CITY COUNCIL AGENDA

Municipal Building
Monday, October 22, 2018
8:00 PM

I. ORGANIZATION

1. Call to Order

2. Roll Call

3. Meditation and Pledge of Allegiance to the Flag

4. Consent Agenda - Approval of Staff Recommendations - *(Items on the Consent Agenda [marked by *] will be approved as recommended by staff, subject to removal from the Consent Agenda by Council.)*

5. Approval Of Agenda And Additions

II. COMMUNICATIONS

6. Presentations

7. Public Hearing

7. An Ordinance Authorizing And Empowering The City Of Greenbelt, Maryland (The "City") To Issue Up To $8,000,000.00 Of Its Special Obligation Bonds At A Maximum Interest Rate Not To Exceed 8% Per Annum In Order To Finance Or Reimburse The Cost Of Certain Public Improvements Relating To The Development District Known As The Greenbelt Station Development District And The Special Taxing District Known As The Greenbelt Station Special Taxing District And Other Costs Permitted Under The Acts (As Identified Herein); Providing That Such Bonds And The Interest Thereon Shall Never Constitute A General Obligation Of The City Or A Pledge Of Its Full Faith And Credit; Providing For The Further Specification, Prescription, Determination, Provision For Or Approval Of Various Other Matters, Details, Documents And Procedures In Connection With The Authorization, Issuance, Security, Sale And Payment For Any Such Bonds; Making Certain Legislative Findings; And Generally Providing For The Levy, Imposition, Collection And Application Of Such Special Tax And The Issuance Of Special Obligation Bonds In Accordance With The

Acts Identified Herein.

Suggested Action:

The City agreed to provide up to $8.4 Million in public improvement financing for Greenbelt Station Parkway (aka the Connector Road) via the annexation agreement executed in 2006. The economy of the City will benefit from the development of such property. The developers of Greenbelt Station have completed a substantial portion of the roadway and are seeking reimbursement for these costs per the agreement. This financing has been referred to as the Greenbelt Station Tax Increment Financing (TIF). In 2014, the Council adopted Resolution 2018 which created the Greenbelt Station Development District and Greenbelt Station Special Tax District.

This is an ordinance to authorize and empower the City to issue up to $8,000,000.00 of its Special Obligation Bonds for public improvements in connection with the proposed Development District Property and the Special Taxing District Property was introduced on October 8, 2018. This ordinance lists a maximum potential borrowing amount and maximum potential interest rate. The actual amount borrowed (currently estimated at $7.2 million) may be lower and the interest rate will be determined at the time the City actually borrows the funds.

A public hearing is required prior to the adoption of this Ordinance. A hearing notice was published in the Greenbelt News Review on October 11, 2018 and October 18, 2018. Representatives from Miles & Stockbridge, the City's Bond Counsel, and Davenport and Company, the City's Financial Advisor, will be available to answer any questions. (DEM)

Ordinance.pdf
Fiscal Impact Analysis.pdf
Public Hearing Notice.pdf

8. Petitions and Requests - *(Petitions received at the meeting will not be acted upon by the City Council unless Council waives its Standing Rules.)*

9. Minutes of Council Meetings

9a. Statement for the Record - Closed Session of October 3, 2018
Suggested Action:

The following motion is needed: I move that the minutes of tonight's meeting reflect that Council met in closed session on Wednesday, October 3, 2018, at 7:42 p.m. in the Library of the Municipal Building. Council held this closed meeting in accordance with the General Provisions Article, §3-305(b)(7) of the General Provisions Article of the Annotated Code of Public General Laws of Maryland, to consult with counsel to obtain legal advice regarding: Friends of the Old Greenbelt Theatre Contract.

Vote to close session:

Mr. Byrd - Yes
Ms. Davis - Yes
Ms. Mach - Yes
Ms. Pope - Yes

Mr. Putens - Yes
Mr. Roberts - Yes
Mayor Jordan - Yes

The following staff members were in attendance: Nicole Ard, City Manager; Todd Pounds, City Solicitor and Friends of the Old Greenbelt Theatre Board members and staff: Dr. Caitlin McGrath, Cathy Jones, Michael Bloom, Kelly McLaughlin and Supratik Chaudhuri.

Council took no actions during this session.

9b. Statement for the Record - Closed Session of October 10, 2018
Suggested Action:

The following motion is needed: I move that the minutes of tonight's meeting reflect that Council met in closed session on Wednesday, October 10, 2018, at 7:40 p.m. in the Library of the Municipal Building. Council held this closed meeting in accordance with the General Provisions Article, §3-305(b)(1) of the General Provisions Article of the Annotated Code of Public General Laws of Maryland, to discuss the appointment, employment, assignment, promotion, discipline, demotion, compensation, removal, resignation, or performance evaluation of appointees, employees, or officials over whom this public body has jurisdiction; any other personnel matter that affects one or more specific individuals (Personnel - Police).

Vote to close session:

Mr. Byrd - Yes
Ms. Davis - Yes
Ms. Mach - Yes
Ms. Pope - Yes
Mr. Putens - Yes
Mr. Roberts - Yes
Mayor Jordan - Yes (by phone)

Mayor Jordan was out of town on a business trip and participated by phone.

The following staff members were in attendance: Nicole Ard, City Manager; David Moran, Assistant City Manager and Todd Pounds, City Solicitor. Chief Richard Bowers participated via telephone.

Council took no actions during this session.

10. Administrative Reports

11. Committee Reports

III. LEGISLATION

IV. OTHER BUSINESS

12. Draft State Consolidated Transportation Program, FY 2019 - 2024

Suggested Action:

Reference:
Memorandum, J. Howerton, 10/17/18
Memorandum, J. Howerton, 10/17/18 (Attachments)
Excerpts from Draft Consolidated Transportation Program, FY 2019-2024
Prince George's County 2017 Transportation Priority Letter

The City has received the Draft FY 2019 - 2024 Maryland Department of Transportation Consolidated Transportation Program (CTP). Staff will attend a staff level review session with County and State representatives on November 1, 2018. The annual tour meeting is scheduled for November 14, 2018 at 10:00 a.m. at the County Administration Building in Upper Marlboro.

The FY 2019 – 2024 CTP totals $16 billion. Eleven projects were added to the construction program at a cost of $2.17 billion in funding. In last year's CTP, a significant program change for Greenbelt included the full Interchange at Greenbelt Metro Station being placed on hold; funding for this project is still not included in this year's CTP. Funding in the amount of $25.1 million has been allocated for planning activities for the Baltimore-Washington Superconducting Maglev project through the year 2020. Concurrently, planning activities are underway and a total of $129.5 million in funding has been allocated through 2022 for the Traffic Relief Plan (referred to in the CTP as I-270 Eisenhower Memorial Highway, and I-495, Capital Beltway). Despite the MD-193 Greenbelt Road Streetscape Project being a transportation priority of the County and the City, the project continues to not be included in the CTP.

Staff recommends City Council transmit a letter to Transportation Secretary stating the City Council's opposition to: the SCMAGLEV project, the Traffic Relief Plan (widening of I-495), MD 201 Extended; and the removal of funds for the Full Interchange at Greenbelt Metro Station project from the Construction. Staff also recommends City Council request the MD 193 Greenbelt Road Streetscape Project be added to the CTP. As in previous years the letter will address those projects and initiatives that the City supports. (JH)

Memorandum, J. Howerton, 10/17/18
Excerpts from Draft Consolidated Transportation Program, FY 2019-2024
Prince George's County 2017 Transportation Priority Letter
Memorandum, J. Howerton, 10/17/18 (Attachments).pdf

*13. Resignation from Advisory Group
Suggested Action:

Javien Dawson has resigned from the Community Relations Advisory Board (CRAB). Approval of this item on the consent agenda will indicate Council's intent to accept Mr. Dawson's resignation with regret. (DEM)
Dawson Resignation Email.pdf

*14. Resignation from Advisory Group
Suggested Action:

Jeremy Tuthill has resigned from the Youth Advisory Committee (YAC). Approval of this item on the consent agenda will indicate Council's intent to accept Mr. Tuthill resignation with regret. (BA)

J. Woodruff Tuthill.pdf

16. Council Activities
Suggested Action: Council will report on activities and events recently attended. (If time allows.)

17. Council Reports
Suggested Action: Council will report on activities and events recently attended. (If time allows.)

V. MEETINGS

V. Meetings

Meetings.pdf
Stakeholder Schedule.pdf

City Council Agenda Item Report

Meeting Date: October 22, 2018
Submitted by: David Moran
Submitting Department: Administration
Item Type: Public Hearing
Agenda Section: Public Hearing

Subject:
An Ordinance Authorizing And Empowering The City Of Greenbelt, Maryland (The “City”) To Issue Up To $8,000,000.00 Of Its Special Obligation Bonds At A Maximum Interest Rate Not To Exceed 8% Per Annum In Order To Finance Or Reimburse The Cost Of Certain Public Improvements Relating To The Development District Known As The Greenbelt Station Development District And The Special Taxing District Known As The Greenbelt Station Special Taxing District And Other Costs Permitted Under The Acts (As Identified Herein); Providing That Such Bonds And The Interest Thereon Shall Never Constitute A General Obligation Of The City Or A Pledge Of Its Full Faith And Credit; Providing For The Further Specification, Prescription, Determination, Provision For Or Approval Of Various Other Matters, Details, Documents And Procedures In Connection With The Authorization, Issuance, Security, Sale And Payment For Any Such Bonds; Making Certain Legislative Findings; And Generally Providing For The Levy, Imposition, Collection And Application Of Such Special Tax And The Issuance Of Special Obligation Bonds In Accordance With The Acts Identified Herein.

Suggested Action:

The City agreed to provide up to $8.4 Million in public improvement financing for Greenbelt Station Parkway (aka the Connector Road) via the annexation agreement executed in 2006. The economy of the City will benefit from the development of such property. The developers of Greenbelt Station have completed a substantial portion of the roadway and are seeking reimbursement for these costs per the agreement. This financing has been referred to as the Greenbelt Station Tax Increment Financing (TIF). In 2014, the Council adopted Resolution 2018 which created the Greenbelt Station Development District and Greenbelt Station Special Tax District.

This is an ordinance to authorize and empower the City to issue up to $8,000,000.00 of its Special Obligation Bonds for public improvements in connection with the proposed Development District Property and the Special Taxing District Property was introduced on October 8, 2018. This ordinance lists a maximum potential borrowing amount and maximum potential interest rate. The actual amount borrowed (currently estimated at $7.2 million) may be lower and the interest rate will be determined at the time the City actually borrows the funds.

A public hearing is required prior to the adoption of this Ordinance. A hearing notice was published in the Greenbelt News Review on October 11, 2018 and October 18, 2018. Representatives from Miles & Stockbridge, the City's Bond Counsel, and Davenport and Company, the City's Financial Advisor, will be available to answer any questions. (DEM)

Attachments:
Ordinance.pdf

Fiscal Impact Analysis.pdf

Public Hearing Notice.pdf

Introduced:
1st Reading: October 8, 2018
Passed:
Posted:
Effective:

ORDINANCE NUMBER ________

AN ORDINANCE AUTHORIZING AND EMPOWERING THE CITY OF GREENBELT, MARYLAND (THE "CITY") TO ISSUE UP TO $8,000,000.00 OF ITS SPEIAL OBLIGATION BONDS AT A MAXIMUM INTEREST RATE NOT TO EXCEED 8% PER ANNUM IN ORDER TO FINANCE OR REIMBURSE THE COST OF CERTAIN PUBLIC IMPROVEMENTS RELATING TO THE DEVELOPMENT DISTRICT KNOWN AS THE GREENBELT STATION DEVELOPMENT DISTRICT AND THE SPECIAL TAXING DISTRICT KNOWN AS THE GREENBELT STATION SPECIAL TAXING DISTRICT AND OTHER COSTS PERMITTED UNDER THE ACTS (AS IDENTIFIED HEREIN); PROVIDING THAT SUCH BONDS AND THE INTEREST THEREON SHALL NEVER CONSTITUTE A GENERAL OBLIGATION OF THE CITY OR A PLEDGE OF ITS FULL FAITH AND CREDIT; PROVIDING FOR THE FURTHER SPECIFICATION, PRESCRIPTION, DETERMINATION, PROVISION FOR OR APPROVAL OF VARIOUS OTHER MATTERS, DETAILS, DOCUMENTS AND PROCEDURES IN CONNECTION WITH THE AUTHORIZATION, ISSUANCE, SECURITY, SALE AND PAYMENT FOR ANY SUCH BONDS; MAKING CERTAIN LEGISLATIVE FINDINGS; AND GENERALLY PROVIDING FOR THE LEVY, IMPOSITION, COLLECTION AND APPLICATION OF SUCH SPECIAL TAX AND THE ISSUANCE OF SPECIAL OBLIGATION BONDS IN ACCORDANCE WITH THE ACTS IDENTIFIED HEREIN.

Sections 12-201 et seq. of the Economic Development Article of the Annotated Code of Maryland (as amended from time to time, the "Tax Increment Financing Act") authorize the Mayor and City Council of the City of Greenbelt, Maryland (the "City") to establish a "development district" (as such term is used in the Tax Increment Financing Act) and a "special fund" (as such term is used in the Tax Increment Financing Act) into which the "tax increment" (as such term is used in the Tax Increment Financing Act) of properties located in such development district is deposited, and to issue bonds, the proceeds of which may be used only (1) to buy, lease, condemn, or otherwise acquire property, or an interest in property: (i) in the development district or a sustainable community; or (ii) needed for a right-of-way or other easement to or from the development district or a sustainable community; (2) for site removal; (3) for surveys and studies; (4) to relocate businesses or residents; (5) to install utilities, construct parks and playgrounds, and for other needed improvements including: (i) roads to, from, or in the development district; (ii) parking; and (iii) lighting; (6) to construct or rehabilitate buildings for a governmental purpose or use; (7) for reserves or capitalized interest; (8) for necessary costs to issue bonds (as such term is used in the Tax Increment Financing Act); and (9) to pay the principal of and interest on loans, advances, or indebtedness that that the City incurs for any of the foregoing purposes.

The Tax Increment Financing Act provides that the bonds shall be payable from the special fund and the City may also establish sinking funds and debt service reserve funds, and pledge other assets and revenues toward the payment of the bonds.

Sections 21-407 et seq. of the Local Government Article of the Annotated Code of Maryland (as amended from time to time, the "Special Taxing District Act" and", together with the Tax Increment

Financing Act, the "Acts") authorize municipal corporations, including the City, to create a "special taxing district" (as such term is used in the Special Taxing District Act), to impose ad valorem taxes or special taxes on all real and personal property within the special taxing district and to issue its "bonds" (as such term is used in the Special Taxing District Act) for the purpose of financing, refinancing or reimbursing the "cost" (as such term is used in the Special Taxing District Act) of establishing, acquiring, designing, constructing, altering, or extending adequate infrastructure improvements as necessary for the development and use of land in any defined geographic region in the municipality, including storm drainage systems, sewers, water systems, roads, bridges, culverts, tunnels, sidewalks, lighting, parking, parks and recreation facilities, libraries, and schools, whether situated within the special taxing district or in the municipality, outside the special taxing district if the infrastructure improvement is reasonably related to other infrastructure improvements in the special taxing district.

The bonds authorized to be issued by the Special Taxing District Act are special obligations of the City payable from a special fund created by the City for the purpose of paying debt service on the bonds, from sinking funds and debt service reserve funds established therefor, and from other assets or revenues, if any, pledged by the City for that purpose.

Prior to issuing and selling bonds for the purposes allowed under the Special Taxing District Act, a request must be made to the City by both (i) at least two-thirds of the owners of the real property located within the special taxing district, provided that: (A) multiple owners of a single parcel are treated as a single owner and (B) a single owner of multiple parcels is treated as one owner; and (ii) the owners of at least two-thirds of the assessed valuation of the real property located within the special taxing district.

Before issuing bonds under the Special Taxing District Act, the governing body of the City is required to designate by resolution an area as a "special taxing district", to adopt a resolution creating a special fund with respect to the special taxing district, to provide for the imposition of an ad valorem tax or special tax on all real and personal property within the special taxing district, and to pledge that it will pay such ad valorem tax or special tax into the special fund.

NVR MS Cavalier Greenbelt, LLC, a Delaware limited liability company ("NVR MS"), NVR, Inc., d/b/a NVHomes, a Virginia corporation ("NVHomes"), and NVR, Inc., d/b/a Ryan Homes, a Virginia corporation ("Ryan Homes" and, collectively with NVR MS and NVHomes, the "Owners"), are the owners of the real property identified by reference to the metes and bounds description set forth on Exhibit A to the Designation Resolution (the "Development District Property" or the "Special Taxing District Property" or the "Property"). The Property forms a contiguous area and is located entirely within the geographic boundaries of the City.

CoastOak Group and Woodlawn Development Group (collectively, the "Developers"), as the developers of the Project (hereinafter defined), propose to develop the Property as a master planned residential development to be known as Greenbelt Station (or another trade name) (the "Project") and to enter into a development agreement with the City pursuant to which the Developers will construct certain public improvements for the Project, including, without limitation, the public improvements listed and described in Exhibit A to this Ordinance (the "Public Improvements").

The development of the Project will require the provision of the Public Improvements.

Representatives of the Developers have held discussions with representatives of the City as to the scope of, and any initial financing or reimbursement for, a portion of the contemplated Public Improvements, pursuant to the creation of a development district and a special taxing district as provided in the Acts, and the issuance of bonds pursuant to the combined authority of such Acts; provided that only costs authorized under both of the Acts would be financed or reimbursed from the proceeds of bonds issued pursuant to the Acts.

Representatives of the Developers have represented that the proposed development of the Property and the provision of Public Improvements would not be possible but for the creation of the Districts and the issuance of bonds under the Acts.

Representatives of the Owners and Atapco Properties, Inc., a Maryland corporation (collectively the "Petitioners"), have proposed that (1) the entire Development District Property be designated as a development district and the geographically coincident Special Taxing District Property be designated as a special taxing district pursuant to the respective Acts; (2) the bonds to be issued to finance or reimburse the costs of the Public Improvements be repaid in the first instance through real property tax revenues allocable to the tax increment with respect to the Development District Property pursuant to the Tax Increment Financing Act; and (3) if the assessed valuation of the Development District Property in any year is not sufficient to generate tax increment revenues so that 50% (or such lower percentage as may be determined by the City) of such tax increment revenues will at least equal the amount necessary to repay such bonds, the City will impose special taxes or ad valorem taxes on the Special Taxing District Property pursuant to the Special Taxing District Act to repay the bonds.

In accordance with the Special Taxing District Act, the Petitioners have submitted to the City a request entitled "Request to Create and Establish a Special Taxing District, Levy and Impose Special Taxes on the Property in the Special Taxing District, and Issue Special Obligation Bonds" (the "Request"). A copy of the Request has been submitted to the Council of the City (the "Council of City") prior to the introduction of the Designation Resolution (as defined below). The Petitioners represented and warranted in the Request that they are (i) the owners of at least two-thirds of the assessed valuation of the real property located in the proposed special taxing district and (ii) at least two-thirds of the owners of the real property located in the proposed special taxing district, calculated in accordance with the Special Taxing District Act.

Pursuant to the Request, the Petitioners have asked the City (i) to establish a special taxing district consisting of the entire Special Taxing District Property to be known as the "Greenbelt Station Special Taxing District" (the "Greenbelt Station Special Taxing District"), (ii) to create and establish a special fund with respect to the Greenbelt Station Special Taxing District, (iii) to undertake to issue, and issue, its bonds as special obligations of the City under the authority of the Special Taxing District Act from time to time in one or more series pursuant to the Special Taxing District Act (including, without limitation, bonds to finance or refinance the completion of the improvements described in the Request and refunding bonds) for the Project, to the extent such costs are permitted to be so financed or reimbursed by the Special Taxing District Act, which identified public improvements include the Public Improvements, such improvements and related infrastructure to be located within or outside (if the infrastructure improvement is reasonably related to other infrastructure improvements in the Greenbelt Station Special Taxing District) the Greenbelt Station Special Taxing District, as applicable, and other expenses permitted by the Special Taxing District Act and applicable law and (iv) to levy and impose special taxes on the property in the Greenbelt Station Special Taxing District pursuant to the Special Taxing District Act, at the rates and in the amounts to be determined pursuant to a Rate and Method identified herein.

The City, following a public hearing held prior to the adoption of this Ordinance pursuant to notice published in a newspaper of general circulation in the City not less than 10 days before such hearing, has determined that a need exists in the City for public improvements in connection with the proposed development of the Development District Property and the Special Taxing District Property and that the economy of the City will benefit from the development of such property.

Pursuant to Resolution No. 2018 passed by the Council of the City on April 7, 2014, and effective on April 17, 2014 (the "Designation Resolution"), the City has designated the Property as a "development district" to be known as the "Greenbelt Station Development District" (the "Greenbelt Station Development District") for the purposes of the Tax Increment Financing Act and as a geographically coincident "special taxing district" to be known as the "Greenbelt Station Special Taxing District" (the "Greenbelt Station Special Taxing District," and together with the Greenbelt Station Development District, the "Districts") for the purposes of the Special Taxing District Act.

