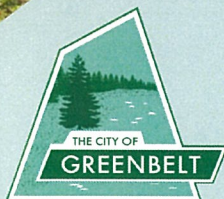
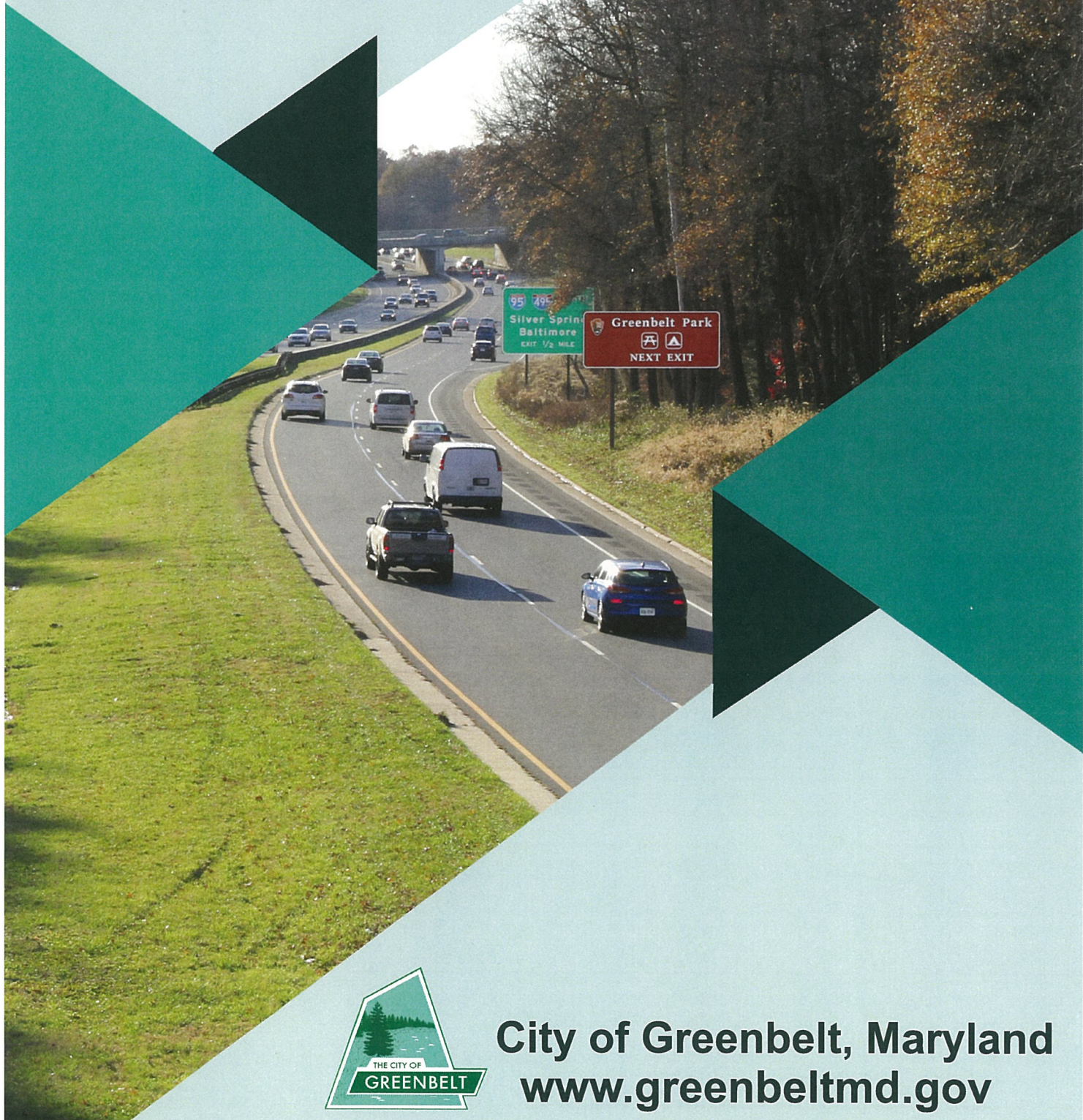


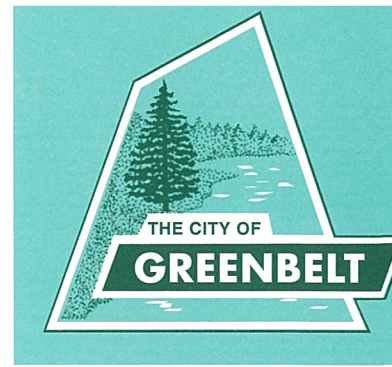
2019 LEGISLATIVE PROGRAM



City of Greenbelt, Maryland
www.greenbeltmd.gov

CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



December 17, 2018

Senator Paul G. Pinsky
Delegate Anne Healey
Delegate Tawanna P. Gaines
Delegate Alonzo T. Washington
County Council Member Todd Turner
Board of Education Member Joshua M. Thomas

CITY COUNCIL
Emmett V. Jordan, Mayor
Judith F. Davis, Mayor Pro Tem
Colin A. Byrd
Leta M. Mach
Silke I. Pope
Edward V.J. Putens
Rodney M. Roberts

Dear Senator, Delegates, Council Member and Board of Education Member:

Thank you for joining us for the presentation of the City of Greenbelt's Legislative Program for 2019. We always look forward to this meeting and hope you do as well.

This meeting is an opportunity to share with you what the Greenbelt community sees as the most important issues for the upcoming legislative session and for you to advise us of your priorities. This dinner meeting provides an opportunity for us to find ways to work collaboratively to address the needs of our constituents.

This year, Greenbelt's five top priorities are:

- Oppose Transfer and Potential Privatization of the B-W Parkway
- Oppose Beltway Widening
- Block the Maglev Train Routes through Greenbelt and Prince George's County
- Greenbelt Road Streetscape Improvements
- Greenbelt Metro Station Improvements

The City Council and staff look forward to working with you in the coming year. We also wish you well this joyful holiday season and thank you for all you do for Greenbelt.

Sincerely,

Emmett V. Jordan
Mayor, City of Greenbelt

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(301) 474-8000 FAX: (301) 441-8248

www.greenbeltmd.gov



CITY OF GREENBELT 2019 LEGISLATIVE PROGRAM SUMMARY

LEGISLATIVE PRIORITIES

Top Priorities:

■ OPPOSE TRANSFER AND POTENTIAL PRIVATIZATION OF THE BALTIMORE/WASHINGTON PARKWAY

Governor Hogan has proposed transferring the B-W Parkway from the Federal Government to Maryland and widening it. The City opposes this effort.

