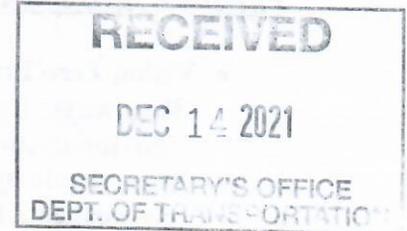




Calvin S. Hawkins, II
Chair
At-Large Council Member

November 16, 2021

Mr. Gregory I. Slater, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076



Dear Secretary Slater:

For your consideration, please find the Prince George's County (the "County") Priority Projects List and Letter for the Fiscal Years (FY) 2022-2027 State Consolidated Transportation Program (CTP). The documents establish the County's priorities for a comprehensive multimodal transportation network that will strengthen Prince George's County, the Capital region and the state. These projects advance this objective through Vision Zero Prince George's, Transit Oriented Development (TOD), and a transportation strategy that spurs economic growth while promoting sustainability, resiliency, safety, access, and equity.

Upon review of the Draft FY 2022-2027 CTP, the County appreciates that it reflects important improvements. Specifically, the **Arena Drive Interchange**, construction funding for the **Blue Line Corridor Improvements**, design funding for **Greenbelt**, and additional funding for **MD 197** planning are all welcome enhancements. These are positive steps, as historically, too many of the County's priority projects have stalled, been delayed or have not been advanced. As a result, while appreciated, these first incremental steps are not in themselves enough and must be built upon with more deliberate actions to advance the critical priorities expressed on our list.

We would like to emphasize the crucial need to complete the **Purple Line** project as expeditiously as possible while stressing aspects of pedestrian safety and the aesthetics of the alignment as critical priorities. The Purple Line is a light rail facility designed to enhance access for people walking, biking and using transit. We recognize the alarming increase in crashes involving pedestrians and bikers in the corridor, so it is imperative to enhance the safety improvements and countermeasures. Specifically, we urge integration of critical elements recommended by M-NCPPC (MD 193 SPACES report) and the County, including sidewalk and bicycle facilities where they currently do not exist. The County looks forward to working with the State and the Concessionaire on the path forward for expeditious completion of the project, advancing safety both during construction and once in revenue operation.

The priority list directs resources toward projects that enhance community revitalization, promote economic development, increase transit access, reduce congestion, and improve roadway safety for all users. As we do these things, it is also important that critical elements of maintenance, including care of medians and trash removal are carried out effectively.

All the projects expressed on the list are priorities for the County. They cover a range of transportation issues and areas that are needed in the FY 2022-2027 CTP. They include:

VEHICLE AND PEDESTRIAN SAFETY

- **Vision Zero Prince George's Multimodal Enhancements on State-Maintained Roadways:** Both Prince George's County and the State of Maryland are Vision Zero jurisdictions. During the COVID-19 period, we have been confronted even more clearly by the limitations and opportunities provided by our built environment. Regrettably, Prince George's County reflects the nationwide trend: While Americans drove less in 2020 due to the pandemic, National Highway Traffic Safety Administration's (NHTSA) early estimates show more people died in motor vehicle traffic crashes—the largest projected number of fatalities since 2007¹. NHTSA's research suggests that throughout the national public health emergency and associated lockdowns, driving patterns and behaviors changed significantly, and that drivers who remained on the roads engaged in more risky behavior. We are grappling with how the risks to vulnerable road users might have recently changed and how we can effectively respond. The County and the State collaborate in implementing Vision Zero. Much more is needed as the data shows a preponderance of these crashes are at night and along State maintained high-speed arterial roadways. We endorse SHA convening the Multiagency Vision Zero Working Group, which focuses on improving specific high pedestrian crash corridors as part context-driven design.