The Designation Resolution contemplates that special obligation bonds may be issued by the City pursuant to the authority of both Acts for the purposes of providing funds for the activities related to the Districts as authorized by the Acts and other applicable law.

Pursuant to the Designation Resolution, the City established a special fund as required by the Tax Increment Financing Act designated as the "Greenbelt Station Tax Increment Fund" (the "Greenbelt Station Tax Increment Fund"), and will determine certain other matters with respect to the Greenbelt Station Tax Increment Fund as required by the Tax Increment Financing Act.

Pursuant to the Designation Resolution, the City established a special fund as required by the Special Taxing District Act designated as the "Greenbelt Station Special Taxes Fund" (the "Greenbelt Station Special Taxes Fund"), and will determine certain other matters with respect to the Greenbelt Station Special Taxes Fund as required by the Special Taxing District Act.

Pursuant to the Designation Resolution, before issuing any bonds with respect to the Greenbelt Station Special Taxing District, the City, as required by the Special Taxing District Act, levied an ad valorem tax or a special tax on all real property within the Greenbelt Station Special Taxing District and pledged that it shall pay such ad valorem tax or special tax to the Greenbelt Station Special Taxes Fund.

Pursuant to Section 12-204 of the Tax Increment Financing Act and Section 21-417 of the Special Taxing District Act, the City may implement its authority under such Acts to issue its bonds for the purpose of financing, refinancing or reimbursing the costs of public improvements benefiting the Districts and certain related costs authorized by the Acts, by passing an ordinance which, among other matters, specifies and describes the proposed undertaking and states that it has complied with certain conditions precedent to the issuance of the bonds, specifies the maximum principal amount of the bonds to be issued, and specifies the maximum rate of interest for the bonds.

By enactment of this Ordinance, the City desires to provide for the issuance of its special obligation bonds, notes or other similar instruments in one or more series from time to time in an aggregate principal amount not to exceed Eight Million Dollars ($8,000,000) (collectively, the "Bonds") in order to finance initially or reimburse the cost (within the meaning of the Acts) of public improvements benefiting the Districts and related financing costs or costs of issuing the Bonds, including the funding of a debt service reserve fund or payment of interest before, during or for a limited period of time after constructing the infrastructure improvements.

In order to provide for the payment of the principal of and interest on the Bonds, pursuant to the Designation Resolution, the City has (i) pledged that portion of the property taxes on real property located within the Greenbelt Station Development District representing the levy on the Tax Increment (as defined in the Designation Resolution) shall be paid into the Greenbelt Station Tax Increment Fund when collected and applied in accordance with Section 10 of the Designation Resolution and Section 12-209 of the Tax Increment Financing Act and (ii) levied, imposed and collected, pursuant to Section 21-414 of the Special Taxing District Act, a special tax designated the "Greenbelt Station Special Tax" (the "Greenbelt Station Special Tax") upon all real and personal property within the Greenbelt Station Special Taxing

District, unless otherwise provided by law or by the provisions of the Designation Resolution, for the purposes, to the extent and in the manner therein provided, contingent upon the issuance and sale of any Bonds, and to the extent that 50% (or such lower percentage as may be determined by the City) of the moneys on deposit in the Greenbelt Station Tax Increment Fund or otherwise available for such purposes under any trust indenture for any such Bonds are insufficient (A) to cover debt service on the Bonds, (B) to replenish any debt service reserve fund or (C) for any authorized purpose relating to the ongoing expenses of or security for the Bonds, at a rate or rates and amount designed to provide, together with 50% (or such lower percentage as may be determined by the City) of the moneys anticipated to be on deposit in the Greenbelt Station Tax Increment Fund, adequate revenues at least sufficient in each year in which any of the Bonds are outstanding to pay the principal of, interest on, and redemption premium, if any, on the Bonds, to replenish any debt service reserve fund, and for any other purpose relating to the ongoing expenses of or security for the Bonds, and to take certain other actions pursuant to the authority of the Acts, as provided in the City of Greenbelt, Maryland Greenbelt Station Special Taxing District – Rate and Method of Apportionment of Special Taxes, attached to the Designation Resolution as Exhibit C and incorporated by reference therein as though set forth in full therein (the "Rate and Method").

Prior to issuing any Bonds relating to the Districts, the City is required to enact this Ordinance in order to comply with certain provisions of the Acts.

Prior to enacting this Ordinance, the Council of the City held a public hearing after giving not less than ten (10) days' notice in a newspaper of general circulation in the City in accordance with Section 21-412 of the Special Taxing District Act.

Prior to enacting this ordinance, the Council of the City complied with the provisions of the Acts, including but not limited to Sections 12-203 and 12-208(c) and (d) and 12-204 of the Tax Increment Financing Act and Sections 21-412, 21-414, and 21-417 of the Special Taxing District Act, requiring certain actions to be performed prior to the issuance of any Bonds.

The City desires that this Ordinance shall serve as a declaration of official intent within the meaning of, and for the purposes set forth in, U.S. Treasury Regulation Section 1.150-2 (the "Reimbursement Regulations").

BE IT ORDAINED by the Council of the City of Greenbelt, that:

SECTION 1. For the purposes of this Ordinance:

(a) The Recitals to this Ordinance (the "Recitals") are deemed a substantive part of this Ordinance and are incorporated by reference herein, and capitalized terms defined in the Recitals and used herein shall have the meanings given to such terms in the Recitals.

(b) The following terms used in the Recitals and elsewhere in this Ordinance shall have the meanings given to such terms in the respective Acts: "development district", "tax increment", "special taxing district", "cost", "infrastructure improvements", "bonds", "special fund", "ad valorem tax" and "special tax"; and references to "public improvements" herein are deemed to refer to costs and activities permitted to be financed and refinanced by both of the Acts, including (without limitation) "infrastructure improvements", as such term is used in the Special Taxing District Act.

(c) The findings and determinations set forth in Section 2 of the Designation Resolution are hereby ratified and confirmed with respect to the subject matter of this Ordinance and the issuance of the Bonds provided for herein.

(d) The issuance of Bonds for the purpose of providing funds initially to finance or reimburse the costs of public improvements benefiting the Districts serves the public purposes of providing public improvements within the City, directly and indirectly enhancing the taxable base of the City, encouraging the development of residential areas, commerce and industry within the City, increasing the general health and welfare of the residents of the City and increasing employment within the City through the construction of the Project and the expected increased commercial activity within and outside the Districts.

(e) The public improvements proposed to be initially financed with or reimbursed from Bond proceeds include, but are not limited to, the construction of road improvements, utilities and other public infrastructure as more particularly described in Exhibit A hereof.

(f) The Public Improvements, in addition to providing general public benefits to the City and its citizens, specifically benefit the properties located in the Districts by providing needed infrastructure improvements for the use of the residents and businesses located or to be located on such properties and their visitors and invitees and the general public.

(g) By the adoption of the Designation Resolution, the City took all necessary actions contemplated by the Tax Increment Financing Act to provide for the segregation and deposit in the Tax Increment Fund of that portion of the taxes representing the levy on the Tax Increment of properties located in the Development District, and by this Ordinance the City hereby reiterates its pledge and covenants to so levy, collect and segregate such revenues for the benefit of the holders of the Bonds.

(h) By the adoption of the Designation Resolution and enactment of this Ordinance, the City has complied with the provisions of the Acts, including but not limited to Section 12-204 of the Tax Increment Financing Act and Section 21-417 of the Special Taxing District Act, requiring certain actions to be performed prior to the issuance of any Bonds.

SECTION 2: The issuance and sale by the City of the Bonds, from time to time, in one or more series, in an aggregate principal amount not to exceed Eight Million Dollars ($8,000,000), and bearing interest at a rate of interest not to exceed Eight Percent (8%) per annum, all as may be determined pursuant to this Ordinance, is hereby authorized and approved. The Bonds are authorized hereby to be executed in the name of the City and on its behalf by the Mayor, by his manual or facsimile signature, and the corporate seal of the City shall be imprinted thereon, attested by the City Clerk, by her manual or facsimile signature. Any series of Bonds shall mature not later than thirty (30) years from the date of issuance. The Bonds shall not be an indebtedness of the City for which the City is obligated to levy or pledge, or has levied or pledged, ad valorem taxes or special taxes of the City other than the real property taxes representing the levy on the Tax Increment of properties located in the Development District or the Greenbelt Station Special Tax contemplated by the Designation Resolution and this Ordinance, or, subject to appropriation, to replenish the amounts on deposit in the debt service reserve fund created under the trust indenture for such Bonds to the required debt service reserve level. The Bonds shall be a special obligation of the City and will not constitute a general obligation debt of the City or a pledge of the City's full faith and credit or taxing power. The only funds the City will be obligated to use to make payment on the Bonds will be those that result from real property taxes levied by the City on the Tax Increment of properties located in the Development District and, to the extent that 50% of such revenues are or will be insufficient to make all required payments on the Bonds, the Greenbelt Station Special Tax levied on and collected from property located in the Greenbelt Station Special Taxing District and from moneys held under the trust indenture for such Bonds (including, without limitation, amounts deposited by the City, subject to appropriation, to the debt service reserve fund created under the trust indenture for such Bonds to replenish the amounts on deposit therein to the required debt service reserve level.

SECTION 3: That prior to the sale, issuance and delivery of any series of the Bonds, the Mayor, by executive order, is hereby authorized, empowered and directed to specify, prescribe, determine, provide for or approve, for the purposes and within the limitations of the Acts and this Ordinance, all matters, details, forms, documents and procedures pertaining to the sale, security, issuance, delivery and payment of or for such Bonds, including, without limitation, the following (references in the following clauses (a) – (r) to the Bonds are deemed to refer to any series of the Bonds):

(a) The actual principal amount of the Bonds to be issued;

(b) The actual rate or rates of interest for the Bonds;

(c) The manner in which and the terms upon which the Bonds are to be sold;

(d) The manner in which and the times and places that the interest on the Bonds is to be paid;

(e) The time or times that the Bonds may be executed, issued and delivered;

(f) The form and tenor of the Bonds and the denominations in which the Bonds may be issued;

(g) The manner in which and the times and places that the principal of the Bonds is to be paid, within the limitations set forth in the Acts and this Ordinance;

(h) Provisions pursuant to which any or all of the Bonds may be called for redemption prior to their stated maturity dates;

(i) Provisions for obtaining insurance for the Bonds or for the issuance of a guaranty, letter or credit, line of credit, or similar credit support for the Bonds;

(j) The form and contents of, and provisions for the execution and delivery of, such financing or other documents that are not otherwise specifically identified in this Ordinance or the Designation Resolution, and any amendments, modifications or supplements thereto, as the Mayor shall deem necessary or desirable to evidence, secure or effectuate the issuance, sale and delivery of the Bonds, including, without limitation, any trust indenture or trust agreement, any funding or similar agreement, any bond purchase agreement, agreements with consultants to or agents of the City with respect to the Districts or the Bonds, fee agreements, funding agreements, investment agreements, security agreements, assignments, guarantees, financing agreements or escrow agreements;

(k) The creation of security for the Bonds and provision for the administration of the Bonds including, without limitation, the appointment of such trustees, escrow agents, fiscal agents, administrators of the Districts, paying agents, registrars, rebate monitors or other agents as the Mayor shall deem necessary or desirable to effectuate the transactions authorized hereby;

(l) Provisions for the preparation and distribution of both a preliminary and a final official statement, placement memorandum, offering circular or other disclosure document in connection with the sale of the Bonds, if such preliminary and final official statement, placement memorandum, offering circular or other disclosure document is determined to be necessary or desirable for the sale of the Bonds;

(m) The determination of the manner of sale of the Bonds, which may be either at public or private negotiated or competitive sale, the identity of the underwriter or placement agent for the Bonds, if any, or the purchaser or purchasers of the Bonds, and the form and contents of, and provisions for the execution and delivery of, any contract or contracts for the purchase and sale of the Bonds (or any portion thereof);

(n) To the extent that other obligated persons with respect to the Bonds have not assured compliance with, or to the extent that the offering of the Bonds is not exempt from the requirements of, Rule 15c2-12 of the United States Securities and Exchange Commission, the determination of the form and contents of any written agreement or contract required by law or to the extent the same is determined to be necessary or desirable even if not required by law, for the benefit of the holders of the Bonds under which agreement or contract the City will undertake to provide annual financial information, audited financial statements, material events notices, and other information to the extent required by such Rule or such agreement or contract;

(o) The negotiation, preparation, execution and delivery of any development agreements or use agreements with the owners of any portion of the property located within the Districts and/or their developers, contractors or agents regarding the use and application of proceeds of the Bonds or the use or ownership of properties located within the Districts or outside the Districts if benefited by the Public Improvements and any agreements necessary or desirable to provide the transfer of ownership of the Public Improvements to the City or any other governmental agency or public entity if required by the Mayor or in order to ensure that the interest payable on any such Bonds shall remain exempt from gross income for federal income tax purposes, if applicable;

(p) The specific Public Improvements to be financed, reimbursed or refinanced from proceeds of the Bonds or the mechanics for determining the same;

(q) Any matters contemplated by the Acts relating to application of the proceeds of the Bonds, including, without limitation, the establishment and application of sinking funds and reserve funds and provision for any payment of capitalized interest on the Bonds; and

(r) The determination of, or the provision for, such other matters in connection with the authorization, issuance, execution, sale, delivery, and payment of the Bonds, the security for the Bonds, and the consummation of the transactions contemplated by this Ordinance as may be deemed appropriate by the Mayor, including, without limitation, establishing procedures for the execution, acknowledgement, sealing and delivery of such other and further agreements, documents and instruments, and the authorization of the officials of the City to take any and all actions, as are or may be necessary or appropriate to consummate the transactions contemplated by this Ordinance in accordance with the Acts and this Ordinance.

The Mayor's execution and delivery of any such executive order shall constitute conclusive evidence of the Mayor's approval of the subject matter thereof.

SECTION 4: That the Mayor, on behalf of the City, by an executive order contemplated in Section 3 hereof, is hereby authorized to condition the issuance of any series of the Bonds upon the execution, delivery and recording, as applicable, by the City, any of then-current owners of property located in the Districts, the developers of property within the Districts or other appropriate parties of any declaration of covenants, any notice to subsequent property owners within the Districts, any notification to a governmental unit having jurisdiction over any Public Improvements located outside the City, any development agreement, or any other similar documents, instruments or certificates reasonably related to the transactions contemplated by this Ordinance. The Mayor, on behalf of the City, is hereby authorized and empowered to prepare or cause to be prepared, negotiate or cause to be negotiated and execute and deliver any such documents, instruments or certificates to which the City is a party, and the same shall contain such terms, agreements and conditions and be in such form as the Mayor may approve, and the execution and delivery of the same by the Mayor shall constitute conclusive evidence of the Mayor's approval thereof.

SECTION 5: That, at the discretion and direction of the City Treasurer, the City shall, subject to appropriation, replenish the amounts on deposit in the debt service reserve fund held under the trust indenture for the Bonds to the required debt service reserve level if the monies in the Greenbelt Station Tax Increment Fund and the Greenbelt Station Special Taxes Fund are insufficient to replenish the debt service reserve fund in full.

SECTION 6: That:

(a) The City covenants with the registered owners of any such series of the Bonds that it will not make, or (to the extent that it exercises control or direction) permit to be made, any use of the proceeds of the applicable series of Bonds or of any monies, securities or other obligations to the credit of any account of the City which may be deemed to be proceeds of such series of the Bonds pursuant to the Internal Revenue Code of 1986, as amended (the "Code"), or the income tax regulations thereunder (the "Regulations") (collectively, the "Bond Proceeds") that would cause the Bonds of such series to be "arbitrage bonds" within the meaning of the Code and the Regulations, and that it will comply with those provisions of the Code and the Regulations as may be applicable to the Bonds of such series on their date of issuance and which may subsequently lawfully be made applicable to the Bonds of such series as long as any applicable Bond remains outstanding and unpaid.

(b) The City specifically covenants that it will comply with the provisions of the Code and the Regulations applicable to any such series of the Bonds, including, without limitation, compliance with provisions regarding the timing of the expenditure of the proceeds of the Bonds, the use of such proceeds and the facilities financed or refinanced with such proceeds, the restriction of investment yields, the filing of information with the Internal Revenue Service, and the rebate of certain earnings resulting from the investment of the proceeds of the Bonds or payments in lieu thereof. The City further covenants that it shall make such use of the proceeds of the Bonds of such series, regulate the investment of the proceeds thereof and take such other and further actions as may be required to maintain the exclusion from gross income for federal income tax purposes of interest on the Bonds of such series. All officials, officers, employees and agents of the City are hereby authorized and directed to provide such certifications of facts and estimates regarding the amount and use of the proceeds of the Bonds of such series as may be necessary or appropriate.

The provisions of this Section 6 shall apply only to any series of Bonds that is issued with the expectation that interest on the Bonds of such series shall be excludable from gross income for purposes of federal income taxation.

SECTION 7: That the City reasonably expects to pay costs permitted by both of the Acts with respect to the Public Improvements described in the Recitals to this Ordinance prior to the issuance of the Bonds and to use proceeds of the Bonds to reimburse all or a portion of such prior expenditures. The City intends that this Ordinance shall constitute a declaration of official intent within the meaning of, and for the purposes set forth in, the Reimbursement Regulations.

SECTION 8: That the Mayor, the City Manager, the City Treasurer, and the City Clerk, acting individually or in concert as appropriate (in any such case the "Authorized Representative"), and provided that such actions are within the bounds of their authority, are authorized and directed to take any and all actions and to execute, attest, affix the City's seal to and deliver, and to file and record in any appropriate public offices (if applicable) all documents, instruments, certifications, forms (including but not limited to, appropriate IRS forms in respect to the Bonds), financing statements, letters of instructions, written requests, contracts, agreements and other papers customarily delivered in connection with the issuance of obligations in the nature of the Bonds, whether or not herein mentioned and not otherwise provided for herein or in the Designation Resolution, as may be necessary or convenient to evidence the approvals of the City provided in this Ordinance, to invest the proceeds of the Bonds or moneys on deposit in the Greenbelt Station Tax Increment Fund or the Greenbelt Station Special Taxes Fund (in all such, cases, in accordance with the provisions of applicable Maryland and federal law), to facilitate the issuance of any series of the Bonds and to consummate the transactions contemplated in this Ordinance or in any of the documents herein authorized and approved.

SECTION 9: That the provisions of this Ordinance are severable, and if any provision, sentence, clause, section or part hereof is held or determined to be illegal, invalid, unconstitutional or inapplicable to any person or circumstance, such illegality, invalidity, unconstitutionality or inapplicability shall not affect or impair any of the remaining provisions, sentences, clauses, sections or parts of this Ordinance or their application to other persons or circumstances. It is hereby declared to be the intent of the City that this Ordinance would have been adopted if such illegal, invalid, unconstitutional or inapplicable provision, sentence, clause, section or part had not been included herein, and if the person or circumstances to which this Ordinance or any part hereof are inapplicable had been specifically exempted herefrom.

SECTION 10: It is the intention of the City that the provisions of this Ordinance shall be liberally construed in order to effectuate the transactions contemplated hereby and by the Acts.

SECTION 11: That this Ordinance shall take effect on the date of its enactment. In the event that no Bonds are issued pursuant to the Acts within five years of the effective date of this Ordinance, this

Ordinance shall expire and shall be of no further force and effect. The Council may extend the effectiveness of this Ordinance prior to its expiration by enacting another ordinance.

BE IT FURTHER ORDAINED that this Ordinance is of an emergency nature and shall be effective immediately upon passage.

PASSED by the Council of the City of Greenbelt, Maryland, at its meeting on [____________ ___, 2018].

____

Emmett V. Jordan, Mayor

[SEAL]

Attest:

____

Bonita Anderson, City Clerk

EXHIBIT A

DESCRIPTION OF PUBLIC IMPROVEMENTS

The public improvements to be financed or reimbursed from the proceeds of the Bonds include, without limitation:

(1) Earthwork and other site prep;
(2) Construction of and improvements to the North-South Connector Road (also known as Greenbelt Station Parkway) and acquisition of land therefor, and related appurtenances related thereto and the acquisition of land or easements therefor;
(3) Related construction and installation of storm water and sediment management and water/sewer improvements, and acquisition of land or easements therefor, with respect to the Greenbelt Station Parkway; and
(4) Related grading, engineering and stake out, lighting, landscaping, identifying monuments, signage, traffic signals and traffic studies therefor, fencing, curb and gutter, sidewalks, and relocating of utilities, with respect to the Greenbelt Station Parkway.

The public improvements shall include the attributable costs of engineering, design, planning and coordination, either with the expenses related to the creation of the District and the issuance of Bonds, including any underwriter's discount, appraisals, reserve fund, capitalized interest, bond counsel and other legal fees, financial or other consultant's fees and expenses, bond and official statement printing, and all other expenses incidental thereto.