■ OPPOSE BELTWAY WIDENING

This proposed public-private partnership would add managed toll lanes through some type of public-private arrangement. The City opposes this effort.

■ BLOCK THE MAGLEV TRAIN ROUTES THROUGH GREENBELT AND PRINCE GEORGE'S COUNTY

Both proposed alignments would run through Greenbelt. This project negatively impacts Greenbelt and the County with little benefit to our residents. The City opposes this effort.

■ GREENBELT ROAD STREETScape IMPROVEMENTS

Fund the SHA Streetscape Improvement Program on Greenbelt Road (MD 193). An Urban Land Institute (ULI) Technical Assistance Panel (TAP) of regional experts met in June 2018 and issued a report.

■ GREENBELT METRO STATION IMPROVEMENTS

- Upgrade to a full interchange
- Increase funding for pedestrian/bike trail connection to Greenbelt Station
- Improve station infrastructure

Other Items of Concern:

■ **INCREASE M-NCPPC FUNDING FOR CITY RECREATION PROGRAMS**

The City receives \$234,000 annually from M-NCPPC to help support City Recreation programs. This funding level has not increased since FY 2013. City taxpayers pay approximately \$1.7 Million in M-NCPPC Recreation Fund taxes.

■ **CHILDREN LIVING IN GREENBELT STATION SHOULD ATTEND GREENBELT SCHOOLS**

Children living in the new community of Greenbelt Station are assigned to Berwyn Heights Elementary, Greenbelt Middle School and Parkdale High School. These students should be attending schools located in Greenbelt.

■ **REPLACE SIDEWALKS ON STATE ROADS**

Include funds in the State Budget for SHA to replace and maintain sidewalks along State roads.

■ **BAN ON PLASTIC STRAWS**

Prohibit plastic straws due to their negative impact on the environment.

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ITEMS PROPOSED BY YOU

OPPOSE TRANSFER AND POTENTIAL PRIVATIZATION OF THE BALTIMORE-WASHINGTON PARKWAY

RECOMMENDATION

Governor Hogan has proposed transferring the B-W Parkway from the Federal Government to Maryland and widening it. The City opposes this effort.

BACKGROUND

Governor Hogan continues to pursue plans to widen the B-W Parkway. This includes transferring the B-W Parkway from the Federal to the State Government.

The B-W Parkway is an important part of our Region's green infrastructure. Widening this road not only impacts Greenbelt negatively, but other important open space resources including the Beltsville Agricultural Research Center and the Patuxent Wildlife Refuge.

The City opposes this plan.

OPPOSE BELTWAY WIDENING

RECOMMENDATION

This proposed public-private partnership would add managed toll lanes through some type public-private arrangement. The City opposes this effort.

BACKGROUND

Governor Hogan plans to widen the Beltway by adding toll lanes through a public-private partnership. A Maryland Department of Transportation (MDOT) Managed Toll Lane Study is currently underway.

This project will negatively impact the quality of life in established neighborhoods adjacent to the Beltway. The proposed widening would have significant impacts on historical resources including the Walker family cemetery and Indian Springs. The City is concerned that this project will lead to more vehicles, more congestion, more greenhouse gases and air pollution.

Greenbelt continues to advocate for alternative, congestion relief approaches including dedicating more funding to transit and other alternative modes of transportation.

The City strongly opposes this widening plan.

The Washington Post
Gridlock

Tentative construction options unveiled for Maryland's ambitious plan to widen the Beltway and I-270

By Luz Lazo
July 18

An ambitious plan to widen lanes on the Capital Beltway and Interstate 270 is entering a new phase with the release of a long list of possible construction alternatives this week.

Maryland transportation officials Tuesday unveiled 15 preliminary options that include the addition of congestion-priced toll lanes as well as dedicated bus lanes that would address traffic congestion on the two major highways. The alternatives provide the most detail of what the project might look like on I-270 and the Beltway.

Gov. Larry Hogan (R) in September proposed a \$9 billion project to widen the highways to add managed toll lanes through a public-private partnership. The concept is now part of a complex federal review that explores a variety of possible improvements before settling on a preferred alternative.

The improvements under study include the addition of tolled and non-tolled lanes on both highways, bus lanes, spot improvements on the existing road to allow shoulder use and the conversion of existing HOV lanes to tolled lanes on I-270. Here's the full list.

State officials say the goal is to find the best solution that not only provides some relief for commuters but also is financially viable.

"This is a massive undertaking," Jeff Folden, a project deputy director with the Maryland State Highway Administration told a group of residents and officials at a meeting Tuesday night in Greenbelt.

"Current funding levels from the transportation trust fund could not accommodate this," he said, noting that construction could take decades if they wait for public funding. "We are looking for something that can provide improvements in a self-sufficient manner. We are looking to see if any of these alternatives can be self-sufficient."

Hogan's proposal in September called for the construction of four toll lanes on each of the highways, potentially more than doubling the state's existing toll network of 124 centerline miles.

Hogan is also proposing toll lanes for the Baltimore-Washington Parkway, which is owned by the National Park Service. That plan is contingent upon Maryland taking ownership of the 29-mile highway, and it would be run by the state's transportation authority, not a public-private partnership.

The state and federal governments agreed to evaluate a state takeover, signaling a foreseeable transfer that would allow the state to pursue its plan to add four toll lanes to the roadway between Baltimore and Washington.

Hogan and his transportation team tout toll lanes as a way to ease traffic congestion and give Maryland commuters more choices. A public-private partnership would allow the state to make the improvements faster, and provide operations and maintenance more effectively without a big financial burden, Lisa Choplin, the P3 (public-private partnership) project director said.

As the area continues to grow, she said, the existing traffic conditions will only get worse if nothing is done. The project's study area is home to some of the most unreliable freeway sections in Maryland, she said, where commuters experience speeds of less than 15 mph. The severe congestion lasts for seven hours each day on I-270 and 10 hours on the Beltway, she said.

Tuesday's meeting in Greenbelt was the first of four public forums where residents get a peek at the plan for the I-495 and I-270 Managed Lanes Study. The study covers the state's portion of the Beltway between the American Legion and Woodrow Wilson bridges and I-270 between the Beltway and Gaithersburg.

Thank you.