TRANSIT/WMATA/MULTI-MODAL

- **Arena Drive Interchange/Blue Line Corridor Initiative Improvements:** The Arena Drive interchange [Medical Center Drive] is integral to the new University of Maryland Regional Medical Center and the gateway to the new downtown Largo, and the Blue Line Corridor. The County appreciates the appropriation of approximately \$8 Million towards improvements to local infrastructure, the addition of a new page in the CTP for the Arena Drive Interchange and efforts to advance the Central Avenue Corridor Connector Trail.
- **New Carrollton:** Continued investment in this vital TOD, which will soon serve as the beginning of the Purple Line, is essential. With the incoming light rail, existing MARC and Amtrak Stations, and the Joint Development project involving WMATA and the State, additional funding is needed to enhance connectivity, environmental treatments, and streetscaping.
- **Washington Metropolitan Area Transit Authority (WMATA) Funding:** Transit systems have been particularly hard hit during the pandemic. To address the recovery and the post-COVID 19 environment, sustained funding for the WMATA system is essential. Both the Metrorail and Metrobus are vital for

mobility in the County. 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.

- **TheBus:** Prince George's County operates "TheBus," a transit system independent of WMATA and the system faces similar COVID-19 challenges. The proposed decreased funding support for the Locally Operated Transit Systems (LOTS) programmed for Prince George's County is contrary to the mission and the necessity to grow public transit systems that support the backbone of the nation's workforce. Enhanced funding is critical to meet existing needs and future growth, which for Prince George's County includes low/no emission vehicles and infrastructure and a LEED certified facility to support the system's growth.
- **MD 5, Branch Avenue/Southern Maryland Rapid Transit:** The Branch Avenue Project, which will improve traffic flow and new interchanges in the Branch Avenue corridor and the Southern Maryland Rapid Transit (SMRT), proposed fixed guideway project along the MD5/US-301 corridor from Prince George's County to Charles County, both need to be advanced. The 2021 General Assembly Session provided a funding mechanism to advance the SMRT. The State needs to finalize the remaining project planning and design elements for the projects so they can move into construction.
- **Bus Rapid Transit (BRT):** Prince George's County recently completed a Feasibility Study, under the auspices of a State Innovation Transportation Innovation Grant (STIG), that demonstrated five routes for advancement as BRT. Continual funding will allow Prince George's County to advance the projects from study corridors to functioning BRT.
- **Transit Oriented Development:** Prince George's County appreciates MDOT advancing previously requested TOD designations. We need five additional TOD's in the County, and funding is needed for projects at TOD's including Greenbelt, New Carrollton, Branch Avenue and Largo.

STATE ROADS & HIGHWAYS

- **MD 210, Indian Head Highway (Palmer Road at Livingston Road West Interchange):** We look forward to the long-awaited completion of the Kerby Hill Road interchange by the end of 2021. Moving forward with subsequent interchanges are crucial to improve safety on this dangerous roadway. The County appreciates the coordinated effort in advancing a shared use bicycle-pedestrian corridor as well as planning of the next interchange.
- **I-95 / Greenbelt Metro Access:** The County is pleased to see that the Draft CTP reflects funding for this. Creating a full-interchange remains critical for safe and efficient access to the Metrorail station from I-95, which will stimulate economic development in the area and establish it as a major TOD location.

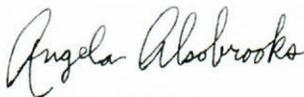
Secretary Gregory I. Slater

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- **MD 4 Corridor Interchanges (Westphalia Road, Dower House Road, and MD 223 Woodyard Road).** In addition to construction of the complete MD 4 at Suitland Parkway project, design for the remaining interchanges along Pennsylvania Avenue must be advanced. This will address mission-related needs at Joint Base Andrews and enhance development projects in the area.
- **MD4 at Suitland Parkway:** During the CTP Tour in 2020, the County expressed extreme displeasure regarding the delays, scale backs, and construction issues that have befallen this project. The County is pleased that the state has reinitiated the project and restored the flyover to the design as originally planned. However, given delays and inconvenience the community faces, it is imperative SHA quickly complete this project.
- **US 1, Baltimore Avenue (MD 193 to I-95/495):** Now that the State has advanced Phase I to construction, it must quickly fund and advance the subsequent phases.
- **MD 197, Collington Road (US 50 to MD 450):** Widening MD 197 from US 50 to MD 450 is important for relieving congestion, improving safety, and supporting economic development in the Bowie area. The County appreciates the inclusion of funding for this project in the Draft CTP to advance planning and design.