Greenbelt Station
City of Greenbelt, Maryland

Fiscal Impact Analysis

Prepared By:

MuniCap, Inc.
Public Finance

September 24, 2018

Greenbelt Station
City of Greenbelt, Maryland
Fiscal Impact Analysis

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Greenbelt Station
City of Greenbelt, Maryland

Summary of Fiscal Impacts to the City of Greenbelt

	Cumulative Impacts Full Build-Out, 20 Years[1]
Real Property Tax Revenues available to City after debt service[2]	$39,404,805
Income tax revenue	$6,717,647
Police protection shared revenue	$98,808
Additional tax revenues to City	$6,169,634
Total net revenues to the City	$52,390,894
City expenditures	($33,733,021)
Net fiscal impact to the City	$18,657,873

Prince George's County Temporary Employment Impacts [4]

	Temporary Jobs from Construction[3] (Positions and Compensation)	
Construction:		
Direct impacts	168	$8,528,870
Indirect impacts	99	$4,044,637
Total temporary impacts	267	$12,573,507

MuniCap, Inc. *24-Sep-18*

[1]Revenues are shown cumulatively over the twenty year period in which debt service is due. Impacts include 2.5% inflation factor.

[2]Represents the surplus revenues to the City after debt service has been paid.

[3]Direct impacts represent full-time equivalent positions and wages, as further explained in Appendix D. Indirect impacts represent total positions and employee income, and may include part-time positions and income other than wages and salary.

Greenbelt Station
City of Greenbelt, Maryland

Development Summary

Greenbelt Station
City of Greenbelt, Maryland

Schedule I: Summary of Development

Property Type	Estimated Completion	Units (Projected Development[1])	GSF Per Room/Unit (Projected Development[1])	GSF (Projected Development[1])	Assessed Value[2] Per Unit	Assessed Value[2] Per GSF	Total Assessed Value
Residential							
For Rent							
Apartments	2016	302	1,000	302,000	$166,925	$167	$50,411,261
For Sale							
16' Townhouse	2021	67	1,710	114,570	$374,570	$219	$25,096,162
20' Townhouse	2020	201	1,742	350,042	$397,751	$228	$79,947,940
24' Townhouse	2020	107	2,762	295,493	$471,903	$171	$50,493,633
Two-over-two condominium	2017	130	2,215	287,887	$316,406	$143	$41,132,738
Sub-total for sale		505		1,047,992			$196,670,473
Total		807		1,349,992			$247,081,734

MuniCap, Inc. *24-Sep-18*

[1]Apartment square footage provided by Woodlawn Development Group, LLC. Townhouse and condominium square footage based on information provided by Maryland State Department of Assessments and Taxation.

[2]Assessed value is equal to 100% of market value. Based on tax increment projections, as prepared by MuniCap.

Greenbelt Station
City of Greenbelt, Maryland

Schedule II: Projected Absorption - Residential[1]

Development Year Ending	Residential											
	For Rent				For Sale							
	Apartments				Townhouse 16'				20' Townhouse			
	Units	Cumulative	SF	Cumulative	Units	Cumulative	SF	Cumulative	Units	Cumulative	SF	Cumulative
31-Dec-16	302	302	302,000	302,000	0	0	0	0	108	108	189,858	189,858
31-Dec-17	0	302	0	302,000	0	0	0	0	37	145	63,278	253,136
31-Dec-18	0	302	0	302,000	0	0	0	0	6	151	10,116	263,252
31-Dec-19	0	302	0	302,000	21	21	35,910	35,910	28	179	48,603	311,855
31-Dec-20	0	302	0	302,000	36	57	61,560	97,470	22	201	38,188	350,042
31-Dec-21	0	302	0	302,000	10	67	17,100	114,570	0	201	0	350,042
31-Dec-22	0	302	0	302,000	0	67	0	114,570	0	201	0	350,042
31-Dec-23	0	302	0	302,000	0	67	0	114,570	0	201	0	350,042
31-Dec-24	0	302	0	302,000	0	67	0	114,570	0	201	0	350,042
31-Dec-25	0	302	0	302,000	0	67	0	114,570	0	201	0	350,042
31-Dec-26	0	302	0	302,000	0	67	0	114,570	0	201	0	350,042
31-Dec-27	0	302	0	302,000	0	67	0	114,570	0	201	0	350,042
31-Dec-28	0	302	0	302,000	0	67	0	114,570	0	201	0	350,042
31-Dec-29	0	302	0	302,000	0	67	0	114,570	0	201	0	350,042
31-Dec-30	0	302	0	302,000	0	67	0	114,570	0	201	0	350,042
31-Dec-31	0	302	0	302,000	0	67	0	114,570	0	201	0	350,042
31-Dec-32	0	302	0	302,000	0	67	0	114,570	0	201	0	350,042
31-Dec-33	0	302	0	302,000	0	67	0	114,570	0	201	0	350,042
31-Dec-34	0	302	0	302,000	0	67	0	114,570	0	201	0	350,042
31-Dec-35	0	302	0	302,000	0	67	0	114,570	0	201	0	350,042
31-Dec-36	0	302	0	302,000	0	67	0	114,570	0	201	0	350,042
Total	302		302,000		67		114,570		201		350,042	

MuniCap, Inc. *24-Sep-18*

[1]Apartment square footage provided by Woodlawn Development Group, LLC. Townhouse and condominium square footage based on information provided by Maryland State Department of Assessments and Taxation.

Greenbelt Station
City of Greenbelt, Maryland

Schedule II: Projected Absorption - Residential[1]

Development Year Ending	Residential For Sale 24' Townhouse Units	Cumulative	SF	Cumulative	Two-Over-Two Condominium Units	Cumulative	SF	Cumulative
31-Dec-16	61	61	168,240	168,240	116	116	256,291	256,291
31-Dec-17	0	61	0	168,240	14	130	31,596	287,887
31-Dec-18	0	61	0	168,240	0	130	0	287,887
31-Dec-19	23	84	63,626	231,866	0	130	0	287,887
31-Dec-20	23	107	63,626	295,493	0	130	0	287,887
31-Dec-21	0	107	0	295,493	0	130	0	287,887
31-Dec-22	0	107	0	295,493	0	130	0	287,887
31-Dec-23	0	107	0	295,493	0	130	0	287,887
31-Dec-24	0	107	0	295,493	0	130	0	287,887
31-Dec-25	0	107	0	295,493	0	130	0	287,887
31-Dec-26	0	107	0	295,493	0	130	0	287,887
31-Dec-27	0	107	0	295,493	0	130	0	287,887
31-Dec-28	0	107	0	295,493	0	130	0	287,887
31-Dec-29	0	107	0	295,493	0	130	0	287,887
31-Dec-30	0	107	0	295,493	0	130	0	287,887
31-Dec-31	0	107	0	295,493	0	130	0	287,887
31-Dec-32	0	107	0	295,493	0	130	0	287,887
31-Dec-33	0	107	0	295,493	0	130	0	287,887
31-Dec-34	0	107	0	295,493	0	130	0	287,887
31-Dec-35	0	107	0	295,493	0	130	0	287,887
31-Dec-36	0	107	0	295,493	0	130	0	287,887
Total	107		295,493		130		287,887	

MuniCap, Inc. *24-Sep-18*

[1] Townhouse and condominium square footage based on information provided by Maryland State Department of Assessments and Taxation.

Greenbelt Station
City of Greenbelt, Maryland

Fiscal Impact Analysis

Greenbelt Station
City of Greenbelt, Maryland

Fiscal Impact Analysis
Net Tax Revenues After Debt Service
to the City of Greenbelt

Greenbelt Station
City of Greenbelt, Maryland

Schedule III: Projection of Real Property Tax Revenues to the City

Development Year Ending	Tax Year Beginning	Bond Year Ending	Inflation Factor[1]	Projected Total Assessed Value[2]: Residential	Residual	Total	Base Value	Incremental Value	City of Greenbelt Real Property Tax Rate (Per $100 A.V.)[3]	Total Property Tax Revenues	Percent Available to the City	Projected Property Taxes to the City	Surplus After Debt Service[4]	Total Projected Real Property Taxes to the City
31-Dec-16	1-Jul-17	1-Jul-18	100.0%	$97,158,927	$2,809,126	$99,968,052	($8,746,000)	$91,222,052	$0.8540	$779,036	50%	$389,518	$389,518	$779,036
31-Dec-17	1-Jul-18	1-Jul-19	100.0%	$165,147,173	$2,194,475	$167,341,647	($8,746,000)	$158,595,647	$0.8540	$1,354,407	50%	$677,203	$677,203	$1,354,407
31-Dec-18	1-Jul-19	1-Jul-20	100.0%	$177,431,854	$2,128,938	$179,560,792	($8,746,000)	$170,814,792	$0.8540	$1,458,758	50%	$729,379	$381,817	$1,111,197
31-Dec-19	1-Jul-20	1-Jul-21	102.5%	$207,766,172	$1,169,212	$208,935,384	($8,746,000)	$200,189,384	$0.8540	$1,709,617	50%	$854,809	$506,635	$1,361,444
31-Dec-20	1-Jul-21	1-Jul-22	105.1%	$244,018,974	$110,783	$244,129,757	($8,746,000)	$235,383,757	$0.8540	$2,010,177	50%	$1,005,089	$476,291	$1,481,379
31-Dec-21	1-Jul-22	1-Jul-23	107.7%	$258,077,852	$0	$258,077,852	($8,746,000)	$249,331,852	$0.8540	$2,129,294	50%	$1,064,647	$525,212	$1,589,859
31-Dec-22	1-Jul-23	1-Jul-24	110.4%	$269,655,160	$0	$269,655,160	($8,746,000)	$260,909,160	$0.8540	$2,228,164	50%	$1,114,082	$563,948	$1,678,030
31-Dec-23	1-Jul-24	1-Jul-25	113.1%	$279,267,775	$0	$279,267,775	($8,746,000)	$270,521,775	$0.8540	$2,310,256	50%	$1,155,128	$593,281	$1,748,409
31-Dec-24	1-Jul-25	1-Jul-26	116.0%	$286,539,060	$0	$286,539,060	($8,746,000)	$277,793,060	$0.8540	$2,372,353	50%	$1,186,176	$612,704	$1,798,880
31-Dec-25	1-Jul-26	1-Jul-27	118.9%	$293,702,537	$0	$293,702,537	($8,746,000)	$284,956,537	$0.8540	$2,433,529	50%	$1,216,764	$631,803	$1,848,567
31-Dec-26	1-Jul-27	1-Jul-28	121.8%	$301,045,100	$0	$301,045,100	($8,746,000)	$292,299,100	$0.8540	$2,496,234	50%	$1,248,117	$650,853	$1,898,970
31-Dec-27	1-Jul-28	1-Jul-29	124.9%	$308,571,228	$0	$308,571,228	($8,746,000)	$299,825,228	$0.8540	$2,560,507	50%	$1,280,254	$670,972	$1,951,226
31-Dec-28	1-Jul-29	1-Jul-30	128.0%	$316,285,508	$0	$316,285,508	($8,746,000)	$307,539,508	$0.8540	$2,626,387	50%	$1,313,194	$691,231	$2,004,424
31-Dec-29	1-Jul-30	1-Jul-31	131.2%	$324,192,646	$0	$324,192,646	($8,746,000)	$315,446,646	$0.8540	$2,693,914	50%	$1,346,957	$712,748	$2,059,705
31-Dec-30	1-Jul-31	1-Jul-32	134.5%	$332,297,462	$0	$332,297,462	($8,746,000)	$323,551,462	$0.8540	$2,763,129	50%	$1,381,565	$734,595	$2,116,159
31-Dec-31	1-Jul-32	1-Jul-33	137.9%	$340,604,899	$0	$340,604,899	($8,746,000)	$331,858,899	$0.8540	$2,834,075	50%	$1,417,037	$755,891	$2,172,929
31-Dec-32	1-Jul-33	1-Jul-34	141.3%	$349,120,021	$0	$349,120,021	($8,746,000)	$340,374,021	$0.8540	$2,906,794	50%	$1,453,397	$778,809	$2,232,206
31-Dec-33	1-Jul-34	1-Jul-35	144.8%	$357,848,022	$0	$357,848,022	($8,746,000)	$349,102,022	$0.8540	$2,981,331	50%	$1,490,666	$802,420	$2,293,086
31-Dec-34	1-Jul-35	1-Jul-36	148.5%	$366,794,222	$0	$366,794,222	($8,746,000)	$358,048,222	$0.8540	$3,057,732	50%	$1,528,866	$826,847	$2,355,713
31-Dec-35	1-Jul-36	1-Jul-37	152.2%	$375,964,078	$0	$375,964,078	($8,746,000)	$367,218,078	$0.8540	$3,136,042	50%	$1,568,021	$851,212	$2,419,233
31-Dec-36	1-Jul-37	1-Jul-38	156.0%	$385,363,180	$0	$385,363,180	($8,746,000)	$376,617,180	$0.8540	$3,216,311	50%	$1,608,155	$1,541,789	$3,149,945
										$50,058,050		$25,029,025	$14,375,780	$39,404,805

MuniCap, Inc. *24-Sep-18*

[1]Assumes an annual inflation rate of 2.5%. Inflation rate accounts for annual increasing assessed value, along with the decreasing real property tax rates.

[2]Based on projection of assessed values as estimated in tax increment projections, as prepared by MuniCap, Inc.

[3]City of Greenbelt real property tax rate for fiscal year 2018-2019. Source: City of Greenbelt Finance Office.

[4]See Appendix D.

Greenbelt Station
City of Greenbelt, Maryland

Schedule IV: Projected Maryland State Personal Income Tax Revenues - Greenbelt Residents

	For Rent	For Sale				
	Apartments	16' Townhouse	20' Townhouse	24' Townhouse	Two-over-two condominium	Total
Market value[1]	-	$374,570	$397,751	$471,903	$316,406	-
Assumed down payment	-	20%	20%	20%	20%	-
Less: down payment	-	($74,914)	($79,550)	($94,381)	($63,281)	-
Loan amount	-	$299,656	$318,201	$377,522	$253,125	-
Loan interest rate[2]	-	4.82%	4.82%	4.82%	4.82%	-
Mortgage payment[3]	-	$1,576	$1,674	$1,986	$1,331	-
Interest portion	-	$1,204	$1,279	$1,517	$1,017	-
Private mortgage insurance (PMI)[4]	-	-	-	-	-	-
Property taxes[5]	-	$687	$729	$865	$580	-
Insurance[6]	-	$82	$82	$82	$82	-
Total monthly payment	$1,757	$2,345	$2,485	$2,933	$1,993	-
Assumed affordability ratio[7]	31%	31%	31%	31%	31%	-
Monthly income	$5,668	$7,564	$8,015	$9,460	$6,430	-
Gross income	$68,013	$90,763	$96,185	$113,526	$77,161	-
Less: annual mortgage interest deduction[8]	-	$14,449	$15,344	$18,204	$12,206	-
Less: annual property deduction[5]	-	$8,241	$8,751	$10,382	$6,961	
Less: standard state deduction[8]	$4,000	-	-	-	-	-
Number of exemptions[9]	2.69	2.36	2.36	2.36	2.36	-
Less: adjustment of AGI[10]	$8,608	$7,552	$7,552	$7,552	$7,552	-
Total adjustments - net income	$55,405	$60,521	$64,538	$77,387	$50,443	-
State income tax rate[11]	5.750%	5.750%	5.750%	5.750%	5.750%	-
Sub-total income tax per unit	$3,186	$3,480	$3,711	$4,450	$2,900	-
Units[1]	302	67	201	107	130	807
Vacancy rate[12]	6.0%	-	-	-	-	
Total occupied units	284	67	201	107	130	789
Total income tax[13]	$904,380	$233,159	$745,902	$476,127	$377,060	$2,736,627

MuniCap, Inc. *24-Sep-18*

[1]See Schedule I.

[2]Loan amount assumes thirty years and conventional fixed-rate mortgage loan rate over a ten-year annual average. Based on information reported by Freddie Mac from 2006-2015.

[3]Includes principal and interest. Assumes 30 year fixed rate mortgage loan.

[4]Assumes annual rate of 1.5% of loan amount based on information reported by the Federal Housing Administration. According to the Federal Housing Finance Agency, out of 56,000 loan purchased by Freddie Mac and Fannie May in 2018, 83% of loans do not have private mortgage insurance. As a result, private mortgage insurance has been excluded from the calculation.

[5]Represents total residential real property tax obligation, including $0.8540 (City of Greenbelt), $0.832 (Prince George's County), $0.112 (State of Maryland), $0.040 (Prince George's County Board of Education), $0.2940 (National Capital Park and Planning Commission), $0.054 (Stormwater/Chesapeake Bay Water Quality) and $0.026 (Washington Suburban Transit Commission) tax rates.

[6]Based on the 2015 average annual insurance value of $982 for the State of Maryland as reported by the Insurance Information Institute.

[7]Based on information provided in Federal Housing Administration Debt Ratio's Guidelines.

[8]Monthly mortgage deduction assumes first years mortgage interest payments. Monthly mortgage deduction does not include PMI payment. Assumes residents of for sale homes take mortgage deduction rather than standard state deduction.

[9]Exemptions represent average persons per household for owner and renter occupied units. See Appendix A.

[10]Assumes 2018 exemption amount of $3,200 per exemption. Source: Form 502D for 2018 as provided by Comptroller of Maryland.

[11]Reflects the Maryland State income tax rate of 5.75%. Source: Comptroller of Maryland for Tax year 2018.

[12]Represents second quarter 2018 average vacancy rate for national apartment market as reported in the *Second Quarter 2018 PriceWaterhouseCoopers Real Estate Investor Survey* .

[13]Figure assumes full build out and is expressed in current dollars.

Schedule V: Projected Prince George's County Personal Income Tax Revenues - Greenbelt Residents

	For Rent	For Sale				
	Apartments	16' Townhouse	20' Townhouse	24' Townhouse	Two-over-two condominium	Total
Market value[1]	-	$374,570	$397,751	$471,903	$316,406	-
Assumed down payment	-	20%	20%	20%	20%	-
Less: down payment	-	($74,914)	($79,550)	($94,381)	($63,281)	-
Loan amount	-	$299,656	$318,201	$377,522	$253,125	-
Loan interest rate[2]	-	4.82%	4.82%	4.82%	4.82%	-
Mortgage payment[3]	-	$1,576	$1,674	$1,986	$1,331	-
Interest portion	-	$1,204	$1,279	$1,517	$1,017	-
Private mortgage insurance (PMI)[4]	-	-	-	-	-	-
Property taxes[5]	-	$687	$729	$865	$580	-
Insurance[6]	-	$82	$82	$82	$82	-
Total monthly payment	$1,757	$2,345	$2,485	$2,933	$1,993	-
Assumed affordability ratio[7]	31%	31%	31%	31%	31%	-
Monthly income	$5,668	$7,564	$8,015	$9,460	$6,430	-
Gross income	$68,013	$90,763	$96,185	$113,526	$77,161	-
Less: annual mortgage interest deduction[8]	-	$14,449	$15,344	$18,204	$12,206	-
Less: annual property deduction[5]	-	$8,241	$8,751	$10,382	$6,961	
Less: standard state deduction[8]	$4,000	-	-	-	-	-
Number of exemptions[9]	2.69	2.36	2.36	2.36	2.36	-
Less: adjustment of AGI[10]	$8,608	$7,552	$7,552	$7,552	$7,552	-
Total adjustments - net income	$55,405	$60,521	$64,538	$77,387	$50,443	-
County income tax rate[11]	3.2%	3.2%	3.2%	3.2%	3.2%	-
Sub-total income tax per unit	$1,773	$1,937	$2,065	$2,476	$1,614	-
Units[1]	302	67	201	107	130	807
Vacancy rate[12]	6%	-	-	-	-	
Total occupied units	284	67	201	107	130	789
Total income tax[13]	$503,307	$129,758	$415,111	$264,975	$209,841.95	$1,522,992

MuniCap, Inc. *24-Sep-18*

[1]See Schedule I.
[2]Loan amount assumes thirty years and conventional fixed-rate mortgage loan rate over a ten-year annual average. Based on information reported by Freddie Mac from 2006-2015.
[3]Includes principal and interest. Assumes 30 year fixed rate mortgage loan.
[4]Assumes annual rate of 1.5% of loan amount based on information reported by the Federal Housing Administration. According to the Federal Housing Finance Agency, out of 56,000 loan purchased by Freddie Mac and Fannie May in 2018, 83% of loans do not have private mortgage insurance. As a result, private mortgage insurance has been excluded from the calculation.
[5]Represents total residential real property tax obligation, including $0.8540 (City of Greenbelt), $0.832 (Prince George's County), $0.112 (State of Maryland), $0.040 (Prince George's County Board of Education), $0.2940 (National Capital Park and Planning Commission), $0.054 (Stormwater/Chesapeake Bay Water Quality) and $0.026 (Washington Suburban Transit Commission) tax rates.
[6]Based on the 2015 average annual insurance value of $982 for the State of Maryland as reported by the Insurance Information Institute.
[7]Based on information provided in Federal Housing Administration Debt Ratio's Guidelines.
[8]Monthly mortgage deduction assumes first years mortgage interest payments. Monthly mortgage deduction does not include PMI payment. Assumes residents of for sale homes take the mortgage deduction
[9]Represents the average family household size for Prince George's County, Maryland. Source: U.S. Census Bureau, State and County QuickFacts. See Appendix A.
[10]Assumes 2018 exemption amount of $3,200 per exemption. Source: Form 502D for 2018 as provided by Comptroller of Maryland.
[11]Assumes Prince George's County local income tax rate of 3.2%. Source: Maryland Comptroller.
[12]Represents second quarter 2018 average vacancy rate for national apartment market as reported in the *Second Quarter 2018 PriceWaterhouseCoopers Real Estate Investor Survey* .
[13]Figure assumes full build out and is expressed in current dollars.