Your subscription supports journalism that matters.

Another study to tackle congestion on the entire length of I-270 will kick off next year, officials said.

The proposal for the Beltway and I-270 is part of the wider Traffic Relief Plan exploring solutions to address congested roads in the Washington and Baltimore areas. Choplin said the state has included over \$7 billion worth of investment in transit through the Purple Line and the D.C. Metro.

"Now it's time to address the highway improvements," she said. "We are looking at system improvement and innovative solutions to address the congestion."

Gina Davis, a Silver Spring resident whose home is two blocks from the Beltway, said she is concerned about the impact of a road widening on her property, the neighborhood schools and the YMCA.

"I am opposed to any widening of the Beltway," Davis told a state highway official at Tuesday's meeting. The official, who was fielding questions from residents in an open-house setting, said it's still too early to say which, if any, homes would be taken.

Another resident said he was concerned that toll lanes in the Beltway and I-270 would generate tolls as high if not higher than those on Interstate 66 in Virginia, where motorists have paid nearly \$50 to travel a 10-mile stretch. Others questioned whether the state's goal is to move more cars or more people along the corridors.

The environmental-impact statement prepared by the Federal Highway Administration and Maryland Department of Transportation will include a review of existing and future traffic, roadway and environmental conditions. The list of alternatives is a starting point in a year-long process to identify the most feasible and effective alternatives for further study and then select a preferred option. The report will assess potential impacts.

The review is not expected to be completed until fall 2019 at the earliest.

More meetings are scheduled this and next week at 6:30 p.m. in the following locations:

Wednesday: Clarksburg High School, 22500 Wims Rd., Clarksburg

Tuesday, July 24: Central High School, 200 Cabin Branch Rd., Capitol Heights

Wednesday, July 25: Thomas W. Pyle Middle School, 6311 Wilson Lane, Bethesda

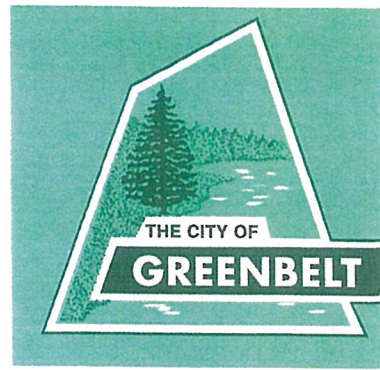


Luz Lazo

Luz Lazo is a transportation reporter at The Washington Post covering passenger and freight transportation, buses, taxis and ride-sharing services. She also writes about

CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



August 24, 2018

CITY COUNCIL

Emmett V. Jordan, Mayor
Judith F. Davis, Mayor Pro Tem
Colin A. Byrd
Leta M. Mach
Silke I. Pope
Edward V.J. Putens
Rodney M. Roberts

Ms. Lisa B. Choplin, MDOT SHA P3 Project Director
Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202

Re: Managed Lane Study – Proposed Alternatives Work Shop

Dear Ms. Choplin:

In follow-up to the public workshop that was held in Greenbelt on July 17, 2018, the Greenbelt City Council wants to restate its strong opposition to the proposed widening of the Capital Beltway (I-495) to accommodate managed and/or toll lanes. The City is not in favor of the alternatives under consideration that would require widening of the Capital Beltway and believes the project should limit its consideration to the alternatives that seek to manage transportation capacity and demand using only the existing paved I-495 right-of-way.

The project alternatives that require widening I-495 will have significant impact on the natural, socioeconomic, cultural and built environments. Established neighborhoods adjacent to the highway corridor will be negatively impacted by a diminished quality of life. No mention is made of the amount of loss of existing homes and businesses. As the City has stated previously, widening of the Capital Beltway will have impact on Historic Greenbelt and significant historical resources. These resources have significant value to the history and character of Greenbelt, as well as the State, and must be protected, as further mandated under Federal Law.

The City is concerned that all of the alternatives are likely to lead to more vehicles on the road, more congestion, more greenhouse gas emissions and air pollution. Further, the proposed screening criteria for narrowing down the options include only the impact on land acquisition, parkland, historic sites, and wetlands -- the impact on greenhouse gas emissions and air pollution is not included in the screening criteria!

A NATIONAL HISTORIC LANDMARK

(301)



The City continues to advocate for the State to study and identify alternative congestion relief approaches, including dedicating more funding to transit and other alternative modes of transportation. We need to allocate our limited resources to supporting the live, work and play philosophy by investing in transit oriented development and the infrastructure necessary to attract and sustain it.

Thank you for the opportunity to comment. The City looks forward to continued participation in the NEPA process, as well as future planning processes. If you have any questions, please contact Terri Hruby, Planning Director, at 240-542-2041 or by email at thruby@greenbeltmd.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Emmett V. Jordan". The signature is fluid and cursive, with a long horizontal stroke at the end.

Emmett V. Jordan
Mayor

cc: City Council
Nicole Ard, City Manager
Terri Hruby, Planning Director

BLOCK THE MAGLEV TRAIN ROUTES THROUGH GREENBELT AND PRINCE GEORGE'S COUNTY

RECOMMENDATION

The two proposed alignments would run through Greenbelt. This project negatively impacts Greenbelt and the County with little benefit.

BACKGROUND

The two alignments (J & J-1) currently being considered by MDOT for the proposed Baltimore-Washington Superconducting Maglev Project run right through Greenbelt. Even though some of the route through Greenbelt is underground, there will be construction impacts, accessory structures for tunnel access, ventilation and power substations which will negatively impact our historic community.