The County looks forward to collaborating with the Maryland Department of Transportation to support a comprehensive multimodal transportation program through funding of the projects noted in this letter and list. Expeditious advance of these projects will strengthen Prince George's County, the region, and the State of Maryland. We thank you for your partnership.



Angela D. Alsobrooks
County Executive



Calvin S. Hawkins, II
County Council Chair

Enclosure

cc: The Honorable Joanne C. Benson, Chair, Prince George's County Senate Delegation
The Honorable Nick Charles, Chair, Prince George's County House Delegation
The Honorable Deni L. Taveras, Vice-Chair, Prince George's County Council
The Honorable Mel Franklin, Member, Prince George's County Council
The Honorable Thomas E. Dernoga, Member, Prince George's County Council
The Honorable Dannielle M. Glaros, Member, Prince George's County Council
The Honorable Todd M. Turner, Member, Prince George's County Council
The Honorable Jolene Ivey, Member, Prince George's County Council

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The Honorable Derrick Leon Davis, Member, Prince George's County Council
The Honorable Rodney C. Streeter, Member, Prince George's County Council
The Honorable Monique Anderson-Walker, Member, Prince George's County Council
The Honorable Sydney J. Harrison, Member, Prince George's County Council
Tara H. Jackson, Chief Administrative Officer, Office of the County Executive
Floyd E. Holt, Deputy Chief Administrative Officer, Office of the County Executive
Martin L. Harris, Acting Director, Department of Public Works and Transportation
Elizabeth Hewlett, Chair, Prince George's County Planning Board, M-NCPPC
Andree Green Checkley, Prince George's County Planning Department, M-NCPPC
Bill Tyler, Director, Department of Parks and Recreation, M-NCPPC
Tim Smith, Administrator, MDOT State Highway Administration
Holly Arnold, Acting Administrator, Maryland Transit Administration

**PRINCE GEORGE'S COUNTY
2021 PRIORITY PROJECTS LIST
MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS**

CRITERIA FOR PRIORITY STATE PROJECTS WITHIN PRINCE GEORGE'S COUNTY

The Maryland State Consolidated Transportation Program (CTP) Priority Projects List (the "List") is developed by staff of the Prince George's County Department of Public Works and Transportation (DPW&T) in coordination with the staff of the Maryland-National Capital Park and Planning Commission (M-NCPPC). The List is based on the collective input received by partner agencies and internal analysis. The CTP List is forwarded to the Prince George's County Executive and Prince George's County Council for review, approval, and transmittal to the Maryland State Department of Transportation (MDOT) through a joint signature letter.

Criteria used to prioritize the CTP List are as follows:

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

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

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

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

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

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

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

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

A. Transit Expansion and Funding:

1. Purple Line
(Phase I: New Carrollton to College Park
Phase II: College Park to Bethesda)

Ensure timely and expeditious completion of construction of this vital project which is critical for access, mobility, regional connectivity and economic development.
2. "TheBus"

Modernize, Maintain and Expand Community-Based Bus Services to address unmet or underserved transit demands (i.e., enhanced service for National Harbor / South County.) Enable fulfillment of the County's Transit Vision Plan, conversion to electric busses and associated infrastructure, planning for a new facility and re-organization of services to provide a more effective and efficient system.
3. WMATA Funding

Maintain and enhance system improvements to deliver effective transit throughout the County with emphasis on maintaining MetroBus and MetroRail service in the County; including, high-capacity transit routes, enhanced investment in TOD/Joint Partnerships; improved connectivity between activity centers.
4. Southern Maryland Transit

Expand fixed guideway transit services from Branch Avenue Metrorail Station south along the MD 5/ US 301 Corridor to Charles County to relieve congestion in Prince George's County. The Project needs to be advanced through the planning and design process and State mandates need to be implemented.