Greenbelt Station
City of Greenbelt, Maryland

Schedule VI: Projected Maryland State Taxable Income - Greenbelt Residents

	For Rent	For Sale				
	Apartments	16' Townhouse	20' Townhouse	24' Townhouse	Two-over-two condominium	Total
Market value[1]	-	$374,570	$397,751	$471,903	$316,406	-
Assumed down payment	-	20%	20%	20%	20%	-
Less: down payment	-	($74,914)	($79,550)	($94,381)	($63,281)	-
Loan amount	-	$299,656	$318,201	$377,522	$253,125	-
Loan interest rate[2]	-	4.82%	4.82%	4.82%	4.82%	-
Mortgage payment[3]	-	$1,576	$1,674	$1,986	$1,331	-
Interest portion	-	$1,204	$1,279	$1,517	$1,017	-
Private mortgage insurance (PMI)[4]	-	-	-	-	-	-
Property taxes[5]	-	$687	$729	$865	$580	-
Insurance[6]	-	$82	$82	$82	$82	-
Total monthly payment	$1,757	$2,345	$2,485	$2,933	$1,993	-
Assumed affordability ratio[7]	31%	31%	31%	31%	31%	-
Monthly income	$5,668	$7,564	$8,015	$9,460	$6,430	-
Gross income	$68,013	$90,763	$96,185	$113,526	$77,161	-
Less: annual mortgage interest deduction[8]	-	$14,449	$15,344	$18,204	$12,206	-
Less: annual property deduction[5]	-	$8,241	$8,751	$10,382	$6,961	
Less: standard state deduction[8]	$4,000	-	-	-	-	-
Number of exemptions[9]	2.69	2.36	2.36	2.36	2.36	-
Less: adjustment of AGI[10]	$8,608	$7,552	$7,552	$7,552	$7,552	-
Total adjustments - net income	$55,405	$60,521	$64,538	$77,387	$50,443	-
Units[1]	302	67	201	107	130	807
Vacancy rate[11]	6.0%	-	-	-	-	
Total occupied units	284	67	201	107	130	789
Total taxable income[12]	$15,728,344	$4,054,938	$12,972,208	$8,280,462	$6,557,561	$47,593,513

MuniCap, Inc. *24-Sep-18*

[1]See Schedule I.

[2]Loan amount assumes thirty years and conventional fixed-rate mortgage loan rate over a ten-year annual average. Based on information reported by Freddie Mac from 2006-2015.

[3]Includes principal and interest. Assumes 30 year fixed rate mortgage loan.

[4]Assumes annual rate of 1.5% of loan amount based on information reported by the Federal Housing Administration. According to the Federal Housing Finance Agency, out of 56,000 loan purchased by Freddie Mac and Fannie May in 2018, 83% of loans do not have private mortgage insurance. As a result, private mortgage insurance has been excluded from the calculation.

[5]Represents total residential real property tax obligation, including $0.8540 (City of Greenbelt), $0.832 (Prince George's County), $0.112 (State of Maryland), $0.040 (Prince George's County Board of Education), $0.2940 (National Capital Park and Planning Commission), $0.054 (Stormwater/Chesapeake Bay Water Quality) and $0.026 (Washington Suburban Transit Commission) tax rates.

[6]Based on the 2015 average annual insurance value of $982 for the State of Maryland as reported by the Insurance Information Institute.

[7]Based on information provided in Federal Housing Administration Debt Ratio's Guidelines.

[8]Monthly mortgage deduction assumes first years mortgage interest payments. Monthly mortgage deduction does not include PMI payment. Assumes residents of for sale homes take the mortgage deduction rather the standard state deduction.

[9]Exemptions represent the average persons per household for owner and renter occupied units. See Appendix A.

[10]Assumes 2018 exemption amount of $3,200 per exemption. Source: Form 502D for 2015 as provided by Comptroller of Maryland.

[11]Represents second quarter 2018 average vacancy rate for national apartment market as reported in the Second Quarter 2018 PriceWaterhouseCoopers Real Estate Investor Survey.

[12]Figure assumes full build out and is expressed in current dollars.

Greenbelt Station
City of Greenbelt, Maryland

Schedule VII: Projected Income Tax Revenue Distributed to the City[1]

Table 1: Allocation of State Income Tax Liability of Greenbelt Residents

Total Estimated State of Maryland Income Tax Revenue (Schedule IV)	State Allocation Factor[2]	City of Greenbelt Allocation from the State of Maryland
$2,736,627	8.5%	$232,613

Table 2: Allocation of Prince George's County Income Tax Liability of Greenbelt Residents

Total Estimated Prince George's County Income Tax Revenue (Schedule V)	Prince George's County Allocation Factor[2]	City of Greenbelt Allocation from the State of Maryland
$1,522,992	17.0%	$258,909

Table 3: Allocation of the Maryland taxable Income of Greenbelt Residents

Total Estimated Taxable Income (Schedule VI)	State Allocation Factor[2]	City of Greenbelt Allocation from the State of Maryland
$47,593,513	0.37%	$176,096

Table 4: Maryland Income Tax Revenue Distribution to City of Greenbelt

State Distribution	County Distribution	Taxable Income Distribution	Greatest of the Three Allocations
$232,613	$258,909	$176,096	$258,909

MuniCap, Inc. *S:\CONSULTING\NVR-MS-Cavalier Greenbelt, LLC\Greenbelt Metro\Fiscal\[Fiscal Impact Analysis.xlsx]VII*
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[1]According to the City of Greenbelt, Maryland Adopted Budget Fiscal Year 2019 , income tax revenues to the City of Greenbelt are State shared revenue. The Maryland State Comptroller distributes an amount that equals the greater of (a) 8.5% of the State income tax liability of Greenbelt residents; (b) 17% of the County income tax liability of Greenbelt residents; or (c) 0.37% of the Maryland taxable income of Greenbelt residents.

[2]Based on information provided in Greenbelt, Maryland Adopted Budget Fiscal Year 2019.

[3]Represents the greatest value shown in Tables 1, 2 and 3. The value represents the increase in income tax revenues distributed by the State of Maryland as a result of the project. Figure assumes full build out and is expressed in current dollars. According to the Maryland State Comptroller, the distribution to the City of College Park is made from the local income tax revenues collected for Prince George's County.

Greenbelt Station
City of Greenbelt, Maryland

Fiscal Impact Analysis
All Other City Revenues

Greenbelt Station
City of Greenbelt, Maryland

Schedule VIII: Projected State Shared Revenue - Police Protection

Tax Year Beginning	Additional Revenues: Anticipated Residents[1]	Additional Revenues: State Allocated Funds[2]	Additional Revenues: Total State Shared Police Projection Revenues
1-Jul-17	1,436	$2.50	$3,591
1-Jul-18	1,557	$2.50	$3,891
1-Jul-19	1,571	$2.50	$3,927
1-Jul-20	1,741	$2.50	$4,352
1-Jul-21	1,932	$2.50	$4,830
1-Jul-22	1,955	$2.50	$4,889
1-Jul-23	1,955	$2.50	$4,889
1-Jul-24	1,955	$2.50	$4,889
1-Jul-25	1,955	$2.50	$4,889
1-Jul-26	1,955	$2.50	$4,889
1-Jul-27	1,955	$2.50	$4,889
1-Jul-28	1,955	$2.50	$4,889
1-Jul-29	1,955	$2.50	$4,889
1-Jul-30	1,955	$2.50	$4,889
1-Jul-31	1,955	$2.50	$4,889
1-Jul-32	1,955	$2.50	$4,889
1-Jul-33	1,955	$2.50	$4,889
1-Jul-34	1,955	$2.50	$4,889
1-Jul-35	1,955	$2.50	$4,889
1-Jul-36	1,955	$2.50	$4,889
1-Jul-37	1,955	$2.50	$4,889
Total			$98,808

MuniCap, Inc. *24-Sep-18*

[1]See Appendix B.

[2]The State of Maryland allocates funds directly to municipalities at a rate of $2.50 per capita. Assumes state allocation does not increase over time. Source: City of Greenbelt, Maryland Adopted Budget Fiscal Year 2018 and Capital Improvements Program Fiscal Years 2018-2023.

Greenbelt Station
City of Greenbelt, Maryland

Schedule IX-A: Projected Additional Revenues to the City of Greenbelt - Annual

Annual Revenues[1]	Current City Revenues[2]	Basis for Projecting Revenues[3]	Current City Service Factors[4]	Revenues by Factor: Per Resident	Revenues by Factor: Gross Serv. Pop.	Projected Increase in Service Factor[5]	Total Additional Revenues[6]
Real Property Taxes							
Real property taxes	$16,262,900	see schedule	-	-	-	-	-
Personal Property							
Personal property	$1,776,700	see schedule	-	-	-	-	-
Other Taxes							
Income taxes	$2,832,500	see schedule	-	-	-	-	-
Admission & amusements	$140,000	not impacted	-	-	-	-	-
Hotel/Motel tax	$1,000,000	per resident	38,384	-	$26.05	1,955	$50,944
Highway	$392,000	gross service population	38,384	-	$10.21	1,955	$19,970
Licenses and permits [7]							
Street permits	$100,000	not impacted	-	-	-	-	-
Residential prop. fees	$649,600	not impacted	-	-	-	-	-
Building construction	$50,000	not impacted	-	-	-	-	-
Commercial property	$200,000	not impacted	-	-	-	-	-
Variance/Departure	$0	not impacted	-	-	-	-	-
Development review fees	$5,000	not impacted	-	-	-	-	-
Business Permits [7]							
Traders	$30,000	not impacted	-	-	-	-	-
Liquor license	$9,900	not impacted	-	-	-	-	-
Non-residential alarm	$30,000	not impacted	-	-	-	-	-

MuniCap, Inc. *24-Sep-18*

[1]Not all sources of revenues are expected to be impacted.

[2]Based on information provided in *Adopted Budget Fiscal Year 2018.*

[3]Method of apportioning revenues: Per resident revenues are calculated by taking current revenues and apportioning them among current resident population. Gross service population revenues are calculated by taking current revenues and apportioning them amount the current total service population (residents and employees).

[4]Represents current statistics for City. See Appendix A.

[5]Represents proposed increase to City as a result of new development. See Appendix A.

[6]Represents total increase in revenues as a result of proposed development on an annual basis. Figures assume full build out and are expressed in current dollars.

[7]Assumes one-time licenses and permits revenues will be offset by corresponding one-time expenses. As a result, line items are not impacted.

Greenbelt Station
City of Greenbelt, Maryland

Schedule IX-A: Projected Additional Revenues to the City of Greenbelt - Annual, continued

Annual Revenues[1]	Current City Revenues[2]	Basis for Projecting Revenues[3]	Current City Service Factors[4]	Revenues by Factor: Per Resident	Revenues by Factor: Gross Serv. Pop.	Projected Increase in Service Factor[5]	Total Additional Revenues[6]
Other Licenses & Permits							
Animal	$100	not impacted	-	-	-	-	-
Dog park fees	$100	not impacted	-	-	-	-	-
Boats	$0	not impacted	-	-	-	-	-
Cable television	$428,000	not impacted	-	-	-	-	-
Cable TV - other	$0	not impacted	-	-	-	-	-
Grants From Federal Government							
HIDTA	$8,000	not impacted	-	-	-	-	-
Service coordinator	$59,000	not impacted	-	-	-	-	-
FEMA reimbursement	$0	not impacted	-	-	-	-	-
One time grants	$0	not impacted					
Grants from State Government							
Police protection	$470,000	gross service population	38,384	-	$12.24	1,955	$23,944
Youth services bureau	$65,000	not impacted	-	-	-	-	-
Maryland State Arts	$33,000	not impacted	-	-	-	-	-
Traffic Safety (SHA)	$25,000	not impacted	-	-	-	-	-
Grants from County Government							
Youth services bureau	$30,000	not impacted	-	-	-	-	-
Landfill disposal rebate	$57,700	not impacted	-	-	-	-	-
Code enforcement	$6,500	not impacted	-	-	-	-	-
Financial corporation	$400	not impacted	-	-	-	-	-
School resource officer	$80,000	not impacted	-	-	-	-	-
M-NCPPC	$234,000	not impacted	-	-	-	-	-
One time grants	$0	not impacted	-	-	-	-	-
Sanitation & Waste Removal							
Waste collection & disposal	$679,000	per resident	23,489	$28.91	-	1,955	$56,526
Recycling fee	$8,600	per resident	14,895	$0.58	-	1,955	$1,129

MuniCap, Inc. *24-Sep-18*

[1]Not all sources of revenues are expected to be impacted.
[2]Based on information provided in *Adopted Budget Fiscal Year 2018.*
[3]Method of apportioning revenues: Per resident revenues are calculated by taking current revenues and apportioning them among current resident population. Gross service population revenues are calculated by taking current revenues and apportioning them amount the current total service population (residents and employees).
[4]Represents current statistics for City. See Appendix A.
[5]Represents proposed increase to City as a result of new development. See Appendix A.
[6]Represents total increase in revenues as a result of proposed development on an annual basis. Figures assume full build out and are expressed in current dollars.

Greenbelt Station
City of Greenbelt, Maryland

Schedule IX-A: Projected Additional Revenues to the City of Greenbelt - Annual, continued

Annual Revenues[1]	Current City Revenues[2]	Basis for Projecting Revenues[3]	Current City Service Factors[4]	Revenues by Factor: Per Resident	Revenues by Factor: Gross Serv. Pop.	Projected Increase in Service Factor[5]	Total Additional Revenues[6]
Recreation							
Recreation & Parks	$6,000	not impacted	-	-	-	-	-
Therapeutic recreation	$27,000	not impacted	-	-	-	-	-
Tennis court lighting	$4,500	not impacted	-	-	-	-	-
Recreation concessions	$3,000	not impacted	-	-	-	-	-
Recreation centers	$25,000	not impacted	-	-	-	-	-
Aquatic and fitness center	$583,200	per resident	23,489	$24.83	-	1,955	$48,551
Community center	$210,300	not impacted	-	-	-	-	-
Greenbelt's kids	$531,000	per resident	23,489	$22.61	-	1,955	$44,205
Fitness & leisure	$68,500	not impacted	-	-	-	-	-
Arts	$95,200	not impacted	-	-	-	-	-
Other Charges/Fees							
GED co-pay	$1,000	not impacted	-	-	-	-	-
Bus fares	$7,500	not impacted	-	-	-	-	-
University of Maryland bus pass	$1,000	not impacted	-	-	-	-	-
Pet adoption	$2,000	not impacted	-	-	-	-	-
Fines & Forfeitures							
Parking citations	$125,000	not impacted	-	-	-	-	-
Citation late fees	$13,000	not impacted	-	-	-	-	-
Impound fees	$7,000	not impacted	-	-	-	-	-
Municipal infractions	$10,000	not impacted	-	-	-	-	-
False alarm fees	$15,000	not impacted	-	-	-	-	-
Red light camera fines	$350,000	not impacted	-	-	-	-	-
Speed camera fines	$360,000	not impacted	-	-	-	-	-
Miscellaneous Revenues							
Interest & dividends	$32,000	not impacted	-	-	-	-	-
Rent & concessions	$500	not impacted	-	-	-	-	-
Sale of recyclable material	$5,000	not impacted	-	-	-	-	-
Other	$15,000	not impacted	-	-	-	-	-
Purchase card rebates	$4,500	not impacted	-	-	-	-	-
Animal control contribution	$500	not impacted	-	-	-	-	-
Franklin park partnership	$70,000	not impacted	-	-	-	-	-
Four cities street cleaning	$79,800	not impacted	-	-	-	-	-
IWIF reimbursement	$20,000	not impacted	-	-	-	-	-
Green ridge house service coordinator	$27,700	not impacted	-	-	-	-	-
Misc. Grants & contributions	$0	not impacted	-	-	-	-	-
Interfund Transfer							
From special projects fund	$35,000	not impacted	-	-	-	-	-
Total projected annual revenues	$28,398,200			$76.92	$48.51		$245,269

MuniCap, Inc. *24-Sep-18*

[1]Not all sources of revenues are expected to be impacted.

[2]Based on information provided in *Adopted Budget Fiscal Year 2018.*

[3]Method of apportioning revenues: Per resident revenues are calculated by taking current revenues and apportioning them among current resident population. Gross service population revenues are calculated by taking current revenues and apportioning them amount the current total service population (residents and employees).

[4]Represents current statistics for City. See Appendix A.

[5]Represents proposed increase to City as a result of new development. See Appendix A.

[6]Represents total increase in revenues as a result of proposed development on an annual basis. Figures assume full build out and are expressed in current dollars.

Greenbelt Station
City of Greenbelt, Maryland

Schedule IX-B: Projected Additional Revenues to the City of Greenbelt - 20 Years

Tax Year Beginning	Inflation Factor	Additional Revenues: Anticipated Residents[1]	Additional Revenues: Revenue Per Resident[2]	Additional Revenues: Total Revenues Per Resident	Additional Revenues: Anticipated Serv. Population1	Additional Revenues: Revenue Per Serv. Population[2]	Additional Revenues: Total Service Population Revenues	Total Additional Revenues to City
1-Jul-17	100.0%	1,436	$76.92	$110,475	1,436	$48.51	$69,672	$180,146
1-Jul-18	100.0%	1,557	$76.92	$119,733	1,557	$48.51	$75,510	$195,243
1-Jul-19	100.0%	1,571	$76.92	$120,822	1,571	$48.51	$76,197	$197,019
1-Jul-20	102.5%	1,741	$78.84	$137,239	1,741	$49.72	$86,551	$223,790
1-Jul-21	105.1%	1,932	$80.81	$156,119	1,932	$50.97	$98,457	$254,576
1-Jul-22	107.7%	1,955	$82.83	$161,976	1,955	$52.24	$102,152	$264,128
1-Jul-23	110.4%	1,955	$84.90	$166,026	1,955	$53.55	$104,705	$270,731
1-Jul-24	113.1%	1,955	$87.03	$170,177	1,955	$54.88	$107,323	$277,499
1-Jul-25	116.0%	1,955	$89.20	$174,431	1,955	$56.26	$110,006	$284,437
1-Jul-26	118.9%	1,955	$91.43	$178,792	1,955	$57.66	$112,756	$291,548
1-Jul-27	121.8%	1,955	$93.72	$183,261	1,955	$59.10	$115,575	$298,837
1-Jul-28	124.9%	1,955	$96.06	$187,843	1,955	$60.58	$118,464	$306,307
1-Jul-29	128.0%	1,955	$98.46	$192,539	1,955	$62.10	$121,426	$313,965
1-Jul-30	131.2%	1,955	$100.93	$197,353	1,955	$63.65	$124,462	$321,814
1-Jul-31	134.5%	1,955	$103.45	$202,286	1,955	$65.24	$127,573	$329,860
1-Jul-32	137.9%	1,955	$106.03	$207,344	1,955	$66.87	$130,763	$338,106
1-Jul-33	141.3%	1,955	$108.69	$212,527	1,955	$68.54	$134,032	$346,559
1-Jul-34	144.8%	1,955	$111.40	$217,840	1,955	$70.26	$137,382	$355,223
1-Jul-35	148.5%	1,955	$114.19	$223,286	1,955	$72.01	$140,817	$364,103
1-Jul-36	152.2%	1,955	$117.04	$228,868	1,955	$73.81	$144,337	$373,206
1-Jul-37	156.0%	1,955	$119.97	$234,590	1,955	$75.66	$147,946	$382,536
Total				$3,783,527			$2,386,107	$6,169,634

MuniCap, Inc. *24-Sep-18*

[1]See Appendix B.
[2]See Schedule XII-A.