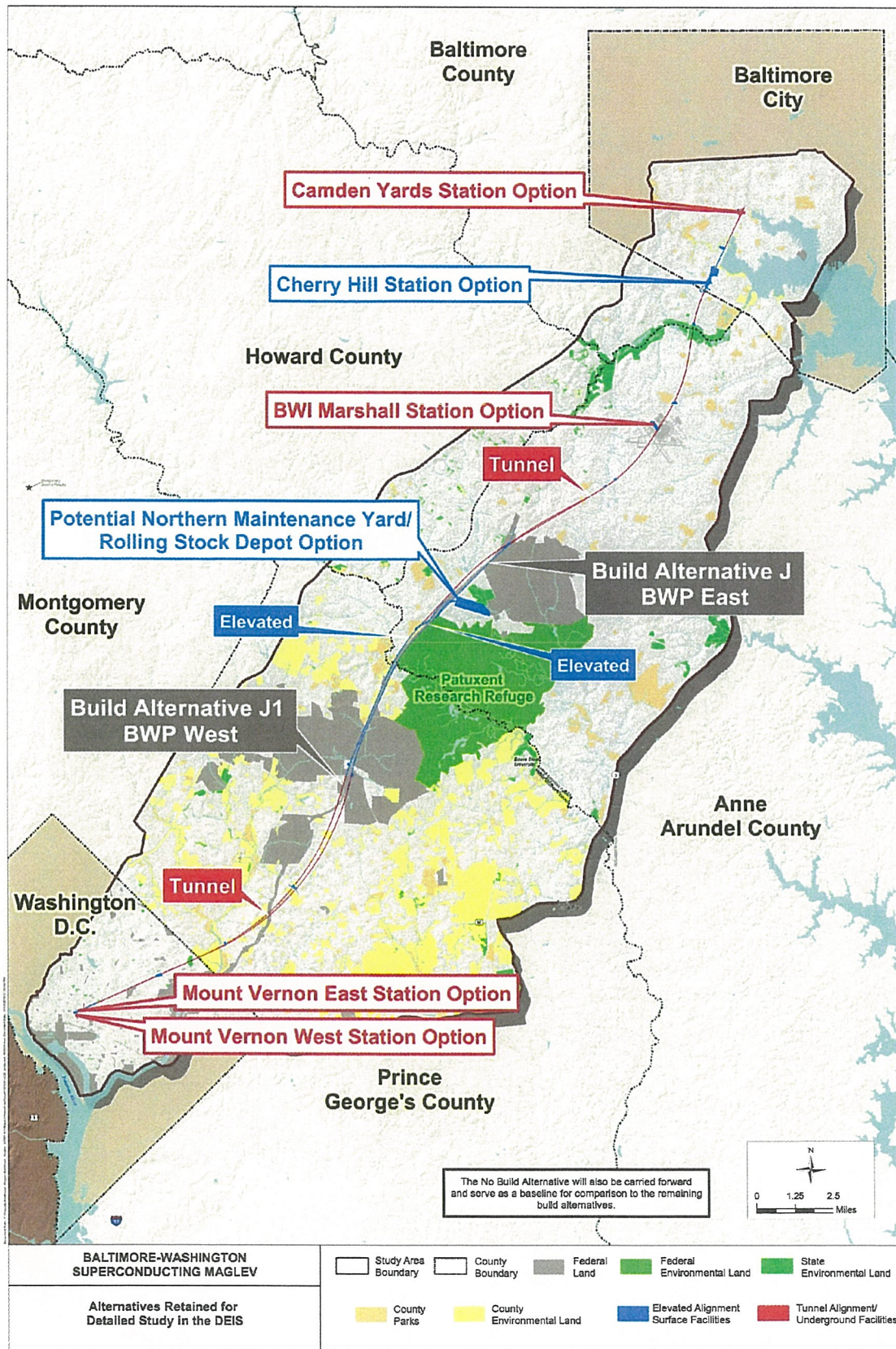
Greenbelt is a National Historic Landmark and planned community with parks, open spaces and recreational amenities. The J-1 alignment has a tunnel transition in the middle of the City's "green belt" where a City ball field (Northway Field) and our Forest Preserve are located. This proposal will have a very destructive impact on valuable, environmentally sensitive resources including: the Baltimore-Washington Parkway, the Beltsville Agricultural Research Center (BARC), the Patuxent Wildlife Refuge and other important open spaces adjacent to our City.

The City is also concerned about a proposed Rolling Stock Depot (RSD) being built on a site north of MD 198. The proposed footprint for the RSD would be 241 acres including access ramps from the maglev tracks to this RSD. The RSD facility would have active 24/7 operations for maintaining, repairing, cleaning and all other aspects of rolling stock maintenance. The RSD also stores the trains at night and during off-peak periods.

This project will not benefit Greenbelt residents or any of the communities and neighborhoods along the proposed routes. It is not clear that this project will reduce traffic congestion and residents have expressed concerns about noise, loss of trees and wildlife habitat, harmful health impacts and reduction in property values.

The City continues to oppose this project.

Figure 30: Alternatives Retained for Detailed Study in the DEIS



Chapter 6. Conclusions and Next Steps

FRA and MDOT recommend that both Alternatives J and J1 advance as alternatives in the DEIS. Alternatives J and J1 are reasonable alignments for a SCMaglev system with appropriate further avoidance, minimization, and mitigation measures and property transfer/easement agreements with Federal, state and local entities. Alternative J1 would have the longest tunnel section and would avoid PRR but is closer to residential communities on the west side of the Baltimore-Washington Parkway. Both Alternatives J and J1 would impact the NPS Baltimore-Washington Parkway property and would cross USDA/BARC property with the mainline guideway. Alternative J would also cross other federal lands or cross near federal facilities, including NASA-GSFC, USSS, NSA, Fort George G. Meade, and the PRR – but would be farther away from the residential communities as compared to Alternative J1.

The Alternative J surface LOD footprint would be in six to seven residential parcel boundaries if the Mount Vernon Square West terminus would be selected, but the surface LOD footprint would be in nine to ten residential parcel boundaries if the Mount Vernon Square East terminus station option would be selected (in combination with the intermediate station location at BWI Marshall Airport and with either the Cherry Hill LR or the Camden Yards potential terminus station options in Baltimore). The Alternative J1 surface LOD footprint would be in 12 to 15 residential parcel boundaries if the Mount Vernon Square West terminus would be selected, but the surface LOD footprint would be in 15 to 18 residential parcel boundaries if the Mount Vernon Square East terminus station option would be selected (in combination with the intermediate station location at BWI Marshall Airport and with either the Cherry Hill LR or the Camden Yards potential terminus station options in Baltimore). Please note that the parameters of the LOD and the desktop analysis indicate parcel boundaries and does not mean property displacements. The extent of impact for the specific parcel boundaries will be documented in the DEIS. Additionally, further coordination is needed with local officials and railroads regarding the potential station locations. Access roads and modifications to existing roadways, either temporary detours during construction or permanent reconstruction, will be included in the DEIS analysis.

Retained alternatives J and J1 are practical and feasible from a technical and economic standpoint. Even though J and J1 impact properties that are outside the legal jurisdiction of the lead agency, MDOT and FRA can continue to analyze the alternatives in the EIS. Alternatives that are outside the scope of what Congress has approved or funded must still be evaluated in the EIS if they are reasonable, because the EIS may serve as the basis for modifying the Congressional approval or funding in light of NEPA's goals and policies.