5. Fixed Guideway Transit *Connect transit from the Yellow Line in Virginia to the Southern Green Line of Metrorail (Branch Avenue or Suitland) via the Woodrow Wilson Bridge (WWB) and National Harbor to provide transit connection between Maryland and Virginia.*
6. Bus Rapid Transit *Study expanded fixed guideway / bus rapid transit services, as identified in a recent STIG grant Study that identified five corridors for further study. In addition, BRT routes studied in the Draft Environmental Impact Statement (DEIS) for the paused section of the I-495/I-270 Managed Lanes project must proceed.*
7. MARC
(Cornerstone/Growth & Investment Plan) *Expand and enhance service along the MARC Camden and Penn Lines and continued through service at Union Station connecting to Virginia Rail Express (VRE). Restore funding for the MARC Cornerstone/Growth and Investment Plan.*

Transit Oriented Development:

Support State funding for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth. All the TOD Centers on this list are important for the economic health and vitality of the State and the County and require significant support.

The first five must be added to the State's Designated TOD list and require investment/funding.

- Largo Metrorail Station/Blue Line Corridor Improvements
- Suitland Metro Station
- Prince George's Plaza Metro Station
- College Park / Discovery District Metro / Northern Gateway Purple Line Stations
- West Hyattsville
- New Carrollton Transit Station
- Greenbelt Metro Station

- Branch Avenue Metrorail Station
- Bowie MARC Station
- Southern Avenue Metro Station
- Laurel MARC
- Naylor Road Metro

II. STATE HIGHWAY ADMINISTRATION (SHA) PRIORITY PROJECTS

The SHA Priority Projects List is intended to provide guidance to SHA on the order in which Prince George's County's elected officials desire project planning to start and see actual construction take place. The recommended projects have been prioritized from a strategic planning effort to provide: (1) the greatest benefit to areas inside or adjacent to the Beltway; (2) priority safety improvements; and (3) economic development growth within the County. Historically, projects currently funded for construction in the CTP are expected to proceed to construction based on the published funding schedule, which ordinarily would be excluded from this Priority List.

A. Construction Priorities:

- | | |
|---|---|
| <p>1. I-95 / I-495 at Arena Drive Widening / Interchange; And Blue Line Corridor Improvements</p> | <p><i>Provide funding to: (1) Improve interchange capacity; (2) Reduce Congestion 3) Improve safety for vehicles, bicycles, and pedestrians; and (4) Promote economic development serving as a gateway for Downtown Prince George's.</i></p> <p>Advance improvements for all Blue Line Corridor Stations to support the County platform for economic development.</p> |
| <p>2. MD 210 - Indian Head Highway Interchange and Intersection Improvements
(Could be redesigned and constructed in one phase)
Phase II Palmer Road / Livingston Road
Phase III Oxon Hill Road / Old Fort Road</p> | <p><i>Complete Kirby Hill Road Interchange and advance redesign and construction of remaining intersections to relieve existing and projected congestion, as well as support economic development. Other alternatives to relieve congestion and improve safety for all modes and provide accommodations for bicyclists and pedestrians.</i></p> |
| <p>3. US 1 - Baltimore Avenue
(College Avenue to I-95/I-495)</p> | <p><i>Complete construction on Phase I and fund completion of</i></p> |

- | | |
|--|--|
| Roadway Reconstruction
(To be completed in phases) | <i>planning and advance design of Phase II / III into construction</i> |
| Phase II – MD 193 to Hollywood Road | to improve safety; provide streetscaping for community revitalization; improve transit |
| Phase III – Hollywood Road to 95/I-495 | access; bicycle and pedestrian safetyI- and accommodation and upgrade the Cherry Hill Road intersection. |
| 4. I-95 / Greenbelt Metro Access | <i>Restore State / federal construction funding</i> for safe and efficient access from I-95 / I-495 to the Greenbelt Metrorail Station and support mixed-use development around the Station. |
| 5. MD 5 / US 301 to Charles County Line Interchanges and Widening <ul style="list-style-type: none"> • Surratt’s Road • Burch Hill Road (A-65) | <i>Provide funding to advance planning, design and construction</i> of this major multi-modal corridor project to relieve congestion. TB to Charles County Line; improve safety for all modes; provide accommodations for bicyclists and pedestrians and economic development. |
| 6. MD 197 - Collington Road (US 50 to MD 450) | <i>Restore funding and advance planning, design and construction;</i> improve safety; support roadway widening and economic development and provide safe bicyclist and pedestrian crossing treatments. |
| 7. MD 717 / Water Street Bridge and Roadway Reconstruction | <i>Advance design completion and fund construction;</i> improve safety in the Upper Marlboro area by raising MD 717 out of the floodplain. |
| 8. MD 450 - Annapolis Road (Stonybrook Drive to MD 3) | <i>Advance design completion and fund construction;</i> relieve congestion <i>construction:</i> relieve congestion improve safety and support roadway widening and economic development. |