Greenbelt Station
City of Greenbelt, Maryland

Schedule X: Projected Net Revenues to the City of Greenbelt - 20 Years

Tax Year Beginning	Inflation Factor	Real Property Tax Revenue (Schedule III)	Income Tax Revenue (Schedule VII)[1]	Police Protection Shared Revenue (Schedule VIII)	Additional Revenues (Schedule IX-B)	Total Projected Net Revenues to the City
1-Jul-17	100.0%	$779,036	$258,909	$3,591	$180,146	$1,221,682
1-Jul-18	100.0%	$1,354,407	$258,909	$3,891	$195,243	$1,812,450
1-Jul-19	100.0%	$1,111,197	$258,909	$3,927	$197,019	$1,571,051
1-Jul-20	102.5%	$1,361,444	$265,381	$4,352	$223,790	$1,854,967
1-Jul-21	105.1%	$1,481,379	$272,016	$4,830	$254,576	$2,012,801
1-Jul-22	107.7%	$1,589,859	$278,816	$4,889	$264,128	$2,137,692
1-Jul-23	110.4%	$1,678,030	$285,787	$4,889	$270,731	$2,239,437
1-Jul-24	113.1%	$1,748,409	$292,931	$4,889	$277,499	$2,323,729
1-Jul-25	116.0%	$1,798,880	$300,255	$4,889	$284,437	$2,388,461
1-Jul-26	118.9%	$1,848,567	$307,761	$4,889	$291,548	$2,452,765
1-Jul-27	121.8%	$1,898,970	$315,455	$4,889	$298,837	$2,518,150
1-Jul-28	124.9%	$1,951,226	$323,342	$4,889	$306,307	$2,585,763
1-Jul-29	128.0%	$2,004,424	$331,425	$4,889	$313,965	$2,654,703
1-Jul-30	131.2%	$2,059,705	$339,711	$4,889	$321,814	$2,726,119
1-Jul-31	134.5%	$2,116,159	$348,203	$4,889	$329,860	$2,799,111
1-Jul-32	137.9%	$2,172,929	$356,909	$4,889	$338,106	$2,872,832
1-Jul-33	141.3%	$2,232,206	$365,831	$4,889	$346,559	$2,949,485
1-Jul-34	144.8%	$2,293,086	$374,977	$4,889	$355,223	$3,028,174
1-Jul-35	148.5%	$2,355,713	$384,351	$4,889	$364,103	$3,109,056
1-Jul-36	152.2%	$2,419,233	$393,960	$4,889	$373,206	$3,191,288
1-Jul-37	156.0%	$3,149,945	$403,809	$4,889	$382,536	$3,941,178
Total		$39,404,805	$6,717,647	$98,808	$6,169,634	$52,390,894

MuniCap, Inc. *24-Sep-18*

[1]Increased at the rate of absorption shown on Schedules II-A and II-B.

Greenbelt Station
City of Greenbelt, Maryland

Fiscal Impact Analysis
All City Expenses

Greenbelt Station
City of Greenbelt, Maryland

Schedule XI-A: Projected Additional Costs to the City of Greenbelt - Annual

Annual Expenditures[1]	Current City Expenditures[2]	Basis for Projecting Expenditures[3]	Current City Service Factors[4]	Expenditures by Factor: Per Resident	Per Road Mile	$1,000s of Tax Revenue	Gross Svc. Pop.	Net Svc. Pop.	Projected Increase in Service Factor[5]	Total Additional Expenditures[6]
General Government										
City council	$133,700	not impacted	-	-	-	-	-	-	-	-
Administration	$901,500	not impacted	-	-	-	-	-	-	-	-
Elections	$32,000	not impacted	-	-	-	-	-	-	-	-
Finance & admin services	$945,000	not impacted	-	-	-	-	-	-	-	-
Information technology	$651,100	not impacted	-	-	-	-	-	-	-	-
Legal counsel	$92,000	not impacted	-	-	-	-	-	-	-	-
Municipal building	$73,100	not impacted	-	-	-	-	-	-	-	-
Community promotion	$288,900	not impacted	-	-	-	-	-	-	-	-
Public officers association	$50,500	not impacted	-	-	-	-	-	-	-	-
Planning & Community Development										
Planning	$562,900	not impacted	-	-	-	-	-	-	-	-
Community development	$435,100	not impacted	-	-	-	-	-	-	-	-
Public Safety										
Police department	$10,339,300	net service population	26,947	-	-	-	-	$383.69	1,955	$750,291
Animal control	$235,000	per resident	-	-	-	-	-	-	-	-
Fire and rescue services	$98,000	gross service population	38,384	-	-	-	-	$2.55	1,955	$4,993
Public Works										
Public works administration	$1,323,600	not impacted	-	-	-	-	-	-	-	-
Equipment maintenance	$226,100	per road mile	24.74	-	$9,139	-	-	-	0.46	$4,171
Street maintenance	$899,700	per road mile	24.74	-	$36,366	-	-	-	0.46	$16,598
Four cities street cleaning	$106,400	per road mile	24.74	-	$4,301	-	-	-	0.46	$1,963
Waste collection & disposal	$793,500	per road mile	24.74	-	$32,074	-	-	-	0.46	$14,638
City cemetery	$5,300	not impacted	-	-	-	-	-	-	-	-
Roosevelt center	$95,300	not impacted	-	-	-	-	-	-	-	-
Greenbelt Cares										
Youth services bureau	$758,800	per resident	23,489	$32	-	-	-	-	$1,955	$63,169
Greenbelt assisted living	$273,000	per resident	23,489	$12	-	-	-	-	$1,955	$22,727
Service coordination program	$73,600	per resident	23,489	$3	-	-	-	-	$1,955	$6,127

MuniCap, Inc. *24-Sep-18*

[1]Not all expenditures are expected to be impacted.

[2]Based on information provided in *Adopted Budget Fiscal Year 2018* .

[3]Method of apportioning expenditures: Per resident expenditures are calculated by taking current expenses and apportioning them among current resident population. Per road mile expenditures are calculated by taking current expenses and apportioning them among current road miles. Per tax revenue expenditures are calculated by taking current expenses and apportioning them among current $1,000s of City tax revenues. Gross service population expenses are calculated by taking current expenses and apportioning them amount the current total service population (residents and employees). Net service population expenses are calculated by taking current expenses and apportioning them amount the current net service population (residents and non-resident employees).

[4]Represents current statistics for City. See Appendix A.

[5]Represents proposed increase to City as a result of new development. See Appendix A.

[6]Represents total increase in expenditures as a result of proposed development on an annual basis. Figures assume full build out and are expressed in current dollars.

Schedule XI-A: Projected Additional Costs to the City of Greenbelt - Annual, continued

Annual Expenditures[1]	Current City Revenues[2]	Basis for Projecting Revenues[3]	Current City Service Factors[4]	Expenditures by Factor: Per Resident	Per Road Mile	$1,000s of Tax Revenue	Total Svc. Pop.	Net Svc. Pop.	Projected Increase in Service Factor[5]	Total Additional Expenditures[6]
Recreation & Parks										
Recreation administration	$707,200	per resident	23,489	$30.11	-	-	-	-	1,955	$58,874
Recreation centers	$638,000	per resident	23,489	$27.16	-	-	-	-	1,955	$53,113
Aquatic fitness center	$1,179,100	per resident	23,489	$50.20	-	-	-	-	1,955	$98,159
Community center	$899,400	per resident	23,489	$38.29	-	-	-	-	1,955	$74,874
Greenbelt's kids	$530,500	per resident	23,489	$22.59	-	-	-	-	1,955	$44,164
Therapeutic recreation	$182,700	per resident	23,489	$7.78	-	-	-	-	1,955	$15,210
Fitness and leisure	$113,100	per resident	23,489	$4.82	-	-	-	-	1,955	$9,415
Arts	$197,900	not impacted	-	-	-	-	-	-	-	-
Special events	$98,900	not impacted	-	-	-	-	-	-	-	-
Parks	$1,234,900	per resident	23,489	$52.57	-	-	-	-	1,955	$102,804
Miscellaneous										
Grants and contributions	$94,300	not impacted	-	-	-	-	-	-	-	-
Intra-city transit service	$108,900	not impacted	-	-	-	-	-	-	-	-
Museum	$123,600	not impacted	-	-	-	-	-	-	-	-
			-	-	-	-	-	-	-	-
Non-Departmental			-	-	-	-	-	-	-	-
Insurance	$680,400	not impacted	-	-	-	-	-	-	-	-
Miscellaneous	$5,000	not impacted	-	-	-	-	-	-	-	-
Building maintenance	$6,000	not impacted	-	-	-	-	-	-	-	-
Special programs	$59,000	not impacted	-	-	-	-	-	-	-	-
Reserve appropriation salaries	$0	not impacted	-	-	-	-	-	-	-	-
Reserve appropriation	$30,900	not impacted	-	-	-	-	-	-	-	-
MSRA admin fees	$27,000	not impacted	-	-	-	-	-	-	-	-
Retiree prescription subsidy	$38,000	not impacted	-	-	-	-	-	-	-	-
Major Maintenance	$0	not impacted	-	-	-	-	-	-	-	-
Fund Transfers										
Building capital reserve fund	$325,000	not impacted	-	-	-	-	-	-	-	-
Capital improvements	$700,000	not impacted	-	-	-	-	-	-	-	-
Debt service fund payments	$705,000	not impacted	-	-	-	-	-	-	-	-
Replacement fund reserve	$320,000	not impacted	-	-	-	-	-	-	-	-
2001 bond fund	$0	not impacted	-	-	-	-	-	-	-	-
Total current expenditures	$28,398,200			$280.57	$81,879.55	$0.00	$0.00	$386.25		$1,341,290

MuniCap, Inc. *24-Sep-18*

[1]Not all expenditures are expected to be impacted.

[2]Based on information provided in *Adopted Budget Fiscal Year 2018* .

[3]Method of apportioning expenditures: Per resident expenditures are calculated by taking current expenses and apportioning them among current resident population. Per road mile expenditures are calculated by taking current expenses and apportioning them among current road miles. Per tax revenue expenditures are calculated by taking current expenses and apportioning them among current $1,000s of City tax revenues. Gross service population expenses are calculated by taking current expenses and apportioning them amount the current total service population (residents and employees). Net service population expenses are calculated by taking current expenses and apportioning them amount the current net service population (residents and non-resident employees).

[4]Represents current statistics for City. See Appendix A.

[5]Represents proposed increase to City as a result of new development. See Appendix A.

[6]Represents total increase in expenditures as a result of proposed development on an annual basis. Figures assume full build out and are expressed in current dollars.

Greenbelt Station
City of Greenbelt, Maryland

Schedule XI-B: Projected Additional Costs to the City of Greenbelt - 20 Years

Tax Year Beginning	Inflation Factor[1]	Additional Costs to the City of Greenbelt: Projected Residents[2]	Expense Per Resident[3]	Sub-total Expenses	Anticipated Revenue[5]	Expense Per $1,000[3]	Sub-total Expenses
1-Jul-17	100.0%	1,436	$280.57	$402,965	$1,222	$0.00	$0
1-Jul-18	100.0%	1,557	$280.57	$436,734	$1,812	$0.00	$0
1-Jul-19	100.0%	1,571	$280.57	$440,707	$1,571	$0.00	$0
1-Jul-20	102.5%	1,741	$287.58	$500,591	$1,855	$0.00	$0
1-Jul-21	105.1%	1,932	$294.77	$569,454	$2,013	$0.00	$0
1-Jul-22	107.7%	1,955	$302.14	$590,821	$2,138	$0.00	$0
1-Jul-23	110.4%	1,955	$309.70	$605,592	$2,239	$0.00	$0
1-Jul-24	113.1%	1,955	$317.44	$620,732	$2,324	$0.00	$0
1-Jul-25	116.0%	1,955	$325.37	$636,250	$2,388	$0.00	$0
1-Jul-26	118.9%	1,955	$333.51	$652,156	$2,453	$0.00	$0
1-Jul-27	121.8%	1,955	$341.85	$668,460	$2,518	$0.00	$0
1-Jul-28	124.9%	1,955	$350.39	$685,172	$2,586	$0.00	$0
1-Jul-29	128.0%	1,955	$359.15	$702,301	$2,655	$0.00	$0
1-Jul-30	131.2%	1,955	$368.13	$719,858	$2,726	$0.00	$0
1-Jul-31	134.5%	1,955	$377.33	$737,855	$2,799	$0.00	$0
1-Jul-32	137.9%	1,955	$386.77	$756,301	$2,873	$0.00	$0
1-Jul-33	141.3%	1,955	$396.44	$775,209	$2,949	$0.00	$0
1-Jul-34	144.8%	1,955	$406.35	$794,589	$3,028	$0.00	$0
1-Jul-35	148.5%	1,955	$416.51	$814,454	$3,109	$0.00	$0
1-Jul-36	152.2%	1,955	$426.92	$834,815	$3,191	$0.00	$0
1-Jul-37	156.0%	1,955	$437.59	$855,685	$3,941	$0.00	$0
Total				$13,800,699			$0

MuniCap, Inc. *24-Sep-18*

[1]Assumes an annual inflation rate of 2.5%.

[2]See Appendix B.

[3]See Schedule XIV-A.

[4]Represents the projected road miles, shown on Appendix A, constructed at the rate of absorption shown on Schedules II-A and II-B.

[5]See Schedule XIII.

Greenbelt Station
City of Greenbelt, Maryland

Schedule XI-B: Projected Additional Costs to the City of Greenbelt - 20 Years, continued

Tax Year Beginning	Inflation Factor[1]	Additional Costs to the City of Greenbelt: Anticipated Total Service Population[2]	Expenses Per Total Service Population[3]	Sub-total Expenses	Anticipated Net Service Population[2]	Expenses Per Net Service Population[3]	Sub-total Expenses
1-Jul-17	100.0%	1,436	$0.00	$0	1,436	$386.25	$554,744
1-Jul-18	100.0%	1,557	$0.00	$0	1,557	$386.25	$601,232
1-Jul-19	100.0%	1,571	$0.00	$0	1,571	$386.25	$606,702
1-Jul-20	102.5%	1,741	$0.00	$0	1,741	$395.90	$689,141
1-Jul-21	105.1%	1,932	$0.00	$0	1,932	$405.80	$783,943
1-Jul-22	107.7%	1,955	$0.00	$0	1,955	$415.95	$813,358
1-Jul-23	110.4%	1,955	$0.00	$0	1,955	$426.35	$833,692
1-Jul-24	113.1%	1,955	$0.00	$0	1,955	$437.00	$854,534
1-Jul-25	116.0%	1,955	$0.00	$0	1,955	$447.93	$875,897
1-Jul-26	118.9%	1,955	$0.00	$0	1,955	$459.13	$897,795
1-Jul-27	121.8%	1,955	$0.00	$0	1,955	$470.61	$920,240
1-Jul-28	124.9%	1,955	$0.00	$0	1,955	$482.37	$943,246
1-Jul-29	128.0%	1,955	$0.00	$0	1,955	$494.43	$966,827
1-Jul-30	131.2%	1,955	$0.00	$0	1,955	$506.79	$990,997
1-Jul-31	134.5%	1,955	$0.00	$0	1,955	$519.46	$1,015,772
1-Jul-32	137.9%	1,955	$0.00	$0	1,955	$532.45	$1,041,167
1-Jul-33	141.3%	1,955	$0.00	$0	1,955	$545.76	$1,067,196
1-Jul-34	144.8%	1,955	$0.00	$0	1,955	$559.40	$1,093,876
1-Jul-35	148.5%	1,955	$0.00	$0	1,955	$573.39	$1,121,223
1-Jul-36	152.2%	1,955	$0.00	$0	1,955	$587.72	$1,149,253
1-Jul-37	156.0%	1,955	$0.00	$0	1,955	$602.41	$1,177,985
Total				$0			$18,998,818

MuniCap, Inc. *24-Sep-18*

[1]Assumes an annual inflation rate of 2.5%.

[2]See Appendix B.

[3]See Schedule XIV-A.

Greenbelt Station
City of Greenbelt, Maryland

Schedule XI-B: Projected Additional Costs to the City of Greenbelt - 20 Years, continu

Tax Year Beginning	Inflation Factor[1]	Additional Costs to the City of Greenbelt: Anticipated Road Miles[4]	Expense Per Road Mile[3]	Sub-total Expenses	Total
1-Jul-17	100.0%	0.31	$81,879.55	$25,367	$983,075
1-Jul-18	100.0%	0.34	$81,879.55	$27,993	$1,065,960
1-Jul-19	100.0%	0.35	$81,879.55	$28,273	$1,075,682
1-Jul-20	102.5%	0.40	$83,926.54	$33,183	$1,222,915
1-Jul-21	105.1%	0.45	$86,024.70	$38,764	$1,392,162
1-Jul-22	107.7%	0.46	$88,175.32	$40,243	$1,444,422
1-Jul-23	110.4%	0.46	$90,379.70	$41,249	$1,480,533
1-Jul-24	113.1%	0.46	$92,639.19	$42,281	$1,517,546
1-Jul-25	116.0%	0.46	$94,955.17	$43,338	$1,555,485
1-Jul-26	118.9%	0.46	$97,329.05	$44,421	$1,594,372
1-Jul-27	121.8%	0.46	$99,762.28	$45,532	$1,634,231
1-Jul-28	124.9%	0.46	$102,256.33	$46,670	$1,675,087
1-Jul-29	128.0%	0.46	$104,812.74	$47,837	$1,716,964
1-Jul-30	131.2%	0.46	$107,433.06	$49,032	$1,759,888
1-Jul-31	134.5%	0.46	$110,118.89	$50,258	$1,803,885
1-Jul-32	137.9%	0.46	$112,871.86	$51,515	$1,848,983
1-Jul-33	141.3%	0.46	$115,693.66	$52,803	$1,895,207
1-Jul-34	144.8%	0.46	$118,586.00	$54,123	$1,942,587
1-Jul-35	148.5%	0.46	$121,550.65	$55,476	$1,991,152
1-Jul-36	152.2%	0.46	$124,589.41	$56,863	$2,040,931
1-Jul-37	156.0%	0.46	$127,704.15	$58,284	$2,091,954
Total				$933,504	$33,733,021

MuniCap, Inc. *24-Sep-18*

[1]Assumes an annual inflation rate of 2.5%.

[2]See Appendix B.

[3]See Schedule XIV-A.

Greenbelt Station
City of Greenbelt, Maryland

Fiscal Impact Analysis
Net Fiscal Impact

Greenbelt Station
City of Greenbelt, Maryland

Schedule XII: Projected Net Impact to the City of Greenbelt - 20 Years

Tax Year Beginning	Inflation Factor	Total Revenues (Schedule XIII)	Total Expenses (Schedule XIV-B)	Net Impact
1-Jul-17	100.0%	$1,221,682	($983,075)	$238,607
1-Jul-18	100.0%	$1,812,450	($1,065,960)	$746,490
1-Jul-19	100.0%	$1,571,051	($1,075,682)	$495,369
1-Jul-20	102.5%	$1,854,967	($1,222,915)	$632,052
1-Jul-21	105.1%	$2,012,801	($1,392,162)	$620,639
1-Jul-22	107.7%	$2,137,692	($1,444,422)	$693,270
1-Jul-23	110.4%	$2,239,437	($1,480,533)	$758,904
1-Jul-24	113.1%	$2,323,729	($1,517,546)	$806,183
1-Jul-25	116.0%	$2,388,461	($1,555,485)	$832,976
1-Jul-26	118.9%	$2,452,765	($1,594,372)	$858,393
1-Jul-27	121.8%	$2,518,150	($1,634,231)	$883,919
1-Jul-28	124.9%	$2,585,763	($1,675,087)	$910,676
1-Jul-29	128.0%	$2,654,703	($1,716,964)	$937,739
1-Jul-30	131.2%	$2,726,119	($1,759,888)	$966,231
1-Jul-31	134.5%	$2,799,111	($1,803,885)	$995,226
1-Jul-32	137.9%	$2,872,832	($1,848,983)	$1,023,850
1-Jul-33	141.3%	$2,949,485	($1,895,207)	$1,054,278
1-Jul-34	144.8%	$3,028,174	($1,942,587)	$1,085,587
1-Jul-35	148.5%	$3,109,056	($1,991,152)	$1,117,904
1-Jul-36	152.2%	$3,191,288	($2,040,931)	$1,150,357
1-Jul-37	156.0%	$3,941,178	($2,091,954)	$1,849,224
Total		$52,390,894	($33,733,021)	$18,657,873

MuniCap, Inc. *24-Sep-18*

Greenbelt Station
City of Greenbelt, Maryland

Appendices

Appendix A: City of Greenbelt Allocation Factors

City of Greenbelt permanent population[1]	23,489
City of Greenbelt current employees[2]	14,895
Employee population equivalent[3]	3,575
Gross service population[4]	38,384
Non-resident employees[5]	14,407
Non-resident employee population equivalent[2]	3,458
Net service population[6]	26,947
Percent of Greenbelt Station employees assumed to live in the City of Greenbelt[7]	3.3%
Percent of Greenbelt Station employees assumed to reside outside the City of Greenbelt[8]	96.7%
Service population rates	
Resident	1.00
Proposed new owner-occupied households[9]	505
Persons per household[10]	2.36
Expected population increase[11]	1,192
Proposed new rentals[9]	302
Vacancy rate[12]	6.00%
Occupied new households	284
Persons per household (renter occupied)[10]	2.69
Expected population increase[11]	764
Total population increase	1,955
Net service population increase	1,955
Current road miles[13]	25
Projected road mile increase[14]	0.46
Current total tax revenues to the City of Greenbelt (per $1,000)[15]	$28,398
Projected increase tax revenues to the City of Greenbelt (per $1,000)[16]	$52,391

MuniCap, Inc. *24-Sep-18*

[1]Source: U.S. Census Bureau, Population estimate July 1, 2017.
[2]Source: OnTheMap, U.S. Census Bureau based on 2015 data.
[4]Represents the total City permanent population plus the total employee population equivalent.
[5]Represents the total City employees assumed to live outside of City of Greenbelt.
[6]Represents the total City permanent population plus the non-resident employee population equivalent.
[7]Represents the percent of new employees generated by Greenbelt Station living and working in the City of Greenbelt. Source: OnTheMap, U.S. Census Bureau based on 2015
[8]Calculated as inverse of percentage of newly created employees assumed to live in the City of Greenbelt.
[9]See Schedule I.
[10]Source: 2012-2016 American Community Survey 5-Year Estimates for the City of Greenbelt.
[11]Represents total new occupied households multiplied by the persons per household.
Survey.