As the RSD facilities are currently positioned, the BARC RSD would have greater impacts to the USDA/BARC property and, potentially, more environmental resources as compared to the MD 198 RSD option. As a result of agency comments and concerns during the development of the Alternatives Report discussed in Chapter 4, FRA and MDOT subsequently dropped the BARC RSD option from further consideration. The BARC RSD option will not be included as a component in the DEIS.

The MD 198 RSD location will advance into the DEIS to further analyze the potential impacts to the MET conservation easement, other natural resources, and the Woodland Job Corps Center facility. Further downsizing/reconfiguring of the MD 198 RSD in the DEIS may avoid or minimize impacts as compared to the footprint analyzed in this Alternatives Report. However, even a reduced/reconfigured layout on the BARC property would not resolve the disruption of research and the lack of mitigation available for a BARC RSD.

With the elimination of the BARC RSD location and the issues regarding the MD 198 RSD location, the project team is continuing to seek ways to optimize the RSD facility - including the possibility of exploring alternative configurations and possibly new sites for the RSD components. The project team will document possible changes in the DEIS.

Please refer to **Figure 30** for a revised overview map for the alternatives retained for detailed study.

The No Build Alternative will also be carried forward and serve as a baseline for comparison to the remaining Build Alternatives. It will also serve as a tool to evaluate feasibility, impacts, and cost, pursuant to NEPA and SAFETEA-LU. As the NEPA process continues, FRA and MDOT will work with BWRR to refine the alignments to minimize potential environmental impacts and/or avoid resources, where possible. Coordination with the public and resource agencies regarding the evaluation of alignments will continue throughout the Project and FRA and MDOT will document these efforts in the forthcoming DEIS. Additionally, the NEPA team intends to explore mitigation and minimization for all project components and will document the Section 4(f) and Section 106 evaluations in the DEIS.

GREENBELT ROAD STREETSCAPE IMPROVEMENTS

RECOMMENDATION

Fund the State Highway Administration (SHA) Streetscape Improvement Program on Greenbelt Road (MD 193).

BACKGROUND

This project would make Greenbelt Road more of a Community Main Street and less of a vehicle oriented roadway. It would improve highway safety, traffic operations, pedestrian and bicycle access, as well as aesthetics along Greenbelt Road from Baltimore Avenue to Cipriano Road. Plans for the work were completed by SHA prior to 2002 when the project was placed on hold due to fiscal constraints.

This is a heavily traveled corridor and a gateway to Greenbelt, College Park, Berwyn Heights, the University of Maryland and the Goddard Space Flight Center. Development of the Greenbelt Station area adds to the need for this project.

Recently the Urban Land Institute (ULI) convened a Technical Assistance Panel (TAP) to study the Greenbelt Road corridor. A detailed report is available and a copy of their Executive Summary is included.

The State and County needs to make this project a priority, so that its chances of being funded by SHA are maximized.



TECHNICAL ASSISTANCE PANEL REPORT

Creating a Future for Greenbelt Road/MD-193

WASHINGTON, DC

SPONSORED BY:
City of Greenbelt
City of College Park
Town of Berwyn Heights
Metropolitan Washington Council of Governments

June 4-5, 2018



Metropolitan Washington
Council of Governments
Washington

Executive Summary

Located in northern Prince George's County, the Greenbelt Road corridor connects the municipalities of Greenbelt, College Park, and Berwyn Heights. It was primarily developed during the mid 20th century as a classic suburban commercial strip, and today consists of a mix of drive-through retail, industrial uses, an enclosed shopping mall, and several mature residential neighborhoods, with both rental and for-sale housing. It is a stable, middle-class community, whose residents embrace its diversity and affordability.

The area is close to several major employers such as NASA Goddard, is two miles from the University of Maryland, whose students, faculty, and staff frequent the shopping along Greenbelt Road, and major parks like Greenbelt Park and Lake Artemesia. The corridor's proximity to the Beltway and the Greenbelt Metro and MARC stations have historically made it a popular location for both residential and commercial development over the past few decades.

However, the Greenbelt Road corridor is at a crossroads. Like many suburban commercial areas, it has lost some business to newer, outlying shopping centers, and grapples with some disinvestment and traffic congestion. Many community members express a desire for a greater variety of retail, but there is no singular vision for how the area can attract that. The corridor is beginning to see some significant new residential development at Greenbelt Station, including a large mixed-use community rising near the Greenbelt Metro station, which will bring new, potentially higher-income residents. As the area is subject to regional housing pressures, stakeholders expressed concerns about rising housing costs and the potential for gentrification.

Additionally, the area faces some transportation challenges as it transitions from a primarily auto-oriented corridor to one with a more multimodal focus. Stakeholders noted that many residents do not drive to the variety of walking, bicycling, and transit options in the area, but Greenbelt Road itself remains a unsafe and unwelcoming place to travel without a car. Sidewalks are missing, curb cuts and closely spaced driveways are common, and heavy, fast-moving traffic makes the road a barrier between the commercial center and surrounding residential areas.

The Panel assembled a set of recommendations aimed at holistically addressing the Greenbelt Road corridor's challenges as they relate to its economy, land use, and transportation. Its goal is to help this community develop a more sustainable economy, land uses that promote a stronger sense of place, and a multimodal transportation network that enables everyone to get around safely and comfortably. These recommendations will not be easy to carry out, and will require a strong vision from the community and many vocal champions for change. Nonetheless, these recommendations provide the three municipalities an opportunity to take control of their collective future.

GREENBELT METRO STATION IMPROVEMENTS

This station is a key multi-modal transportation link and has the potential to act as a catalyst for significant economic development.

- **Upgrade to a full interchange:** Plans to upgrade this interchange were developed during consideration of the FBI Headquarters relocation. This project is critical to any future transit oriented development at the station.
- **Increase funding for pedestrian/bike trail connection to Greenbelt Station:** This trail is now estimated to cost \$2 Million and will provide an essential connection for residents in Greenbelt Station and adjacent neighborhoods like Branchville and Berwyn Heights. Additional funding is needed.
- **Improve station infrastructure:** The station which opened in December, 1993 is showing signs of aging and deterioration. Improvements are needed in order to provide quality service to riders and attract and facilitate future development at the site.







