bowie and Bowie State University/MARC Station*
- *Provide transit service to the Laurel area*
- *Extend the County's bus transit system (TheBus) to the City to provide connections to Upper Marlboro and Greenbelt*
- *Provide a greater range of amenities at transit stops*

The City Council very much appreciates your past support of the City's transportation priorities and we urge you to again give serious consideration to these recommendations.

Sincerely,

Bowie City Council
G. Frederick Robinson
Mayor

cc: The Honorable Ingrid Turner, County Council Member
The Honorable Samuel Dean, County Council Member
The Honorable Douglas J.J. Peters, State Senator
The Honorable James Hubbard, Delegate
The Honorable Marvin Holmes, Delegate
The Honorable Gerron Levi, Delegate
The Honorable Samuel Parker, Chairman, Prince George's County Planning Board
Mr. Haitham Hijazi, DPW & T Director
Dr. Fern Piret, MNCPPC Planning Director