[13]Represents the current road miles. Source: City of Greenbelt Comprehensive Annual Financial Report 2017.
[14]Provided by Woodlawn Development Group, LLC.
[15]Represents the total general fund revenues to the City of Greenbelt. Source: Adopted Budget Fiscal Year 2018 And Capital Improvements Program Fiscal Years 2018-2023.
[16]See Schedule X.

Greenbelt Station
City of Greenbelt, Maryland

Appendix B: Projected Total Residents

Development Year Ending	Owner Occupied Units: Owner Occupied Units[1]: Townhouses	Condos	Total	Residents Per Unit[2]	Sub-Total Residents	Renter Occupied Units: Apartment Units[1]	Vacancy Rate[2]	Total Occupied Units	Residents Per Unit[2]	Sub-Total Residents	'otal Projected Resident: Service Population and Net Service Population
31-Dec-16	169	116	285	2.36	673	302	6.00%	284	2.69	764	1,436
31-Dec-17	206	130	336	2.36	793	302	6.00%	284	2.69	764	1,557
31-Dec-18	212	130	342	2.36	807	302	6.00%	284	2.69	764	1,571
31-Dec-19	284	130	414	2.36	977	302	6.00%	284	2.69	764	1,741
31-Dec-20	365	130	495	2.36	1,168	302	6.00%	284	2.69	764	1,932
31-Dec-21	375	130	505	2.36	1,192	302	6.00%	284	2.69	764	1,955
31-Dec-22	375	130	505	2.36	1,192	302	6.00%	284	2.69	764	1,955
31-Dec-23	375	130	505	2.36	1,192	302	6.00%	284	2.69	764	1,955
31-Dec-24	375	130	505	2.36	1,192	302	6.00%	284	2.69	764	1,955
31-Dec-25	375	130	505	2.36	1,192	302	6.00%	284	2.69	764	1,955
31-Dec-26	375	130	505	2.36	1,192	302	6.00%	284	2.69	764	1,955
31-Dec-27	375	130	505	2.36	1,192	302	6.00%	284	2.69	764	1,955
31-Dec-28	375	130	505	2.36	1,192	302	6.00%	284	2.69	764	1,955
31-Dec-29	375	130	505	2.36	1,192	302	6.00%	284	2.69	764	1,955
31-Dec-30	375	130	505	2.36	1,192	302	6.00%	284	2.69	764	1,955
31-Dec-31	375	130	505	2.36	1,192	302	6.00%	284	2.69	764	1,955
31-Dec-32	375	130	505	2.36	1,192	302	6.00%	284	2.69	764	1,955
31-Dec-33	375	130	505	2.36	1,192	302	6.00%	284	2.69	764	1,955
31-Dec-34	375	130	505	2.36	1,192	302	6.00%	284	2.69	764	1,955
31-Dec-35	375	130	505	2.36	1,192	302	6.00%	284	2.69	764	1,955
31-Dec-36	375	130	505	2.36	1,192	302	6.00%	284	2.69	764	1,955
31-Dec-37	375	130	505	2.36	1,192	302	6.00%	284	2.69	764	1,955

MuniCap, Inc. *24-Sep-18*

[1]See Schedule II-A.
[2]See Appendix A.

Appendix C: Temporary Construction Jobs and Indirect Impacts

	Total
Projected residential costs[1]	$27,016,355
Total projected construction costs	$27,016,355
Total construction jobs[2]	174
Construction full-time equivalent factor[3]	0.9644
Total construction full-time equivalent employees ("FTE's")	168
Total construction labor income[2]	$10,160,651
Labor income to wages factor[4]	1.191324377
Total wages	$8,528,870
Average labor income per construction FTE -- annual	$60,547
Average wage per construction FTE -- annual	$50,824
Multiplier for construction wages[2]	1.3981
Total earnings	$14,205,288
Indirect earnings	$4,044,637
Multiplier for construction jobs[2]	1.5678
Total jobs	273
Indirect jobs	99
Multiplier for construction output[2]	1.4609
Total economic output	$39,469,229
Indirect output	$12,452,874

MuniCap, Inc. *24-Sep-18*

[1]Construction costs represent hard costs provided by Woodlawn Development Group, LLC.

[2]Construction wages, indirect jobs and output were calculated using the IMPLAN software by IMPLAN Group LLC.

[3]Total jobs include all full-year employees, including part-time and full-time employees. This factor, provided by IMPLAN Group LLC, converts total jobs into total full-time equivalent employees.

[4]Total labor income includes wages and salary, benefits, payroll taxes, and proprietor's income. This factor, provided by IMPLAN Group LLC. converts total labor income into direct wages and salary.

Greenbelt Station
City of Greenbelt, Maryland

Appendix D: Projected Payment of Debt Service and Debt Service Coverage

Tax Year Beginning	Bond Year Ending	Net Annual Debt Service[1]	Total Tax Increment Revenue[1]	Surplus/(Deficit)	Special Tax	Adjusted Surplus/Deficit	Cumulative Surplus/Deficit	Debt Service Coverage: Tax Increment Revenue	Debt Service Coverage: Total Revenue
1-Jul-16	1-Jul-17	$0	$0	$0	$0	$0	$0	NA	NA
1-Jul-17	1-Jul-18	$0	$389,518	$389,518	$0	$389,518	$389,518	NA	NA
1-Jul-18	1-Jul-19	$0	$677,203	$677,203	$0	$677,203	$1,066,722	NA	NA
1-Jul-19	1-Jul-20	$347,562	$729,379	$381,817	$0	$381,817	$1,448,539	210%	210%
1-Jul-20	1-Jul-21	$348,174	$854,809	$506,635	$0	$506,635	$1,955,174	246%	246%
1-Jul-21	1-Jul-22	$528,798	$1,005,089	$476,291	$0	$476,291	$2,431,464	190%	190%
1-Jul-22	1-Jul-23	$539,435	$1,064,647	$525,212	$0	$525,212	$2,956,677	197%	197%
1-Jul-23	1-Jul-24	$550,134	$1,114,082	$563,948	$0	$563,948	$3,520,625	203%	203%
1-Jul-24	1-Jul-25	$561,847	$1,155,128	$593,281	$0	$593,281	$4,113,906	206%	206%
1-Jul-25	1-Jul-26	$573,472	$1,186,176	$612,704	$0	$612,704	$4,726,610	207%	207%
1-Jul-26	1-Jul-27	$584,962	$1,216,764	$631,803	$0	$631,803	$5,358,413	208%	208%
1-Jul-27	1-Jul-28	$597,265	$1,248,117	$650,853	$0	$650,853	$6,009,265	209%	209%
1-Jul-28	1-Jul-29	$609,282	$1,280,254	$670,972	$0	$670,972	$6,680,237	210%	210%
1-Jul-29	1-Jul-30	$621,963	$1,313,194	$691,231	$0	$691,231	$7,371,468	211%	211%
1-Jul-30	1-Jul-31	$634,209	$1,346,957	$712,748	$0	$712,748	$8,084,216	212%	212%
1-Jul-31	1-Jul-32	$646,970	$1,381,565	$734,595	$0	$734,595	$8,818,811	214%	214%
1-Jul-32	1-Jul-33	$661,146	$1,417,037	$755,891	$0	$755,891	$9,574,702	214%	214%
1-Jul-33	1-Jul-34	$674,588	$1,453,397	$778,809	$0	$778,809	$10,353,511	215%	215%
1-Jul-34	1-Jul-35	$688,245	$1,490,666	$802,420	$0	$802,420	$11,155,932	217%	217%
1-Jul-35	1-Jul-36	$702,019	$1,528,866	$826,847	$0	$826,847	$11,982,779	218%	218%
1-Jul-36	1-Jul-37	$716,809	$1,568,021	$851,212	$0	$851,212	$12,833,991	219%	219%
1-Jul-37	1-Jul-38	$66,366	$1,608,155	$1,541,789	$0	$1,541,789	$14,375,780	2423%	2423%
Total		$10,653,245	$25,029,025	$14,375,780	$0	$14,375,780			

MuniCap, Inc.

S:\CONSULTING\NVR-MS-Cavalier Greenbelt, LLC\Greenbelt Metro\Fiscal\[Fiscal Impact Analysis.xlsx]D

24-Sep-18

[1]See MuniCap TIF projections.

Reel & Meal Features Utopia Festival Films

On Monday, October 15 the Reel & Meal at the New Deal film series will feature In the Executioner's Shadow and Thanksgiving Is Insane, as part of the Utopia Film Festival. The films will be followed by a discussion. The program will start at 7 p.m. at the New Deal Café following an optional plant-based buffet served from 6:30 p.m. For those who expect to come for the meal, RSVP to reelandmeal@newdealcafe.com.

American University School of Communication professors Maggie Burnette Stogner and Richard Stack know that capital punishment is not a simple subject, and their documentary film, In the Executioner's Shadow, shows why. It tells the stories of people who have personal experience with the death penalty, from crime victims to a former executioner.

Canadian director Josh Raskin has created a thoughtful 5-minute animation, Thanksgiving Is Insane. The first Thanksgiving in 1621 set the stage for a nation that remains both fascinated and conflicted by its relationship with the country's original residents and its own traditions and history.

Reel and Meal, a monthly vegan meal and film series focused on environmental, social justice and animal rights issues, happens every third Monday of the month at the New Deal Café and is organized by Utopia Film Festival, Beaverdam Creek Watershed Watch Group, Green Vegan Networking, and Prince George's County Peace and Justice Coalition.

One of the qualities of a Utopia has to be a society where people care for and are cared about by each other. A Utopia requires participation of the citizens to make wise and better choices for their community. Capital punishment creates a challenging issue for those seeking a better world.

Likewise, our choices for celebrating historical moments may require re-thinking and searching for the true meaning of an historical moment and its impact on our communities. The Utopia Film Festival tries to promote a better type of world – while looking at the challenges which may impede utopian goals. These films will help close this year's Utopia Film Festival and will make suggestions as to how we can help our state move toward the ideal.

For more on this month's Reel and Meal contact reelandmeal@newdealcafe.com or call Frank Gervasi at 301-474-7680. Visit the New Deal Café website at newdealcafe.com/events/reel-and-meal.

City Information & Events

CITY OF GREENBELT NOTICE OF PUBLIC HEARING

Notice is hereby given that the City Council will conduct a public hearing on the Ordinance authorizing and empowering the City of Greenbelt, Maryland to issue up to $8,000,000.00 of its Special Obligation Bonds at a maximum interest rate not to exceed 8% per annum in order to finance or reimburse the cost of certain public improvements relating to the development district known as the Greenbelt Station Development District and the Special Taxing District known as the Greenbelt Station Special Taxing District.

The City Council will hold a public hearing on this ordinance on October 22, 2018, at 8:00 pm in the Council Room at the Greenbelt Municipal Building located at 25 Crescent Road, Greenbelt Maryland 20770. Public testimony will be received by the City Council at the hearing on the above date. Written comments may either be presented at this hearing or sent to the City Clerk.

The public is welcome to attend. The Ordinance is available online and at the Clerk's office. For more information please contact the City Manager's office at (301) 474-8000.

Bonita Anderson, City Clerk

OKTOBERFEST

Friday, October 19, 1:30pm-3:30pm
Greenbelt Community Center, Gym

Light refreshments will be served.

Featuring Entertainment by:
Helmut Licht

15 Crescent Road, Greenbelt, MD 20770
www.greenbeltmd.gov/recreation | 301.397.2208
GREENBELT RECREATION

Greenbelt Youth Advisory Committee YOUTH FORUM

Monday, October 15 at 3:30pm
Eleanor Roosevelt High School

Greenbelt Youth are invited to come out and share their views, concerns, interest and more. The Greenbelt Youth Advisory Committee will provide a report to City Council.

FALLFEST

FOOD · MUSIC · FUN

SATURDAY, OCTOBER 20
SCHROM HILLS PARK
2:00 - 5:00 PM

$1 Pumpkin Patch • Live Music • Hayrides • Photo Props
Pumpkin Carving & Decorating • Mechanical Bull Ride
Moonbounces & Inflatables • Greenbelt Volunteer Fire Department
Trunk or Treat & KidCare ID's by Greenbelt Police Department
Community Group Info Tables • Affordable Food

GREENBELT RECREATION
FOR EVENT INFORMATION 301.397.2200
WEATHER & INFORMATION HOTLINE 301.474.0646

MEETINGS FOR OCTOBER 15-19

Monday, October 15 at 8:00pm **COUNCIL WORK SESSION w/Prince George's County Fire Department** at Municipal Building, 25 Crescent Road. *Live on Verizon 21, Comcast 71 & 996 and Streaming at www.greenbeltmd.gov/municipaltv*

Wednesday, October 17 at 7:30pm **PARK AND RECREATION ADVISORY BOARD** at the Community Center, 15 Crescent Road. *On the Agenda:, Comcast 71 & 996, and Streaming at www.greenbeltmd.gov/municipaltv*

The schedule is subject to change. For confirmation that a meeting is being held call 301-474-8000.

Come out to the Annual Health and Wellness Fair sponsored by the City of Greenbelt, Doctors Community Hospital, & Greenbelt Homes, Inc.
FREE SCREENINGS include: Massage & DermaScan, Memory Screening, Vision and Glaucoma Screenings, Carotid Artery, Glucose, Cholesterol & Blood Pressure, PAD Screening, Spinal Screening and more. Information on Behavioral Health, Megline Plus, Arthritis and Pain Associates, Health Resources, Hospice Services, Elder Law and much more.
Flu shots available for $25.

GREENBELT ADVISORY COMMITTEE ON EDUCATION HOSTS SCHOOL BOARD DEBATE

OCTOBER 18

Join the candidates of Prince George's County School Board District 2. Incumbent, Lupi Grady, being challenged by Joshua Thoams for the seat.

The debate will begin with opening statements followed by several questions prepared by ACE. There will be an opportunity for questions followed by closing statements.

25 CRESCENT RD GREENBELT CITY COUNCIL CHAMBERS | RECEPTION STARTS AT 7 **7:30-9:00**

The seat is non-partisan; neither candidate is representing a political party. The debate is open to the public and will be carried live on Greenbelt Municipal Access Channel 71, Verizon 21, and streamed live at http://www.greenbeltmd.gov/municipaltv

VACANCIES ON BOARDS & COMMITTEES

Volunteer to serve on City Council Advisory Groups.
There are currently vacancies on: Advisory Committee of Education, Arts Advisory Board, Greenbelt Advisory Committee on Environmental Sustainability, Senior Citizens Advisory Committee, and Youth Advisory Committee. Info: 301-474-8000

Donation Drop-Off on Saturday, October 13

10am - 12pm or until the truck is full
Parking lot between City Office and the Community Center
Info: City of Greenbelt Recycling Office at 301-474-8308

PUMPKIN CARVING AND PUMPKIN WALK

Saturday, October 20th
Schrom Hills Park
Come out and decorate a pumpkin from 2:30-4:30pm. Then enjoy the decorated pumpkins on a walk through the trail at Schrom Hills Park from 6:00-9:00pm.
*Other decoratings and walks will be held at Roosevelt Center and Sprnghill Lake the following week

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City Council Agenda Item Report

Meeting Date: October 22, 2018
Submitted by: Bonita Anderson
Submitting Department: Administration
Item Type: Meeting Minutes
Agenda Section: Minutes of Council Meetings

Subject:
Statement for the Record - Closed Session of October 3, 2018

Suggested Action:

The following motion is needed: I move that the minutes of tonight's meeting reflect that Council met in closed session on Wednesday, October 3, 2018, at 7:42 p.m. in the Library of the Municipal Building. Council held this closed meeting in accordance with the General Provisions Article, §3-305(b)(7) of the General Provisions Article of the Annotated Code of Public General Laws of Maryland, to consult with counsel to obtain legal advice regarding: Friends of the Old Greenbelt Theatre Contract.

Vote to close session:

Mr. Byrd - Yes
Ms. Davis - Yes
Ms. Mach - Yes
Ms. Pope - Yes
Mr. Putens - Yes
Mr. Roberts - Yes
Mayor Jordan - Yes

The following staff members were in attendance: Nicole Ard, City Manager; Todd Pounds, City Solicitor and Friends of the Old Greenbelt Theatre Board members and staff: Dr. Caitlin McGrath, Cathy Jones, Michael Bloom, Kelly McLaughlin and Supratik Chaudhuri.

Council took no actions during this session.

Attachments:

City Council Agenda Item Report

Meeting Date: October 22, 2018
Submitted by: Bonita Anderson
Submitting Department: Administration
Item Type: Meeting Minutes
Agenda Section: Minutes of Council Meetings

Subject:
Statement for the Record - Closed Session of October 10, 2018

Suggested Action:

The following motion is needed: I move that the minutes of tonight's meeting reflect that Council met in closed session on Wednesday, October 10, 2018, at 7:40 p.m. in the Library of the Municipal Building. Council held this closed meeting in accordance with the General Provisions Article, §3-305(b)(1) of the General Provisions Article of the Annotated Code of Public General Laws of Maryland, to discuss the appointment, employment, assignment, promotion, discipline, demotion, compensation, removal, resignation, or performance evaluation of appointees, employees, or officials over whom this public body has jurisdiction; any other personnel matter that affects one or more specific individuals (Personnel - Police).

Vote to close session:

Mr. Byrd - Yes
Ms. Davis - Yes
Ms. Mach - Yes
Ms. Pope - Yes
Mr. Putens - Yes
Mr. Roberts - Yes
Mayor Jordan - Yes (by phone)

Mayor Jordan was out of town on a business trip and participated by phone.

The following staff members were in attendance: Nicole Ard, City Manager; David Moran, Assistant City Manager and Todd Pounds, City Solicitor. Chief Richard Bowers participated via telephone.

Council took no actions during this session.

Attachments:

City Council Agenda Item Report

Meeting Date: October 22, 2018
Submitted by: Bonita Anderson
Submitting Department: Administration
Item Type: OTHER BUSINESS
Agenda Section: OTHER BUSINESS

Subject:
Draft State Consolidated Transportation Program, FY 2019 - 2024

Suggested Action:

Reference:
Memorandum, J. Howerton, 10/17/18
Memorandum, J. Howerton, 10/17/18 (Attachments)
Excerpts from Draft Consolidated Transportation Program, FY 2019-2024
Prince George's County 2017 Transportation Priority Letter

The City has received the Draft FY 2019 - 2024 Maryland Department of Transportation Consolidated Transportation Program (CTP). Staff will attend a staff level review session with County and State representatives on November 1, 2018. The annual tour meeting is scheduled for November 14, 2018 at 10:00 a.m. at the County Administration Building in Upper Marlboro.

The FY 2019 – 2024 CTP totals $16 billion. Eleven projects were added to the construction program at a cost of $2.17 billion in funding. In last year's CTP, a significant program change for Greenbelt included the full Interchange at Greenbelt Metro Station being placed on hold; funding for this project is still not included in this year's CTP. Funding in the amount of $25.1 million has been allocated for planning activities for the Baltimore-Washington Superconducting Maglev project through the year 2020. Concurrently, planning activities are underway and a total of $129.5 million in funding has been allocated through 2022 for the Traffic Relief Plan (referred to in the CTP as I-270 Eisenhower Memorial Highway, and I-495, Capital Beltway). Despite the MD-193 Greenbelt Road Streetscape Project being a transportation priority of the County and the City, the project continues to not be included in the CTP.