OTHER ITEMS OF CONCERN

Increase M-NCPPC Funding for City Recreation Programs: The City receives \$234,000 annually from M-NCPPC to help support City Recreation programs. This funding level has not increased since FY 2013. Since that time, programs have grown and costs have increased.

City taxpayers pay approximately \$1.7 Million in M-NCPPC Recreation Fund taxes. In addition to serving Greenbelters, our recreation programs and facilities serve many non-residents thereby reducing the need for M-NCPPC facilities and programs in and around Greenbelt.

Children Living in Greenbelt Station Should Attend Greenbelt Schools: Greenbelt Station is a new housing development south of the Greenbelt Metro Station. Under the school boundaries as presently drawn, students living in this new development attend Berwyn Heights Elementary, Greenbelt Middle School and Parkdale High School.

In 2004, the County Council approved CB-33-2004 which included an appropriation for an addition at Duval High School. CB-33 included language stating the County's intent that all high school age children in Greenbelt attend Eleanor Roosevelt High School (ERHS). CB-33 further states that if ERHS exceeds State-rated capacity, then additional facilities will be constructed.

Greenbelt works closely with our City schools to support their programs by providing grant programs, after-school reading and science clubs, awards programs and other assistance. School children living in Greenbelt Station do not receive these benefits. The City Council strongly believes that children living within the City of Greenbelt should attend schools located in Greenbelt.

Replace Sidewalks on State Roads: SHA has a practice of not providing/replacing sidewalks along State Highways unless it is part of a major upgrade or improvement project. Sidewalks are essential infrastructure, similar to the road surface, and should be replaced on an ongoing basis. Funds should be included in the State Budget to replace these sidewalks and other associated infrastructure as needed.

Ban on Plastic Straws: Jurisdictions are beginning to ban plastic straws due to their negative impact on the environment.

PRIORITIES FOR

MARYLAND MUNICIPAL LEAGUE

PRINCE GEORGE'S COUNTY MUNICIPAL ASSOCIATION

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS



THE
MARYLAND
MUNICIPAL
LEAGUE

MML's Legislative Priority for 2018-2019

Preserve Local Authority to Manage Small Cellular Tower Infrastructure

The sole legislative priority for 2019 adopted by the Maryland Municipal League is the preservation of local authority over the siting and aesthetics of small cellular tower infrastructure. Recent actions at the federal level threaten existing local authority.

The FCC recently adopted an Order that preempted local governments in several areas of the small cell field, primarily: placing a cap on application fees as well as right-of-way access and pole attachment charges; and shortening the time which a small cell application must be processed, aka "shot clocks."



During the 2018 General Assembly session SB 1188/HB 1767 was introduced on behalf of the wireless communications industry that sought to streamline and make uniform the local permitting and installation of small cell facilities. In reality, **the bill preempted local governments in almost every aspect including important safety and aesthetic components such as zoning and right-of-way access.**

During the 2018 interim, MML along with the Maryland Association of Counties, and Baltimore City worked with wireless industry representatives in good faith discussions to seek a Maryland path forward on small cells. These talks are ongoing but MML anticipates the industry putting forth a bill in 2019.

MML will continue to work with stakeholders to **protect local authority** in the siting of small cell facilities, including **vehement opposition to preemption of zoning, right-of-way access, design standards, and permitting processes.** These local government functions are critical to our residents and represent the duty of our officials to promote safety and community character.



MML Strategic Initiatives for 2019

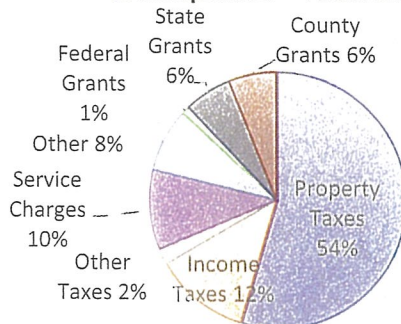
Oppose ANY ATTEMPT to Preempt Local Authority

The issue of small cell siting is just one example in a disturbing trend of local authority preemption by the State and Federal government. MML is strongly opposed to any efforts that would eliminate or reduce existing authorities left to municipalities under the Maryland Constitution.

Explore Municipal Revenue Options

Municipalities are overly dependent on their property taxes to provide essential services for their residents. Over half of municipal general fund revenues are derived from property taxes, and for some, property tax accounts for over 65% of total revenues, leaving municipalities with few options when fiscal challenges arise. Maryland's cities and towns need additional revenue sources to enable them to provide new and support existing programs their residents desire.

Sources of General Fund Revenue
Municipalities -- Fiscal 2017



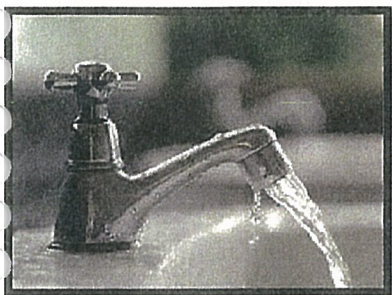
Consider 5-year Annexation Rule Changes

Maryland law requires municipalities to obtain zoning approval from their county if they wish to develop annexed land for a different purpose other than the county's current zoning classification within the first five years after the annexation is approved. If the "five-year" rule is imposed, it can alter the timely, planned development within a municipality.

Meet Maryland's 157 Cities and Towns!

Allegany: Barton. Cumberland. Frostburg. Lonaconing. Luke. Midland. Westernport.
Anne Arundel: Annapolis. Highland Beach.
Baltimore City
Calvert: Chesapeake Beach. North Beach.
Caroline: Denton. Federalsburg. Goldsboro. Greensboro. Henderson. Hillsboro. Marydel. Preston. Ridgely. Templeville.
Carroll: Hampstead. Manchester. Mount Airy. New Windsor. Sykesville. Taneytown. Union Bridge. Westminster.
Cecil: Cecilton. Charlestown. Chesapeake City. Elkton. North East. Perryville. Port Deposit. Rising Sun.
Charles: Indian Head. La Plata. Port Tobacco.

Municipalities and counties are equal forms of government under Maryland law.

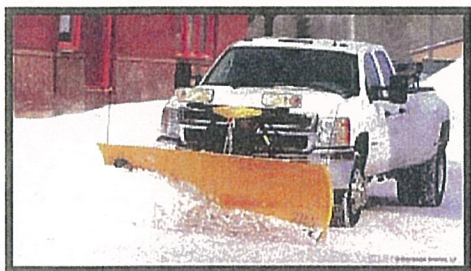


Over 1.5 million people live in Maryland's cities and towns.

