



# PRINCE GEORGE'S COUNTY GOVERNMENT

## OFFICE OF THE COUNTY EXECUTIVE

Aisha N. Braveboy  
County Executive

November 4, 2025

Ms. Samantha Biddle  
Acting Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

Dear Acting Secretary Biddle,

On behalf of Prince George's County ("the County"), the Executive Branch, and the County Council, please find the (FY) 2026-2031 Consolidated Transportation Program (CTP) priority letter and list expressing the shared vision of the County's most pressing priorities for your consideration in finalizing the current draft CTP. The County wants to thank the Moore-Miller Administration for being a great partner in elevating Prince George's County in working with federal partners in the implementation of critical grant awards and supporting essential County investments to advance vital initiatives that raises the profile of the County and the State through an emphasis on Transit Oriented Development (TOD) and County based businesses.

The County was pleased to have received several recent awards, among them are the FY 2024 Low or No Emissions Grant of \$25.4 Million, which is supplemented by a \$13.7 Million local match. In addition, the New Carrollton Better Utilizing Investments to Leverage Development (BUILD) award, is pivotal in creating a state-of-the-art Transit Oriented Development (TOD). This vital project is poised to unlock so much of the potential for not just the County, but the entire State as a model transportation hub that serves, local and regional bus service, the Metro, MARC, Amtrak and soon the Purple Line. Greater connectivity to activity centers and our communities, with vital transportation links that can provide those who need access the most like our seniors the ability to thrive, are critical to building a better Prince George's County and Maryland.

Advancing TOD and economic development in the County is a mutual interest as recognized through the State's continued effort to **complete construction of a full interchange at the Greenbelt Metro as imperative. The Federal reversal on locating the FBI is inexcusable and must be addressed. Completion of this interchange** is vital for access to transit and economic development, is very much appreciated. Together, we can leverage challenges into opportunities by harnessing the intersectionality of transportation and site development that will be critical components in the replacement of Six Flags, and Northwest Stadium, as well as building upon flagship initiatives like the Blue Line Corridor, Bowie State University MARC TOD and New Carrollton to harness the kind of synergy that can take the County and the State to the next level and Regional and National engine.



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It is important to note that Prince George's County may be the hardest hit jurisdiction in the State with regards to the impacts of withheld funding, re-directed projects, reductions in federal workforce and other changes in priorities. The Washington Region has become the economic fulcrum in the State, however, there is a clear east-west divide that jeopardizes the economic well-being of the State and the most significantly impacted jurisdictions. Working together we can make Maryland and Prince George's County a catalyst, advancing transportation projects that can help lift all boats.

The County appreciates the continued coordination and support from the State on issues like litter removal and beautification efforts. Upon taking office, County Executive Braveboy launched the Project Elevate Beautification Initiative. The elements of **maintenance**, including **care/mowing of medians and litter removal and beautification**, are a top priority of the Braveboy Administration. Working hand-in-glove with MDOT/SHA to advance these critical programs swiftly and effectively is imperative. The County has advanced the residential street sweeping program, which is viewed as a vital service that will significantly reduce the amount of debris along residential roadways, helping to prevent litter buildup and mitigate potential pollutants in our ecosystem. The County appreciates the strong working relationship that has been developed in this critical issue.

Our high level of coordination on regional planning initiatives like the Transportation Planning Board's (TPB) Visualize 2050 and ensuring that interstate transportation projects truly reflect the interests of Maryland and Prince George's County is critical as part of the regional dynamic. This coordinated effort has been particularly vital in the comments and concerns that we have jointly expressed over how the **Virginia Department of Transportation's (VDOT) Southside Express Lanes (SEL) Project is not addressing our shared interests**. As part of the interjurisdictional connectivity that is vital to our shared vision, it is exciting to see the progress being made with the Purple Line. However, now that the project is only two years from entering revenue service, it is imperative to **redouble efforts** to ensure that **safe access to, along and across the Purple Line corridor** can be done by **optimizing safety, even if it means enhancing existing plans**.