9. US 301 - MD 197 Interchange
(To be constructed in phases)

Advance design & construction. improve safety; relieve congestion in this rapidly developing commercial area and improve bicycle and pedestrian facilities.

B. Project Planning Priorities:

1. I-95 / I-495 at Arena Drive
Widening / Interchange
Improvements / Reconstruction;
Blue Line Corridor Improvements

Immediately move into the program and funding for planning, design, and construction; improve

interchange construction; improve interchange capacity; reduce congestion; provide enhanced safety for vehicles, pedestrians and bicycles; promote economic development serving as a gateway for the County and provide optimal accommodation for multimodal transportation.

Advance improvements for all Blue Line Corridor Stations to support the County platform for economic development

2. MD 193 - University Blvd.
be completed in phases)
Phase I: US 1 to Hanover Pkwy
II: County Line to Adelphi
Road

Move all phases into planning; (To improve pedestrian, bicycle and vehicular safety; intersection Phase improvements; provide continuous LED street lighting and landscaping and community enhancement, critical aspart of the Purple Line. Advance M-NCPPC Study (SPACES) identifying MD 193 Corridor Improvements

3. MD 410 - East-West Highway /
Riverdale Road / Veterans Pkwy
(To proceed in phases)
Phase I: MD 212 to US 1
(Road Diet)
Phase II: MD 212 to MD 650

Complete planning of all phases: improve safety, provide streetscaping, for community and economic development; provide continuous overhead lighting and side paths on both sides of MD 410, provide safe bicycle and pedestrian crossings, including a signal and safety upgrade for two Sligo Creek Trail crossings with overhead lighting.

- | | |
|---|---|
| <p>4. MD 4 Corridor, Pennsylvania Ave Widening and Interchange Improvements</p> <ul style="list-style-type: none"> • Suitland Parkway Interchange with flyover ramp • Dower House Road Relocation /Interchange & short-term improvements • Westphalia Road Interchange | <p><i>Provide funding to advance planning and construction; relieve congestion, improve safety and provide access to employment centers in the MD 4 corridor and for Joint Base Andrews. Expedited design and construction of the MD 4 at Suitland Parkway interchange with the flyover ramp is imperative.</i></p> |
| <p>5. MD 458 Silver Hill Road</p> <ul style="list-style-type: none"> • MD 5 to Suitland Road • Suitland Road to MD 4 MD 4 to Walker Mill Road | <p><i>Advance into project planning; improve safety for all users and provide streetscaping, revitalization, and continuous overhead lighting for community intersection improvements.</i></p> |
| <p>6. US 50 – John Hanson Highway (MD 704 to MD 197) New Interchange</p> | <p><i>Initiate project planning. relieve congestion and improve safety on MD 197 and MD 450.</i></p> |
| <p>7. MD 212 – Powder Mill Road (Pleasant Acres Drive to I-95) Roadway and Intersection Reconstruction</p> | <p><i>Advance into planning; improve safety and support for economic development.</i></p> |

C. Gateway Beautification Projects:

Funding is needed for enhancements / clean-up of smaller scope projects to improve aesthetics, LED street lighting, Stormwater Management (SWM), sidewalk, beautification, streetscaping and bicycle facilities to enhance public, motorized and non-motorized transportation safety at the entrances of the County from the Nation's Capital.