Dorchester: Brookview. Cambridge. Church Creek. East New Market. Eldorado. Galestown. Hurlock. Secretary. Vienna.
Frederick: Brunswick. Burkittsville. Emmitsburg. Frederick. Middletown. Mount Airy. Myersville. New Market. Rosemont. Thurmont. Walkersville. Woodsboro.
Garrett: Accident. Deer Park. Friendsville. Grantsville. Kitzmiller. Loch Lynn Heights. Mountain Lake Park. Oakland.
Harford: Aberdeen. Bel Air. Havre de Grace.
Kent: Betterton. Chestertown. Galena. Millington. Rock Hall.

Montgomery: Barnesville. Brookeville. Chevy Chase. Chevy Chase Section 3. Chevy Chase Section 5. Chevy Chase View. Chevy Chase Village. Friendship Heights*. Gaithersburg. Garrett Park. Glen Echo. Kensington. Laytonsville. Martin's Additions. North Chevy Chase. Oakmont*. Poolesville. Rockville. Somerset. Takoma Park. Washington Grove. *Special Taxing District

Prince George's: Berwyn Heights. Bladensburg. Bowie. Brentwood. Capitol Heights. Cheverly. College Park. Colmar Manor. Cottage City. District Heights. Eagle Harbor. Edmonston. Fairmount Heights. Forest Heights. Glenarden. Greenbelt. Hyattsville. Landover Hills. Laurel. Morningside. Mount Rainier. New Carrollton. North Brentwood. Riverdale Park. Seat Pleasant. University Park. Upper Marlboro.



Municipalities provide essential quality-of-life services such as water and sewer, police protection, trash removal, recycling, snow removal, parks and recreation, road maintenance, and streetlights.

Home Rule, derived from the Maryland Constitution, delegates power from the State to municipalities to control certain activities locally.



Queen Anne's: Barclay. Centreville. Church Hill. Millington. Queen Anne. Queenstown. Sudlersville. Templeville.
Somerset: Crisfield. Princess Anne.
St. Mary's: Leonardtown.
Talbot: Easton. Oxford. Queen Anne. St. Michaels. Trappe.
Washington: Boonsboro. Clear Spring. Funkstown. Hagerstown. Hancock. Keedysville. Sharpsburg. Smithsburg. Williamsport.
Wicomico: Delmar. Fruitland. Hebron. Mardela Springs. Pittsville. Salisbury. Sharptown. Willards.
Worcester: Berlin. Ocean City. Pocomoke City. Snow Hill.

PGCMA FY18-19 LEGISLATIVE *Priorities*

This year PGCMA has adopted several priority areas as we seek to advance the common interest of our members. Each priority area represents the collective input of PGCMA members, the PGCMA legislative committee, and the PGCMA Board. It is our goal to work with our Strategic Partners, State, County, and Federal leaders in advancing each priority. Additionally, we encourage elected officials seeking support for bills introduced during session to reference these priority areas in any request to the legislative committee. Finally, while not directly addressed below, combating preemption of municipal authority in all aspects of governance is a constant PGCMA priority.

Priority Area	Municipal Impact	Expected Outcome
Art in Public Spaces	Municipal residents do not have equal, safe, secure, and comfortable experience at the bus stop. Moreover, too many bus stops are an eyesore to the community.	Introduce legislation to establish and support public-private partnerships with municipalities, art stakeholders, and the appropriate transit authorities to build and beautiful bus stops of which our communities can be proud.
Public Safety	With increasing use of body camera, mobile video camera, and other types of video recordings used by public safety and transportation agencies, storage affordable storage is increasingly becoming a challenge. Municipalities must find ways to store video in accordance with the law, while managing costs.	We were seeking to create a workgroup to study affordable options for storing body camera and other types of video recordings of public safety agencies. Understanding that this is likely an issue for county and state agencies as well, the workgroup would be comprised of all levels of Maryland government.
Growing Municipal Revenue	<u>Online Sports Betting Revenue:</u> The state of Maryland will likely consider legislation to regulate online sports betting and to tax the revenue. The legislation would earmark a percentage of online sports betting tax for municipalities and create a process by which a municipality may become eligible for and apply to be granted a portion of those funds. <u>Internet Sales Tax:</u> Like online sports betting revenues, the state will likely consider options for taxing internet sales. We request that this tax be shared with municipalities based on a formula created by the legislature.	- Consider legislation to regulate online sports betting and to tax the revenue. - Mandate that a percentage of the internet sales tax be allocated to use by municipalities.

LEGISLATIVE PRIORITIES

Supporting the region's transportation funding, water quality, climate and energy innovation, air quality, workforce development, human services, and emergency preparedness

January 2018



Metropolitan Washington
Council of Governments

LEGISLATIVE PRIORITIES

Prepared by the COG Legislative Committee
Adopted by the COG Board of Directors
January 2018

ABOUT COG

The Metropolitan Washington Council of Governments (COG) is an independent, nonprofit association that brings area leaders together to address major regional issues in the District of Columbia, suburban Maryland, and Northern Virginia. COG's membership is comprised of 300 elected officials from 24 local governments, the Maryland and Virginia state legislatures, and U.S. Congress.

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CERTAINTY AND ADEQUACY OF TRANSPORTATION FUNDING

Support Federal Funding for the Region's Metrorail System

The Metrorail system is the centerpiece of the metropolitan Washington region's transportation system and the backbone of its economy. Almost half of all federal employees use the Metrorail and bus system to commute to work. The federal government should act to provide its share of funding for the Metrorail system that its employees and the region depend on. The federal government should partner with the region to generate and dedicate the additional funding needed for a state of good repair. Specifically ensuring the continuation of the Passenger Rail Investment and Improvement Act (PRIIA) beyond FY2019 to fund the federal government's annual appropriations for Metro's capital improvement budget.

Support Additional, Reliable, and Recurring Federal Transportation Infrastructure Funding

The National Capital Region's transportation infrastructure serves not just the region, but the nation's federal government and its international partners. The funding needed to maintain the National Capital Region's transit, railroad, and highway infrastructure in a state of good repair is chronically underfunded and must be enhanced. Recurring and reliable funding to maintain and enhance operations on all federal facilities is a priority. At the state and local levels, the region should work to establish a recurring, reliable, and dedicated source of additional funding that is bondable at the highest possible level to maintain the Metro system at a state of good repair.