As the County understands the fiscal constraints before us, and the State's desire to create a more structured process for project prioritization through updates to Chapter 30 as well as how projects are prioritized and better connected to the CTP more closely linking the priority letter submittal to the Capital program. While the County has been an active participant in this process, it is also an effort that is comprehensive and enables a bold vision that incorporates aspiration through a capital program that is driven toward where opportunities for the future are the greatest. Therefore, strengthening the criteria to emphasize projects that will best reflect the importance of the intersectionality of transportation and development as well as modal choice is imperative to addressing historic disadvantages is critical as part of a new construct. In addition, the proposed deadline for County Priority letters is compressed too closely to the submission of projects for scoring in order for local jurisdictions to develop a priority letter that is reflective of a new process. Therefore, the County respectfully requests for flexibility on the proposed due dates.



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Therefore, it is imperative to be as strategic as possible leveraging resources and working in partnership, looking to innovative efforts, both with other agencies, including MDOT, municipalities and the excellent higher education institutions in Maryland, as well as working with Non-Governmental Organizations to maximize the resources available. While the Maryland Commission on Transportation Revenue and Infrastructure Needs (TRAIN), provided certain recommendations, and some relief was recently addressed, much more needs to be done. As we are clearly aware that the current funding model is dated, therefore it is critical for the State to look towards new mechanisms that will add long-term and sustainable stability for advancing comprehensive transportation needs and does so in a structurally progressive manner.

Removing barriers to the implementation of safety measures are critical, like the ability to quickly address a sidewalk need or gap quickly This is especially pertinent for a County High Injury Network (HIN) or State Pedestrian Safety Action Plan (PSAP)/Vulnerable Road Users (VRU) corridor/hotspot, or in a municipality that may not have the resources to commit up front to maintenance. The emphasis must be on how best to quickly, effectively and efficiently make and maintain needed improvements, especially when safety is at stake.

The County requests that the State directs its resources toward projects and priorities that **improves roadway safety for all users, enhances community revitalization, promotes economic development, increases transit access and reduces congestion**. Expanding on these objectives, the projects and priorities expressed below and in the attached list are some of the key priorities for the County and cover a range of transportation issues and areas in the draft FY 2026-2031 CTP, which include the following:

### **VEHICLE AND PEDESTRIAN SAFETY**

- **Vision Zero Prince George's Multimodal Enhancements on State-Maintained Roadways/Creating Safer Streets:** Both Prince George's County and the State of Maryland are Vision Zero jurisdictions. We recognize that the numbers are unacceptable and not going in the right direction. It is evident that much more is needed as the data shows that a **preponderance of these crashes take place on State-maintained, high-speed arterial roadways**. We must **redouble our efforts** in optimizing safety for all, with emphasis on protecting our most vulnerable users. This approach will require increased coordination on safety spot improvements and retrofit projects to maximize efficiencies. Embracing best practices like continuous lighting, road diets, protected bike lanes, pedestrian refuge islands, and advancing sidewalk projects expeditiously when they are needed, regardless of who will maintain them will be key. Prince George's County very much appreciates the State's Complete Streets Policy, and the recent kick-off and funding for construction of the MD 650 PSAP project. And while the resources that have already been programed demonstrates the State's commitment, the County request



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even more funding is needed to expeditiously implement the MD 410 project, as well as **fast track the next projects** in the queue like, but not *limited* to MD 214, MD 414 and MD 201 will be critical to turn the curve on this crisis.

With regards to the SHA Context Driven Contexts, the County continues to express concern that the jurisdiction with the highest number of fatalities and serious injuries has very few communities identified. The objective must be to identify countermeasures that can be applied to areas that statistically have high rates of fatalities and injuries, which are predictive. Therefore, the State should develop innovative methodologies such as, **looking at near misses to inform the solutions** that can be applied effectively or efficiently to where the problems are most acute. The County stands ready to partner with the State to turn the corner and achieve zero fatalities.