1. MD 218, Suitland Road
2. MD 4, Pennsylvania Avenue
3. US 50 / MD 201 John Hanson Highway / Kenilworth Avenue
4. MD 214, East Capitol Street
5. MD 210, Indian Head Highway

D. Safety and Urban Reconstruction Priorities:

Funding is needed for projects that improve pedestrian, bicycle, and vehicular safety, provide street

lighting and streetscaping to support the Vision Zero strategy and community enhancement.

1. MD 704, Martin Luther King Highway
(Hill Road to MD 450)
2. Alt. US 1 MD @ MD 450 Annapolis Road
(Specific to Peace Cross)
3. MD 218 Suitland Road
(DC Line to MD 458)
4. MD 4, Pennsylvania Avenue
(DC Line to Silver Hill Road)
5. MD 450, Annapolis Road
 - Finns Lane / Harkins Road to MD 564, Lanham-Severn Road) and extending the limits from MD 410 (Veterans Parkway) to MD 564 (Lanham-Severn)Bladensburg
 - - Green/Complete Street Project (Peace Cross to MD 202)

E. Bicycle and Pedestrian Corridor Priorities:

Retrofitting of existing State roadways to enhance and enable safe bicycle and pedestrian mobility in alignment with a Vision Zero objective.

1. MD 704 (multi-use side path and buffered bike lanes - MD 450 to Hill Road)
2. MD 193 (sidewalks, designated bike lanes and safety improvements from the Montgomery County Line to MD 564, to be done in phases)
 - Phase I: Montgomery County Line to Adelphi Road (incl. SPACES program)
 - Phase II: US 1 to Hanover Parkway
 - Phase III: Hanover Parkway to MD 564
3. US 1 (DC line to Howard County Line to be done in phases)
 - Phase I: Guilford Drive to I-95 / I-495
 - Phase 2: Guilford Drive to DC Line (includes the Trolley Trail)
 - Phase 3: Contee Road to Howard County Line
 - Phase 4: I-95 / I-495 to Odell Road
4. Oxon Hill Road / MD 414 / National Harbor – bike lane and sidewalk safety improvements; facility and access improvements along MD 414 from MGM / National Avenue to Bald Eagle Road, including improvements for under/over passes and connecting Oxon Hill Cove Park

5. MD 450 (road diet, restriping for designated bike lanes – just west of 410 to the Baltimore-Washington Parkway)
6. Bowie Heritage Trail
7. MD 223 (multi-use side path– MD 4 to Livingston Road, in phases)
 - Phase I: Steed Road to MD 5
 - Phase II: MD 5 to MD 4
 - Phase III: Livingston Road to Steed Road

F. Park Trails Priorities:

Dedicate funding for completion of and connection to trails to enhance the County and State trailway network.

1. WB&A Trail Connections (Anne Arundel County to the Anacostia River)
 - Phase I – Bicycle/pedestrian bridge over Patuxent River connecting Prince George's and Anne Arundel Counties
 - Phase II – Cheverly to Bladensburg Waterfront Park (Euclid Street Park to Lloyd Street)
2. Central Avenue Connector Trail (Marvin Gaye Trail / Capitol Heights Metro to Largo Metro)
3. Rhode Island Avenue Trolley Trail Extension
 - Phase I: Armentrout to Farragut Street
 - Phase II: DC Line to Armentrout Drive
4. Suitland Parkway Trail (DC Line to Westphalia Central Park)
5. Little Paint Branch Trail Extension
 - Phase I - Along Old Gunpowder Road (Denim Road to 900 feet north of Denim Road and facility gaps north of Konterra Drive)
 - Phase II – Multi-Use Facility across I-495 / I-95 (Cherry Hill Road)
6. Piscataway Creek Trail (MD 223 to the Potomac River)
7. Oxon Run Trail (Southern Avenue to Naylor Road)
8. Henson Creek Trail Extension (Temple Hill Road to Suitland Parkway) including cross Beltway access.

<https://www.nhtsa.gov/press-releases/2020-fatality-data-show-increased-traffic-fatalities-during-pandemic>

12/11/21

The Prince George's County Government
Office of the Clerk of the Council
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Upper Marlboro, Maryland 20772

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SECRETARY'S OFFICE
DEPT. OF TRANSPORTATION

Mr. Gregory I. Slater, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

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