Staff recommends City Council transmit a letter to Transportation Secretary stating the City Council's opposition to: the SCMAGLEV project, the Traffic Relief Plan (widening of I-495), MD 201 Extended; and the removal of funds for the Full Interchange at Greenbelt Metro Station project from the Construction. Staff also recommends City Council request the MD 193 Greenbelt Road Streetscape Project be added to the CTP. As in previous years the letter will address those projects and initiatives that the City supports. (JH)

Attachments:
Memorandum, J. Howerton, 10/17/18

Excerpts from Draft Consolidated Transportation Program, FY 2019-2024

Prince George's County 2017 Transportation Priority Letter

Memorandum, J. Howerton, 10/17/18 (Attachments).pdf

CITY OF GREENBELT, MARYLAND
MEMORANDUM

TO: Nicole Ard, City Manager
FROM: Judith Howerton, Community Planner
VIA: Terri Hruby, Director of Planning and Community Development
DATE: October 19, 2018
SUBJECT: State Consolidated Transportation Program, FY 2019-2024

The Maryland Department of Transportation (MDOT) has released its six year draft 2019 -2024 Consolidated Transportation Program (CTP). Staff is scheduled to attend a pre-tour staff level meeting held by the Maryland on the *draft CTP* on Thursday, November 1, 2018*.* The annual fall CTP tour meeting is scheduled for Wednesday, November 14, 2018 at 2:00 PM in the County Council Conference Room (Room #2027), County Administration Building, 2nd Floor. The final CTP will be submitted to the State Legislature in January.

This year's draft CTP has $2.17 billion worth of new projects, compared to last year's CTP that had $836.2 million worth of new projects. Eleven projects were added to the construction program at a cost of $2.17 billion in funding.

The State's priorities, which are explained in the CTP are as follow: 1. Facilitate economic opportunity in Maryland; 2. Provide a safe and secure transportation experience; 3. Provide exceptional customer service; 4. Provide an efficient, well connected transportation experience; 5. Use resources wisely; 6. Deliver transportation solutions and services of great value; 7. Communicate effectively with our customers; 8. Be a good neighbor; 9. Be a good steward of our environment; and 10. Be fair and reasonable to our partners. Attached for your information are selected pages from the CTP that pertain to the City's interests.

To date, City staff has not received the County's 2018 Priority Project list. The County's priority list for the FY 2018-2023 State CTP highlighted the Purple Line, I-95/Greenbelt Metro Access; US 1, Baltimore Avenue (College Avenue to I-95/495); and Pedestrian Safety Enhancements on State-maintained Roadways. The County's priority letter under, "Project Planning Start Priorities" had MD 193, University Blvd. (Phase I – MD 650 to Adelphi Road and Phase II – US 1 to Hanover Parkway) ranked number two out of eleven projects identified.

Highlights from the Draft 2019-2024 CTP of interest to the City are:

- <u>I-95/1-495, Capital Beltway (Full Interchange at Greenbelt Metro Station)</u> – The project remains on hold. It was stated in the previous year that the hold was as a result of the Greenbelt Metro Station not being selected for the relocation of FBI Headquarters; all construction and right-of-way funds previously allocated to this project were transferred to the Howard Street Tunnel Project. No funding was allocated in the current Draft CTP.

- Purple Line – MDOT officials signed the $5.6 billion public private partnership contract in April 2016 with the Purple Line Transit Partners to design, build, finance, operate, and maintain the light rail system. The Purple Line will run east-west inside the Capital Beltway, with 21 stations connecting to: Metrorail's Orange, Green, and Red lines; the MARC Brunswick, Camden, and Penn lines; and Amtrak at New Carrollton. Construction is now underway along the entire 16-mile light rail corridor. Since the project broke ground in August 2017, utility relocation, earthwork, and tunnel excavation have been ongoing. Light rail vehicle production is also underway.

- US 1, Baltimore Avenue – This project involves the reconstruction of US 1 from College Avenue to MD-193 (Segment 1). Engineering and right-of-way acquisition are underway, and monies for construction are budgeted in FY 2019-2024. Project Segments 2 and 3 (US 1 from MD 193 to I-95) are included in the Secondary Development and Evaluation program and are identified as being on hold. However, under Bicycle and Pedestrian related projects there are construction funds budgeted in FY 2019 for wide curb lanes and sidewalks for Segments 2 and 3.

- I-270 Eisenhower Memorial Highway, and I-495, Capital Beltway – This is a study to look at improvements to alleviate congestion from I-270 to the Baltimore Washington Parkway. This project is now proposed as part of Governor Hogan's Traffic Relief Plan which will add new managed or toll lanes to I-270, I-495 (Capital Beltway), and MD 295 (Baltimore-Washington Parkway), leaving the existing lanes untolled. Planning activities are underway and a total of $129.5 million in funding has been allocated through 2022.

- MD 201 Extended (Edmonston Road)/US 1 (Baltimore Ave.) – This project involves a study of capacity improvements on MD 201 and US 1 from I-95/I-495 to north of Muirkirk Road. This project remains on hold with no monies budgeted for FY2019-FY2024.

- Baltimore-Washington Superconducting Maglev (SCMAGLEV) – This project proposes the construction of a Superconducting Maglev train system between Baltimore and Washington. An Environmental Impact Statement (EIS) is underway to evaluate impacts of the construction and operation of such a system. Funding in the amount of $25.1 million has been allocated for planning activities through the year 2020.

- Prince George's County Local Bus Program – Consistent with last year, there is a total of $5.23 million budgeted over the next six years for the Prince George's County Local Bus Program. Programmed funding includes monies for bus replacements and capital improvements to bus facilities.

- Bicycle and Pedestrian Related Projects – The Maryland Department of Transportation has various funding programs for bicycles and pedestrian. The total projected FY 2019-2024 funding for pedestrian and bicycle programs is $177.6 million, compared to $175.4 million in the previous CTP. Several programs are administered as competitive grant programs, such as the Bikeways Network Program, the Sidewalk Program, Safe Routes to School Program and Bikeshare Program. At this time there are no projects identified for Greenbelt.

- Sound Barrier Program – This program is for implementing retrofit sound barrier projects that meet eligibility criteria. The CTP includes $14.5 million in construction funds for sound barriers over the next six years.

- WMATA Metrorail – A priority of MDOT is restoring safety and reliability to the WMATA Metrorail system and $50 million in each year of the CTP is included as Maryland's contribution.

Staff recommends that the Maryland Draft Consolidated Transportation Program for fiscal years 2019–2024 be placed on the October 22, 2018, City Council regular meeting agenda for discussion. Staff is preparing a position letter for City Council's consideration at its October 22nd meeting as well. The letter will restate the City's opposition to proposed roadway widening projects and the MAGLEV project.

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

ULI Urban Land Institute
Washington

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The objective of ULI Washington's Technical Assistance Panel (TAP) program is to provide expert, multidisciplinary, and objective advice on land use and real estate is-sues facing public agencies and nonprofit organizations in the Metropolitan Washing-ton Region. Drawing from its extensive membership base, ULI Washington conducts one and one-half day Panels offering objective and responsible advice to local decision-makers on a wide variety of land use and real estate issues, ranging from site-specific projects to public policy questions. The TAP program is intentionally flexible to provide a customized approach to specific land use and real estate issues. Learn more at http://washington.uli.org/TAPs.

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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.

What Panelists Heard

The Panel went on a site visit to Beltway Plaza. Image Source: ULI Washington.

Over two days, the Panel met with stakeholders from the Town of Berwyn Heights, the City of College Park, and the City of Greenbelt, and went on a site visit of the Greenbelt Road corridor. On the second day, the Panel presented their preliminary recommendations to the sponsors in a public meeting.

Stakeholders were quick to share the study area's strengths, including its diversity, having lots of community services at close reach, and proximity to the Metro, highways, major employers such as NASA Goddard, UMD, nearby healthcare providers such as Children's Hospital and Kaiser Permanente, and parks including Greenbelt Park and Lake Artemesia. They noted that many residents chose not to own cars due to the variety of bus routes serving the area. Representatives from the Town of Berwyn Heights were proud that their median income was higher than surrounding areas, a sign of its economic strength, and wanted investment that reflected that.

At the same time, there were conflicts present in the way stakeholders described the goals for the area in the future. The area is home to beloved restaurants, but residents mourn the loss of Sir Walter Raleigh, and note there are few places to go out for a sit-down meal. Stakeholders noted that the area could potentially serve as a residential community for University of Maryland faculty and staff, but local elementary schools are at or over capacity. Tourism was repeatedly mentioned as a potential economic engine, though opportunities to leverage that remain untapped.

Greenbelt Mayor Pro Tem Judith Davis describes her goals for the Greenbelt Road corridor to the panel. Image Source: ULI Washington.

Stakeholders expressed several desires for the area, including attracting more tech companies, leveraging the nearby arts scene along Route 1, and being a "local hub" for residents. A common thread among the stakeholders, and among residents, was "why can't we have a X" store or restaurant. There was a feeling among some representatives that Prince George's County had ignored the area to instead focus on developing National Harbor and Largo. However, stakeholders expressed enthusiasm for creative solutions that would help reposition the area.

Beltway Plaza, an enclosed shopping mall built in 1964, is a large parcel potentially nearing redevelopment. But there is a mismatch between offerings and desires of part of the community, and a mixed vision for what the future of the Mall will look like. In the mid-2000s, developer Quantum Companies introduced plans to redevelop the mall as an open-air town center with a mix of shops and housing, but city officials were reluctant to allow new rental housing in the area due to the presence of the massive Franklin Park (formerly Springhill Lake) apartment complex behind the mall.

The Panel heard four common themes from stakeholders that could become guiding principles for future development:

- **Emphasizing pedestrian and bicycle improvements**, such as making Greenbelt Road a safer, more comfortable place to walk and bike and improving connections to surrounding residential areas, nearby parks such as Greenbelt Park and Lake Artemesia, and the area's extensive trail network.
- **Introducing different kinds of retail** that could allow residents to do more shopping in their community, as well as providing more opportunities for residents to dine out or be entertained without leaving.
- **Creating quality open space** where the community can gather informally or for programmed events such as farmers' markets, festivals, and concerts, as opposed to area parks which are intended for recreation or preserving land in a natural state.
- **Residents to age in place** by providing a wider mix of housing options, including apartments that seniors can downsize into from larger single-family homes.

Another challenge for stakeholders is to figure out the wants and needs of the collective community. The three cities of Berwyn Heights, College Park, and Greenbelt have a range of age, ethnic, and socioeconomic diversity, and likewise, the Greenbelt Road corridor serves a variety of different needs: a regional shopping destination, a gateway to the area from the highway, and a large residential community as well. Any development that occurs here will be responsible for simultaneously meeting the needs of many different populations, but there is also a risk of political gridlock as different constituencies struggle to find common ground.

A vacant restaurant at Beltway Plaza. Image Source: ULI Washington.

Greenbelt Mayor Emmett Jordan, stakeholders, and Panel members discuss the corridor's opportunities in small groups. Image Source: ULI Washington.

Opportunities

The Greenbelt Road corridor has a variety of opportunities that can be leveraged to attract new investment. A variety of local institutions draw people to the area, creating opportunities to convert them into customers, residents, tourists, or other users.

MAGNETS

The University of Maryland is a public research university located two miles south of the Greenbelt Road corridor with over 38,000 enrolled undergraduate and graduate students and over 9,000 faculty and staff. Many students, faculty, and staff live in the surrounding neighborhoods, and Greenbelt Road has been a popular shopping destination for university affiliates due to its proximity to campus. Until recently, Beltway Plaza had its own University of Maryland shuttle route, but it was discontinued when the university began charging private property owners for shuttle service and the mall ownership decided not to participate.

The United States District Court for the District of Maryland, Greenbelt Division is the federal court with jurisdiction over the state of Maryland, and is located one mile north of the Greenbelt Road corridor. As a major judiciary institution, it employs a large number of people and attracts a high number of visitors to the area for long periods of time, making them a potential user base for development along Greenbelt Road.

NASA Goddard Space Flight Center is a space research laboratory located three miles east of the study area along Greenbelt Road, and employs 10,000 people. While there are several shopping centers closer to Goddard, Beltway Plaza and other retail in the study area form the largest concentration of shopping and dining opportunities, and are a likely destination for Goddard employees looking to eat or run errands during or after the work day. Additionally, Goddard workers may choose to live in the area rather than commuting from elsewhere.

Capital Office Park is a 40-acre office park northeast of the study area that contains over 800,000 square feet of office space, and was purchased by Morning Calm Management in 2017, which is spending $7 million to renovate the buildings and add new amenities. While the park has struggled with high vacancies due to a broader market shift away from single-use office parks, the improvements are attracting some new tenants, which may bring new office workers to support retail businesses along Greenbelt Road.

Greenbelt Park is a 1200-acre park managed by the National Park Service located less than one mile from the study area. It offers a variety of recreational opportunities, including nine miles of walking and bicycling trails, three picnic areas, and 174 campground sites for overnight camping, making it the only campsite inside the Capitol Beltway. Stakeholders from the three cities repeatedly mentioned Greenbelt Park as an opportunity to attract tourists to the area.

Old Town Greenbelt, located one mile east of the study area, is an 800-acre planned community historic district developed by the United States federal government in the 1930s as part of president Franklin Delano Roosevelt's New Deal. Greenbelt was designed as a model community, with over 400 modernist-style buildings containing apartments and townhomes in a large crescent shape surrounding a town center with neighborhood-serving retail and a network of parks and plazas. Greenbelt was added to the U.S. Register of Historic Places in 1980. Today, Old Town Greenbelt is both a large residential community that patronizes retail in the Greenbelt Road corridor, and a potential tourist attraction for visitors across the region.

The College Park Airport and Aviation Museum, located two miles south of the study area, is the world's longest continuously operating airport, containing both temporary and long-term parking for 100 planes and a pilot lounge, allowing it to receive small flights. It is also a museum about the history of flight, making it a regional tourist attraction.

UNTAPPED ASSETS

While the area has a number of high-profile destinations, there are also several untapped assets that could bring more people and investment to the community, while encouraging existing residents and businesses to take advantage of them.

The area has a large number of underutilized recreational facilities, including the nearby Trolley Trail and Paint Branch Trail, and green spaces like Lake Artemesia and Greenbelt Park. There are also vacant commercial properties along the corridor that present opportunities to reposition the area's retail and restaurant offerings. At both ends of the study corridor, there are potential "anchor sites," like the triangle formed by Route 1, Route 193, and Greenbelt Road, that are partially vacant or underused and are opportunities to create gateways to the area.

REGIONAL CONNECTIONS

The study area became a shopping and commercial destination because of its connection to the regional transportation network, and these links can be leveraged to draw more investment to the area in the coming years.

Those regional connections include an exit on the Baltimore-Washington Parkway, a limited-access highway between Baltimore and Washington, DC; proximity to two exits on Interstate 95/495 (Capital Beltway), which connects Greenbelt to major activity centers in Montgomery and Prince George's

New homes at Greenbelt Station. Image Source: ULI Washington.

counties as well as to national destinations; and Route 1 (Baltimore Avenue), which connects the study area to nearby towns within Prince George's County.

Additionally, the study area has a wealth of transit connections. The Greenbelt Metro station, within walking distance of the study area, provides frequent, rapid rail service to downtown DC and other regional destinations. Adjacent to the Metro is the Greenbelt MARC station, which has several trains each weekday to Washington, DC and Baltimore. Several Metrobus and Prince George's County The Bus routes serve Greenbelt Road, providing access to other communities in northern Prince George's County and eastern Montgomery County.

INFLUENCING FORCES AND POLICIES

The study corridor's present and future is continuously shaped by forces well beyond the immediate area. Understanding them will allow local stakeholders to harness these circumstances to draw the kind of investment they seek.

Regional housing demand will have an impact on the study area as buyers and renters priced out of Washington, DC and Montgomery County seek out housing options in Prince George's County. The Greenbelt Road corridor is a rare opportunity to live next to a Metro station inside the Capital Beltway, and at a much lower cost than in other parts of the region and, increasingly, in closer-in parts of Prince George's County. The Greenbelt Station development illustrates the demand for walkable, transit-oriented communities, which potential development on Greenbelt Road could further satisfy.

A consistent, cohesive vision for multimodal transportation can help shape the form of future development on Greenbelt Road. It will be important for local stakeholders to understand what kinds of investment contribute to a walkable, transit-oriented community (a mix of housing and shops; higher-density housing types such as apartments and townhomes; buildings oriented towards streets and sidewalks, parking placed in the rear of buildings or in structured garages), and what does not (drive-through restaurants, gas stations, lower-density housing types such as single-family homes, parking lots in the front of buildings). Being able to articulate what kinds of investment support the vision, and a willingness to reject development that does not meet the vision, will be crucial.

The Prince George's County zoning rewrite has been in progress for several years and is set to be approved soon. It will encourage more pedestrian- and transit-friendly development in the county by streamlining the zoning code and reducing barriers that may make this kind of development difficult to finance or build, such as restrictions on mixing residential and commercial uses, high parking requirements, and large setbacks.

THE PLAYERS

There are also several actors that play a role in the ongoing conversation about the future of Greenbelt Road. The Four Cities Coalition is a partnership between the municipalities of Berwyn Heights, College Park, Greenbelt, and New Carrollton to work together on local issues and share resources, including funding a street sweeper. This coalition means there is already a positive working relationship between the three municipalities along Greenbelt Road.

Several public entities also play a large role in the study area. The Maryland Department of Transportation State Highway Administration owns and is responsible for maintaining Greenbelt Road. Additionally, the Washington Metropolitan Area Transit Authority operates several local Metrobus routes and the Greenbelt Metro station. WMATA also owns the parking lots around the Greenbelt station, and has an agreement in place with Renard Development to redevelop the parking lot as the "North Core," a mix of offices, shops, and residential. While the cities of College Park and Greenbelt are both on record as supporting the project, the federal government's decision not to relocate the FBI headquarters from downtown DC to Greenbelt might delay any significant development on this site.

The University of Maryland is located two miles west of the study area, and owns a former Washington Post printing press on Greenbelt Road where its facilities and maintenance divisions currently operate. While it has no plans to redevelop that site, the university's students, faculty, and staff do represent a large constituency for housing and services in the study area.

There is also one large landowner in the Greenbelt Road area who is active in the conversation about future development and may have the means to make a significant investment in the near term. Quantum Companies, which has owned Beltway Plaza Mall since its construction in 1964, has been working to revitalize the property, which is 98% leased. The mall ownership describes its clientele as residents living in the immediate area and a small subset of tourists staying nearby, and wishes to attract more students, faculty, and staff from the University of Maryland.

In the near-term, the owner has invested $5 million to renovate the 8-screen movie theatre, and is focusing on attracting "experience retail," such as food and beverage. Quantum is in talks with restaurants to open in two "food clusters" within the mall. In the long-term, Quantum seeks to develop a mix of housing, street-fronting retail, and open space around the enclosed mall. In 2004, they introduced plans to build 1400 apartments around the mall, but faced resistance from the City of Greenbelt, which was wary about adding more rental housing to the area.

The plan ultimately stalled due to changes in Prince George's County government and the Great Recession. Quantum is currently working on a new proposal that would include some of the same uses, while preserving the parking lots and pad sites along Greenbelt Road, which generate one-third of the property's value. All retail leases since 2000 have included gradation clauses in the event of redevelopment.

Quantum Companies has invested $5 million to renovate the interior of Beltway Plaza Mall. Image Source: ULI Washington.

Mobility Possibilities

The Greenbelt Road corridor already has a wide variety of mobility options, something which local leaders are very proud of. At the same time, there are opportunities to build on the transportation network and create new connections to area destinations, as well as new recreational opportunities.

BUS SERVICE

The corridor is served by six bus routes operated by WMATA (Metrobus), Prince George's County (The Bus), and the RTA of Central Maryland. While the C2 exclusively serves Greenbelt Road west of Cherrywood Lane, the other five routes serve portions of Greenbelt Road east of Cherrywood Lane, with multiple routes serving certain stops. Two stops on the Beltway Plaza property have the highest use, with over 50 boardings per day, followed by stops at Greenbelt Road and 62nd Avenue (eastbound), Greenbelt Road and 58th Avenue (westbound), and Greenbelt Road and Rhode Island Avenue (westbound), all of which have between 20 and 49 boardings per day. This pattern indicates that many riders are using the bus to access Beltway Plaza or to travel to and from the Greenbelt Metro station.

Route	Destinations	Operator	Rush Hour Headways
C2	Greenbelt Metro/Wheaton Metro	WMATA	25 minutes
R12	Greenbelt Metro/Deanwood Metro	WMATA	30 minutes
G14	Greenbelt Metro/New Carrollton Metro (via Good Luck Road)	WMATA	30 minutes
15X	Greenbelt Metro/New Carrollton Metro (via Godard)	The Bus	30 minutes
16	Greenbelt Metro/New Carrollton Metro (via Berwyn Heights)	The Bus	30 minutes
302	College Park Metro/Laurel	RTA	30 minutes

While ridership along the corridor is high, many stops lack shelters and sufficient sidewalk or waiting space, making it uncomfortable or even unsafe for riders to wait. Most stops are located near an intersection, but crosswalks and pedestrian signals are not always present. Sidewalks near stops are discontinuous, especially on the south side of Greenbelt Road leading to the Town of

Berwyn Heights. Going forward, it will be crucial to ensure that walking to and waiting for buses along the corridor is both easy and comfortable, which will encourage ridership and also strengthen the pedestrian environment. WMATA guidelines dictate that shelters be provided at stops with 50 or more boardings per day, but the transit agency will not pay for them.