- **Pedestrian Safety Action Plan (PSAP)/Vulnerable Road Users (VRU) Program;** Prince George's County is strongly supportive of the State's PSAP/VRU Programs, as well as expanded and focused efforts to address critical pedestrian safety issues on state roadways.
- **Pedestrian infrastructure improvements around all future Purple Line stops to ensure safe walking and biking to, along and crossing the Purple Line.** It is critical to do everything possible now, with just two years to go prior to the beginning of service. **As the corridors that contain the Purple Line in Prince George's County already have among the highest pedestrian fatality and crash rates in the State, it is imperative to take action immediately.**

**Well in advance** of the **opening** of the **Purple Line** for revenue service, dramatically **increased education and outreach pedestrian and bicycle safety** programs for the communities in Prince George's County (where the focus to date has been elsewhere) along the Purple Line are very much needed, which have the corridors with the highest fatality and crash rates.



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### **ECONOMIC/TRANSIT ORIENTED DEVELOPMENT**

- **Transit-Oriented Development:** Prince George's County appreciates MDOT's commitment to TOD. However, five additional locations are needed in the short term as additions to the State Designated TOD list. Realigning the State list to be consistent with County plans, as well as aggressively advancing projects at all TODs, including **Greenbelt, New Carrollton, Branch Avenue, and the Largo/Blue Line Corridor**, is critical to sustainable economic development. Adding Downtown Largo, to the State designated TOD's as expeditiously as possible is critical to the County's economic development strategy. In addition, the County very much appreciates the State's effort to make TOD at the Bowie State University MARC Station a reality, as well as the many other essential State TOD initiative in the County.

**Medical Center Drive Interchange/Blue Line Corridor Initiative Improvements: The Blue Line Corridor and Medical Center Drive Bridge Reconstruction are integral to the Braveboy Administration's Economic strategy.** It is vital to restore funding to expeditiously complete planning and design to advance this critical project into construction within this CTP, as the implementation of the Largo and Blue Line Corridor improvements are a top priority of this Administration. We strongly request, reinstatement of the previously programmed funding. As a part of these improvements, it is vital to ensure a smooth and efficient system for delivery of the Central Avenue (MD 214) Complete Streets PSAP and creating a **safe, multimodal, transit centric boulevard along with, the Central Avenue Corridor Connector Trail, with a connection over the Beltway** into the Metro/Medical Center site.

- **I-95/Greenbelt Metro Access:** The County very much appreciates the highly coordinated and cooperative effort with the Governor's Office, MDOT, and SHA in the effort to complete design and continue construction funding to complete the interchange that will be so critical in supporting the Greenbelt site for TOD. The County strongly supports the long-overdue completion of a full interchange and advancing this vital project as expeditiously possible.



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- **New Carrollton:** With the incoming Purple Line, existing MARC and Amtrak Stations, and the Joint Development project with WMATA and the State, additional funding and continued coordination will be needed to enhance much-needed connectivity, environmental treatments, and streetscaping, and help leverage MDOT's existing focus on improving the Penn Line, the Northeast corridor and the Purple Line. The County is grateful for the efforts of MDOT in working with the Federal Government in advancing the agreements necessary to advance this project, but **with tight timelines, a focused, concerted and highly coordinated effort with all partners, including MDOT, WMATA, the Development Team, Amtrak with the County is so critical to fulfill the potential of this vital transportation hub and TOD.**