Support Fixing the Deficit in the Federal Transportation Trust Fund (TTF)

For several years there has been a gap between the TTF's revenue and expenditure needs – these shortfalls have been closed primarily with short-term measures. The FAST Act only provides funding through 2020 and covers those shortfalls through short term measures. This structural deficit has not been fixed and will return after 2020 with a continued growing deficit if not treated as a top priority.

Support Funding for Next Generation Transportation Systems

The need for a more efficient and safer means of transportation is imperative to help achieve the nation's Energy, Efficiency, and Environmental quality goals. The private sector has made significant investments to advance the use of vehicles using alternative modes of energy, and technology assisted vehicle operations. Public sector investments are needed to prepare transportation infrastructure to be able to utilize and support the new technology to build the next generation of transportation systems where travel is more efficient and safe.

WATER QUALITY PROTECTION

Support Investments in Water Infrastructure

Support mechanisms such as tax credits, infrastructure banking, Water Infrastructure Finance and Innovation Act (WIFIA) funding, state revolving funds (SRFs), and tax exemption status for municipal bonds. Ensure that investments built in local infrastructure to meet water permit load allocations and handle future population and economic growth are protected. Enhance infrastructure investments with investments in workforce development to ensure the availability of skilled water system operators.

Ensure Stormwater Regulatory Feasibility

Endorse legislation that supports a feasible pace for MS4 stormwater permits, and applies the “Maximum Extent Practicable” standard. Support flexibility for local funding for stormwater management. Ensure that reporting requirements are reasonable.

Support Climate and Flood Resiliency Initiatives

Support funding to address robust climate change analysis, adaptation and resiliency planning, flood control and management, and development and coordinated implementation of local best practices.

Ensure Local Government Input

Ensure that local governments and wastewater and drinking water utilities are given opportunities to provide timely and meaningful input on management decisions about the Chesapeake Bay and local water quality.

Support Affordability and Regulatory Flexibility

Support cost-effective approaches for scheduling and financing of water quality programs, including efforts for streamlining permits, and flexibility for achieving nutrient and sediment reduction, including trading.

Support Water Security

Support water quality, wastewater, and drinking water security and resiliency research, planning, and programmatic support.

Support Drinking Source Water Protection

Support drinking water source protection policies and programs that ensure people’s basic need for a clean, safe, and abundant water supply is reliably met.

CLIMATE AND ENERGY INNOVATION & AIR QUALITY PROTECTION

Support Deployment of Clean Energy Innovation and Technology

Encourage and support investment in energy-sector innovation across sectors to increase energy efficiency and transition to clean energy sources. Support and protect regulatory and policy frameworks that enhance investment certainty, improve transparency and access to data. Enable business model innovation and encourage and expand the adoption of energy efficiency and clean, distributed energy generation technologies and infrastructure, and support for low and zero-emission vehicles and infrastructure.

Expand Clean Energy Finance

Expand options for and improve access to clean energy finance at the state and local levels. Foster cost effective and efficient market frameworks and reasonable regulatory frameworks that support clean energy investment across all sectors. Establish and enable key partnerships, institutions, agencies, plans, and programs to support sustainable clean energy incentives and lower the cost of doing business in the clean energy sector.

Enhance Energy Security and Resilience

Prioritize and protect funding for energy-sector infrastructure to improve grid resilience and reliability. Support policies and funding for energy improvements such as energy efficiency, cyber security, microgrids, district energy systems, and storage technology, especially when coupled with clean energy generation. Support community-based efforts and public-private partnerships to improve climate and energy resilience at the local level.

Support Policies that Preserve and Protect Regional Air Quality and Public Health

Support strong policies, regulations, and funding necessary to preserve improvements in air quality and strengthen the region's ability to meet current and future air quality standards that are protective of public health and welfare. Expand efforts to increase and speed adoption of low-emitting technology solutions.

Ensure Local Government Input

Ensure that local governments are recognized and given opportunities to provide timely and meaningful input on climate and clean energy programs.

WORKFORCE DEVELOPMENT, HOUSING, AND EMERGENCY PREPAREDNESS

Support Alignment of Workforce Development and Job Creation

Support federal legislation to focus on workforce development and job creation at the local level, and efforts to develop industry standard credentialing and skills programs for sectors experiencing job growth in the region. Support legislation and programs that fund local job development, career and technical education, and overall more closely align education and job creation.

Support Efforts to End Homelessness and Increase the Supply of Affordable Housing

Work with federal, state, and local Continuums of Care throughout the region to ensure that the experience of homelessness is rare, brief, and nonrecurring through implementation of a “Housing First” approach. Increasing the supply of supportive housing provides opportunities for wrap-around services that promote housing stability and independent living. Increasing the supply of housing affordable to low-income residents helps prevent homelessness from occurring, and can positively impact residents’ lives through better health, educational, and occupational outcomes.

Support Regional Emergency Response Preparedness

Continue to support emergency response preparedness programs that advance and improve response preparedness to existing and emerging threats. Work with local and state partners to promote value added outcomes from successful grant funded initiatives that continue to increase capacity, capability, and developed standards for regional response in the National Capital Region.

Support Local Governments and Activity Centers

Work with local governments to support sound land use planning which focuses on employer retention and new job growth in the region’s mixed-use Activity Centers.

HEALTH AND HUMAN SERVICES

Support Efforts to Combat Opioid and Substance Abuse

Work with local, state, and federal partners to increase resources to combat the opioid crisis and substance abuse throughout the region which may include: improving access to treatment and recovery services, promoting prevention education, reducing the stigma of drug abuse, supporting research on pain management, and ensuring awareness of overdose-reversing drugs.

Increase Availability of and Access to Mental Health Services

Work with local, state, and federal partners to increase access to and availability of mental health services throughout the region to include psychiatric hospital beds, drug treatment programs, counseling, and other outpatient services; continued expansion of crisis intervention, mental health courts, and diversion programs where treatment is indicated rather than incarceration; and re-entry programs to reduce recidivism rates of mental health consumers.

Support Healthy Food Access and Local Farmers

Protect and strengthen the Supplemental Nutritional Assistance Program (SNAP) to maintain the national nutrition safety net which provides critical state and local funding for vulnerable low-income individuals and families in the region. Support passage of legislation such as the Local Food and Regional Market Supply Act to provide assistance to farmers, to communities in need of increased access to healthy food, and for development of infrastructure to connect farmers to consumers.

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