### TRANSIT/WMATA

- **Prince George's County Transit Transformation (PGC TT) Investment:** Prince George's County has made great strides in advancing the PGCTT to re-imagine bus service, operations, and customer experience. Our approach focuses on transit performance, reliability and safety. With the roll-out of the **Better Bus Network Redesign and the County's Transit Vision Plan**, the time is now to ensure that these changes are as successful as possible. As the Prince George's County transit system, "The Bus" is independent of WMATA, but faces similar challenges, and therefore, it is critical to advance a wholistic transit system for the Region and the State by **funding Locally Operated Transit Systems (LOTS) programmed for Prince George's County at the same rate as to what is agreed upon for the WMATA system.**
- **DMVMoves is critical in advancing the transit needs of the entire DMV Region.** In order to implement the changes needed, it is essential that High-Capacity Transit routes as part of this effort are not just amplifying existing routes but fostering and maximizing a regional network that serves as a catalyst for a future that unleashes opportunity for the communities that need connectivity the most. In addition, new cost structures must not be advanced in a manner that could hinder service for the most vulnerable.
- **Washington Metropolitan Area Transit Authority (WMATA) Funding:** Sustained funding for the WMATA system is essential for the County, the Region, and the State. The County appreciates the level of coordination with WMATA in advancing the Better Bus Network Redesign (BBNR) to make sure that bus service is provided in an effective and efficient manner. Now it is imperative to ensure that both the Metrorail and Metrobus systems receive the support that they need for success. An increased **focus on Transit Oriented Development through the Joint Development Process and overall coordination are essential to the health and vibrancy of both WMATA and the County.**



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- **Bus Rapid Transit/ High-Capacity Transit (BRT/HCT):** Advancing the corridors identified in the Prince George's Transit Vision Plan, and other projects that will advance treatments setting the foundation for BRT/HCT is critical. The County appreciates the State's interest to advance BRT/HCT in the County and a great opportunity lies in the **WMATA Tactical Bus Lane/Queue Jump project in the Silver Hill Road corridor. The County looks forward to working with SHA and WMATA to make this a short-term reality.** Concurrently, the County **seeks funding to advance a study** for planning and implementation of the next phase of BRT in the County. **The County very much appreciates the State's interest in BRT/HCT and looks forward to close coordination in making this level of transit a reality in Prince George's County.**
- The **Southern Maryland Rapid Transit Project (SMRT)** is essential for unlocking the potential MD 5/US 301 Bi-County corridor, reduce congestion in a manner that is sustainable, and foster development in a corridor that serves those with among the longest commutes in the State and in the Region. **The County requests that the formal NEPA Study begin following the completion of the current Planning and Environmental Linkages (PEL) Study and be fully programed within the six-year program.** We do appreciate the current advance of the PEL Study, which is an initial step for the NEPA and ultimately selection of a Preferred Alternative. The County looks forward to our continued partnership with the State to ensure that the SMRT proceeds through the NEPA in an expeditious fashion and ultimately to construction and revenue service.
- The County appreciates the State's ongoing commitment to the **Purple Line**. It is exciting to see the dynamic testing of rail cars and overall progress of the project. The impact of construction has had a compounding impact on the affected communities, especially those in Historically Disadvantaged Communities. Ensuring that the **Purple Line** corridor and the adjoining communities are as safely and seamlessly connected as possible is vital. This will require the willingness to reapproach plans that are now at-least 10 years old and do not include many of today's commonly accepted best practices. Focusing on intersections, crossings and short-term improvements that can be made, particularly in the segments with the highest crash rate (MD 193, MD 201, MD 410, MD 450, etc.) is imperative to the success of the project.



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**STATE ROADS & HIGHWAYS**

- **MD 210 (Palmer Road at Livingston Road West and Old Fort Road Hybrid Interchange Project):** The County looks forward to the expeditious advance of the subsequent interchanges as crucial to improve safety on this dangerous roadway. The County does appreciate the coordinated effort with the County and the Parks Department in determining how best to advance, construct, and maintain a shared-use bicycle-pedestrian corridor, and looks forward to its' advance through the RAISE/BUILD grant. In advancing these vital projects expeditiously, working together to assess the best manner in utilizing funds collected through the Video Lottery Terminal (VLT) program will be critical.
  - **MD4 at Suitland Parkway:** The County is pleased that the state has funded and advanced into construction this long delayed project and strongly encourages its expeditious completion. The County also looks forward to the two additional planned interchanges (Dower House Road and Westphalia Road) being advanced into the CTP for further planning and design.
  - **US 1, Baltimore Avenue (MD 193 to I-95/495):** The County appreciates the State completing Phase I of this vital project. **The County is now looking to the State to quickly fund and advance the subsequent phases of Phase II and Phase III.**
- MD 197, Collington Road (US 50 to MD 450):** As the County provided \$1Million to advance planning, advancing the renewed study of the widening MD 197 from US 50 to MD450 with a context-sensitive design, the County **requests advance of planning and design** and looks forward to programming this project for construction.
- **MD 223 Piscataway Road/Woodyard Road (MD 4 to Steed Road):** Action is needed to advance this long-standing project, per the County Master Plan of Transportation and Maryland State Highway Administration (SHA) plans to widen Brandywine Road, as stipulated in County Master Plans.



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### **PROJECTS OF CONCERN FOR THE COUNTY:**

- **Virginia Department of Transportation (VDOT) I--495 Southside Express Lanes Study (I-495 SEL Study):** As Prince George's County is supportive of greater connectivity within the region, the County encourages pursuit of regional goals of moving people, not just vehicles, through modal choice and a Region Undivided, as the best manner to reduce congestion and promote sustainability through an emphasis on transit and Transportation Demand Management (TDM). The County would like to express its heartfelt appreciation to MDOT and SHA for the strong and integrative coordination and support of the County in opposing inclusion of the VDOT SEL project in Visualize 2050.
- **Takoma/Langley Transit Center:** There have been recent reports of an increase in crime and vagrancy on the site of the Transit Center and recent efforts to supplement security are appreciated. Currently, the MTA manages the site through MARC. Given the complexity and the heightened need for quick response and more on the ground oversight, Prince George's County requests an examination of the best organizational structure within the MTA to manage this State asset. With the Purple Line being scheduled to commence revenue service by the end of 2027, and a station adjacent to the Transit Center, investigating the most effective management and policing of the station at this would be prudent. In addition, the condition of the Transit Center is in evident need of refurbishing, updating and repair. The County requests the State/MTA to expedite renovations needed for physical and aesthetic reasons, but potentially could assist in deterring some of the reported activity. The County also requests additional resources for law enforcement at this Center.



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Our County Executive and Legislative Branches in unity -- together as One Prince George's -- are excited to work closely with the State in advancing opportunities of mutual benefit in support of a comprehensive multimodal transportation program that is financially stable and sustainable that places safety and equity as paramount in moving forward to the future. The expeditious advance of the priorities expressed in this letter and attached list are designed to advance and strengthen the transportation and societal interests of the County the State and the Region. Thank you very much for your partnership and consideration of our expressed priorities.

Sincerely,

Aisha N. Braveboy, Esq.  
County Executive

Edward Burroughs, III  
County Council Chair

Cc: Hon. Krystal Oriadha, Vice Chair, Prince George's County Council  
Sen. Nicholas P. Charles, II, Chair, Prince George's Senate Delegation  
Del. Nicole Williams, Chair, Prince George's County House Delegation  
Maxene M. Bardwell, Chief Administrative Officer, Office of the County Executive  
LaTara T. Harris, Chief of Staff, Office of the County Executive  
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Michael D. Johnson, Director, Department of Public Works and Transportation  
Oluseyi A. Olugbenle, Deputy Director, DPWT  
Stacey Smalls, Deputy Director, DPW & T  
Darryl Barnes, Chair, Prince George's County Planning Board, M-NCPPC  
Lakisha Hull, Director, Prince George's Planning Department, M-NCPPC  
Joe McAndrew, Assistant Secretary, Maryland Department of Transportation  
Geoff Anderson, Chief of Planning, Programing and Project Delivery, MDOT  
Darius Stanton, Director, Parks and Recreation, M-NCPPC  
William Pines, Administrator, State Highway Administration, MOOT  
Holly Arnold, Administrator, Maryland Transit Administration, MOOT  
Victor Weissberg, Special Assistant to the Director, DPWT  
J. Kenneth Battle, Director, TIEE Committee, Prince George's Council

Attachments

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