There are also several opportunities to improve bus speed and reliability in the corridor. Greenbelt Road between Route 1 and Cherrywood Lane (where the C2 bus currently runs) is a designated WMATA bus priority corridor. That would make it eligible for improvements such as queue jumps (which allow buses to pull ahead of other traffic at the stoplight), transit signal priority (where buses are given additional green time at a stoplight, allowing them to clear the intersection), and dedicated bus lanes. This designation could be viable from Cherrywood Lane to Kenilworth Avenue based on the level of service of any routes serving that area.

It is also worth investigating how bus service is structured along Greenbelt Road. Each of the six routes serving the area have very high headways, forcing riders to wait 30 minutes or longer they've missed the bus. Several routes do not run on evenings or weekends. Reorganizing service in the area could allow for lower headways or more direct service to local destinations. The Panel has four recommendations for potential service changes:

- **The Bus 15X**: This is a limited-stop service between the Greenbelt Metro, the new Greenbelt Station development, and the New Carrollton Metro. The Panel recommended improving peak frequencies to 30 minutes and extending evening service to 10:00pm, enabling riders to use if they work later to do activities after work.
- **The Bus 16**: This is a local service between the Greenbelt and New Carrollton Metro stations via the Town of Berwyn Heights and Greenbelt Road between Cherrywood Lane and Kenilworth Avenue. The Panel recommended improving mid-day frequency to 45 minutes in the near-term, and in the long-term, to 30 minutes mid-day and 20 minutes during rush hour. They also recommended extending evening service to 10:00pm, and adding Saturday service every 45 minutes.
- **Metrobus G14 and R12**: These are local services between the Greenbelt Metro and the Deanwood and New Carrollton stations, respectively. Currently, both routes enter the Beltway Plaza parking lot and stop there, which is not within WMATA service design guidelines. The Panel recommended considering moving these stops to Greenbelt Road, which would reduce rider delays.
- **University of Maryland Shuttle Route 143**: This is a shuttle for University of Maryland students, faculty, and staff that runs between the campus in College Park and Old Town Greenbelt via Greenbelt Road. The UM-Shuttle previously served Beltway Plaza Mall, but ended it due to a new policy

that required private property owners to pay for shuttle service. Potential improvements to this route could include extending it to Giant (with the support of Beltway Plaza ownership) and the Greenbelt Station development.

Bicycle facilities along Greenbelt Road are limited, despite proximity to an extensive trail network. Image Source: ULI Washington.

BICYCLE FACILITIES

There are limited on-street bicycle facilities in the Greenbelt Road corridor. There are curbside bike lanes on portions of Greenbelt Road: westbound from the Capital Beltway to 62nd Avenue and at the entrance to Greenbelt Station, and eastbound from 63rd Avenue to Kenilworth Avenue. These lanes require bicycling next to a busy, fast, six-lane state highway, and there are many conflicts with turning motor vehicles, especially at the interchange with Kenilworth Avenue. Cherrywood Lane has on-street bike lanes north of Breezewood Drive, ending at Beltway Plaza. As a result, there is no safe on-street bicycling route to Beltway Plaza, Greenbelt Park, or to the Greenbelt Metro station from areas to the south.

However, there are extensive off-street and signed trails in the area, such as the Rhode Island Avenue Trolley Trail, trails along Indian Creek and the Paint Branch, and around Lake Artemesia. These trails offer access to open space, recreation opportunities, as well as the University of Maryland and Old Town College Park, but are not well connected to the Greenbelt Road corridor or the Greenbelt Metro station.

The Panel recommended creating a bicycling network in the study area by connecting the existing trail network with a mix of on-street and off-street facilities along Greenbelt Road itself. From the west, a new bike lane or side path would begin at the Paint Branch Trail, cross Route 1 to Greenbelt Road, and follow the Greenbelt Road right-of-way along the north side, connecting to the Trolley Trail. At University Boulevard, the bike facility could go in a number of directions, following the street itself for connections to Greenbelt Station and descending down to Branchville Road and Ballew Avenue to connect with the existing Indian Creek path. This is an opportunity acquire or repurpose some of the industrial sites along these two streets for open space, knitting together existing parks. East of Indian Creek, the path would continue along the north side of Greenbelt Road to provide access to the existing Cherrywood Lane bike lanes and Beltway Plaza, while avoiding the curb cuts on the south side. At 63rd Avenue the path would head south, then east at Seminole Street, crossing over Kenilworth Avenue at a new trail bridge, providing a connection to Greenbelt Park and back north to Greenbelt Road.

Future improvements to the Greenbelt Road area could include additional bike facilities and crossings, though this will require public education so people traveling on foot, bike, or in vehicles can know what to expect. Also beneficial would be adding wayfinding and entrance signage to direct bicyclists to off-street trails and to the Greenbelt Metro station.

The introduction of bikesharing, in conjunction with more bike connections, could encourage more bicycling in the area. There are two bikesharing systems

The panel's proposed drawing of expanding bike facilities and open space. Image Source: ULI Washington.

in operation in the surrounding area. mBike is a system jointly operated by the City of College Park and the University of Maryland, and is designed for local trips. While there are no stations in the Greenbelt Road corridor, the closest one is located two blocks south of the corridor at Rhode Island Avenue and Berwyn Road. Bikeshare is a regional system jointly operated by the District of Columbia, Montgomery and Prince George's counties in Maryland, and the City of Alexandria, Arlington County, and Fairfax County in Virginia. The nearest station to the study area is located two miles away in Riverdale Park, but Prince George's County's expansion plans include stations in College Park and Greenbelt, in conjunction with new bike facilities and wayfinding.

WAYFINDING

Despite the wide array of transportation options in the area and large number of extant destinations, these amenities are not always apparent to visitors, especially tourists. A coherent, unified wayfinding system is a strong tool for developing a local brand and identity, but could also raise awareness of the area's assets to visitors. Wayfinding should be geared to different kinds of travel modes: signs directing motorists from the Beltway, Kenilworth Avenue, and Route 1 to shopping and attractions; signs directing bicyclists to designated bike routes, recreation facilities, and commuting destinations; and signs directing transit users between the Metro and MARC station and the commercial district along Greenbelt Road.

ROAD IMPROVEMENTS

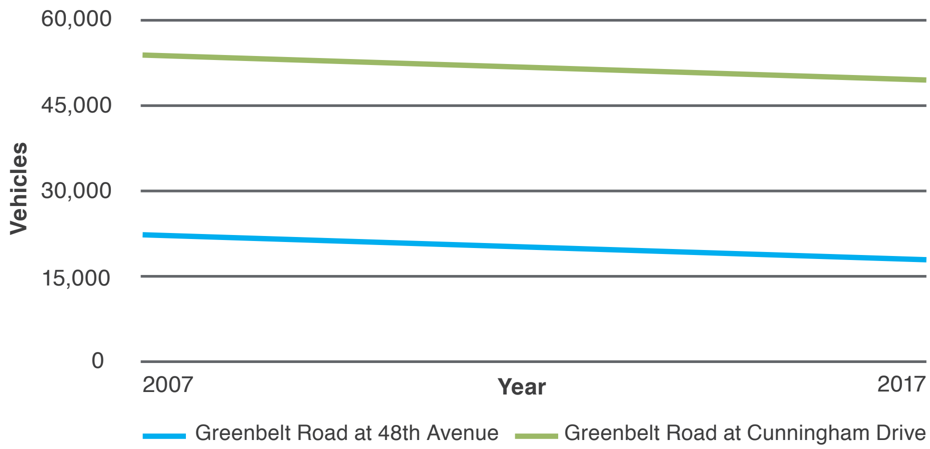
Today, Greenbelt Road is a major arterial and state highway connecting the three cities of Berwyn Heights, College Park, and Greenbelt to the Capital Beltway, the University of Maryland, Goddard Space Center, and other

Greenbelt Road can be an unwelcoming place to walk or bike. Image Source: ULI Washington.

communities in Montgomery and Prince George's counties. It has a 120-foot right of way within the study area, including a 96-foot carriageway (curb to curb). At intersections, there are dedicated left-turn lanes, and at the main Beltway Plaza entrance at Cunningham Drive, slip lanes for turning right. There are limited to no buffers between the sidewalk and the street, a significant number of curb cuts, and substantial gaps in the sidewalk, including in front of Beltway Plaza between 62nd Avenue and Cunningham Drive.

Traffic volumes in the corridor are high, but have declined in recent years. The Maryland State Highway Administration is currently studying improvements to Greenbelt Road, but is waiting for this TAP to finish before releasing any recommendations of its own.

ANNUAL AVERAGE TRAFFIC COUNTS ON GREENBELT ROAD, 2007-2017



Traffic volumes on Greenbelt Road have declined over the past 10 years. Traffic data from Maryland State Highway Administration at https://www.roads.maryland.gov/index.aspx?PageId=792. Image Source: ULI Washington.

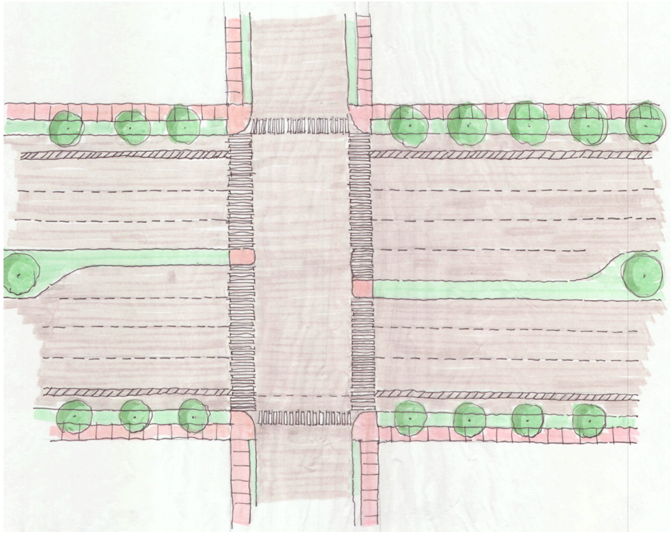
Cross-section of curbside bike lanes on Greenbelt Road. Image Source: ULI Washington.

The Panel investigated several potential changes to make Greenbelt Road a more functional road for all users. Redistributing the road space within the existing curb to curb area could create room for different travel modes, including buffered bike lanes that would reduce conflicts between bicyclists and drivers. Eliminating the slip lanes at Cunningham Drive would calm traffic and make it safer to cross the street in front of Beltway Plaza. On both sides of Greenbelt Road, the Panel recommended incorporating a planting strip and sidewalk, as well as a median with a pedestrian refuge. These both make it safer and more enjoyable to walk, while creating a stronger sense of place via trees and landscaping. Consolidating curb cuts on the south side of Greenbelt Road reduces the number of interruptions in the sidewalk as well as conflicts between drivers and people on foot or bike.

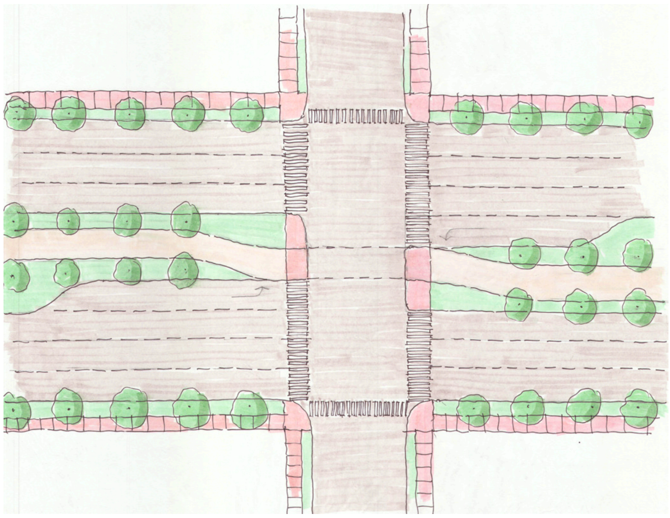
Cross-section of median bike lanes on Greenbelt Road. Image Source: ULI Washington.

Another alternative would be creating a dedicated trail facility down the center of Greenbelt Road, in a newly constructed median. This reduces conflicts with driveways or curb cuts for people traveling on foot or bike, and creates an iconic linear open space that could serve both recreation and commuting purposes. However, it would require a more intensive road reconstruction project, including moving the curbs and assorted utility lines beneath the road.

Additionally, introducing dedicated bus lanes could speed up transit service in the corridor, making it an attractive option for more travelers and potentially taking cars off the road. There are two potential ways to include bus lanes on Greenbelt Road. Curbside bus lanes would allow buses to use existing stops, reducing impacts on current traffic patterns, but would introduce more conflicts with driveways and between buses and right-turning vehicles. Median bus lanes would allow buses to travel through the corridor with no delays due to other traffic, but requires up to 50 feet of right-of-way, which could only be created by repurposing existing traffic lanes or widening the road into adjacent private properties.



Plan detail of curbside bike lanes at an intersection on Greenbelt Road. Image Source: ULI Washington.



Plan detail of median bike lanes at an intersection on Greenbelt Road. Image Source: ULI Washington.

Case Study: Queens Chapel Road

One precedent for the reconstruction of Greenbelt Road is Queens Chapel Road, located three miles away and nearing completion. The $18 million project included streetscape improvements such as sidewalks and street lights, bike lanes, and stormwater management measures, as well as a wide grass median. While this road is a Maryland state highway, the state shared the costs with Prince George's County and the municipalities of Hyattsville and Mount Rainier, which the road passes through.

Land Use Enhancements

Land use is a key part of repositioning the Greenbelt Road corridor as a multimodal community and a real destination for the surrounding area. Over time, the Panel envisions that the auto-oriented retail and office uses along the corridor will eventually give way to a finer-grained mix of housing and retail creating a “Main Street” environment, something which is also supported by Prince George’s County’s zoning. Greenbelt Station, with a mix of rental and for-sale housing and low- to mid-rise buildings, appears to be of a scale that the stakeholder communities are comfortable with, and may be an effective precedent for future development in the area.

However, with a one-mile long corridor it can be difficult to create a cohesive sense of place by developing all of it at the same intensity or scale. Thus, the Panel proposes focusing on two key locations that are each well-positioned for future redevelopment, and substantial enough to have a critical mass of new residents, commercial activity, or both.

BELTWAY PLAZA

Beltway Plaza is a 1960s-era enclosed shopping mall located on the north side of Greenbelt Road between Cherrywood Lane and 62nd Avenue. Quantum Companies also own several adjacent retail parcels, including on the northwest

The panel proposes focusing future development at two notes along Greenbelt Road, one centered on Route 1, another centered on the Beltway Plaza site between Cherrywood Lane and 62nd Avenue. Image Source: ULI Washington.

corner of Greenbelt Road and Cherrywood Lane, and the former Staples on the southwest corner of Greenbelt Road and 62nd Avenue. During the 2000s, Quantum proposed redeveloping the mall as a mixed-use development, retaining a portion of the mall building while building apartments with ground floor shops around it, and introducing a street grid that would break down the large super-block and create additional connections for foot and bike traffic, as well as local motor vehicle traffic. A open space at the center would provide a venue for local gatherings, like festivals and performances. Retail pad sites along Greenbelt Road itself, such as drive-through restaurants and banks, would remain, as they currently provide one-third of the mall's revenue.

This proposal was met with some skepticism from the City of Greenbelt due to its size and the presence of rental housing. However, Quantum plans to reintroduce a proposal similar to its previous concept, and city officials appear more open to the idea of mixed-use development and additional housing. While these plans are not yet public or available for review, the Panel developed a concept of what a redeveloped mall could look like.

Three anchors, Giant, Target, and the AMC movie theatre have long-term leases and are unlikely to leave, but can be kept in place while the rest of the site is redeveloped. The Panel's concept, unlike the Quantum proposal from the 2000s, would actually remove much of the mall structure and replace it with a large open space, surrounded by mid-rise apartments with retail on the ground floor. A network of local streets would create a north-south connection through the mall site. As previously proposed, pad sites along Greenbelt Road would stay, except at the intersection of Cunningham Drive, where panelists proposed replacing two pad buildings with street-facing retail that will draw people in, be designed for access on foot, and serve as a visual landmark for the new development. Along the north side of the site, mid-rise housing with an emphasis on senior housing would create a transition to the Franklin Park apartments.

Drive-through restaurants are a significant part of Beltway Plaza's revenue. Image Source: ULI Washington.

The former Staples site could be a potential catalyst site. Image Source: ULI Washington.

How the Beltway Plaza site could be redeveloped as a town center. Image Source: ULI Washington.

In the near term, a potential catalyst site could be the former Staples at Greenbelt Road and 62nd Avenue, which is currently vacant. This site is owned by Quantum Companies, and is slated to become a sit-down restaurant.

The Beltway Plaza redevelopment could be used to leverage future pedestrian-oriented, street fronting redevelopment on the south side of Greenbelt Road, creating a Main Street. Image Source: ULI Washington.

THE TRIANGLE

Another future catalyst for the area is the “Triangle,” located between Route 1, Greenbelt Road, and University Boulevard at the western end of the study corridor. This site is located within the City of College Park, but was frequently described as a “gateway” to the City of Greenbelt and Town of Berwyn Heights. Today, it consists mainly of vacant lots, some detached single-family homes, and auto-oriented retail facing Route 1. Chick-Fil-A is applying to build a drive-through restaurant at the corner of Route 1 and Greenbelt Road, which College Park opposes as it violates their goals for more pedestrian-oriented development in the corridor.

The “Triangle” may not be a viable site for short-term investment, as it is far from the locus of College Park’s redevelopment further south along Route 1, and could potentially pull attention away from the redevelopment of Beltway Plaza and adjacent retail properties along Greenbelt Road. In the long term, it could be the site of a pivotal or iconic development, potentially with some office or university-affiliated uses along Route 1 and a mix of medium-density housing and retail further east, that helps to knit the two corridors together.

Market + Social Realities

RETAIL DEMAND

Construction is underway on 900 townhomes and 300 apartments at Greenbelt Station. Image Source: ULI Washington.

While Beltway Plaza is a large retail center that offers a wide variety of shopping and dining options, there remains significant leakage as residents and visitors leave the area to buy things they cannot access here. A gap analysis indicates that the area may be undersupplied in hard goods, such as home furnishings, lawn and garden equipment, as well as soft goods like clothing, specialty food, and drinking establishments. Meanwhile, the area may be oversupplied in grocery stores, gas stations, liquor stores, shoe stores, and health and personal care stores. This suggested that the retail mix at Beltway Plaza and on Greenbelt Road itself could be shifted to include a greater number of sit-down eating and drinking establishments, and more stores that sell specialty items and hard goods. This aligns with feedback the Panel received from community stakeholders who often have to travel far from the study area to access those things.

RESIDENTIAL DEMAND

Residential demand in the study area appears to be strong. New construction is occurring, both at the Greenbelt Station development, where 900 townhomes and 300 apartments are being built, and on a smaller scale in surrounding older neighborhoods. While the area experienced a decline in home prices due to the Great Recession, sale prices at Greenbelt Station indicate that the area has regained its value and it may increase in the future. Two-over-two condominium townhomes at Greenbelt Station currently sell for around $350,000, while full townhomes start in the $350,000s and can sell for as much as $600,000. One-bedroom apartments in Verde Gate, a rental building at Greenbelt Station, rent for around $1,500 per month, while two-bedrooms rent for $2,000/month, comparable to new construction rental buildings around the Prince George's Plaza Metro station, two stops closer in.

Other residential projects in the area are starting to move forward as well. In College Park, a developer has purchased a 17-acre tract just west of the railroad tracks and intends to submit plans for a residential community, which zoning does not currently allow. Along Route 1, over 3600 beds of student housing have been built over the past 15 years due to a Prince George's County zoning change in response to the large amount of students living in surrounding neighborhoods.

Implementation Strategies

SOCIAL REALITIES

Opportunity360 is a tool from Enterprise Community Partners for understanding how people in a given community have access to social and economic opportunities. The Panel used this system to generate a report analyzing how many opportunities residents in the Greenbelt Road corridor can access based on several metrics, and compared them to the state, region, and the nation on a scale of 1 to 100. The area examined was Census Tract 8067.14, which covers both a portion of the Franklin Park apartment complex and the new Greenbelt Station development, reflecting the diversity of the area.[1]

Overall, residents in the Greenbelt Road corridor have above average access to opportunity compared to the state, region, and nation, but it manifests in different ways.

- The area scored low for housing stability, noting the low rate of homeownership in the corridor. 18% of households lived in crowded or overcrowded units, while 30% were low-income households who were severely cost-burdened by rent or mortgages.
- Residents are less educated than the regional average. 68% have a high school diploma, compared to 90% regionally, and 21% have a bachelor's degree or higher, compared to 49% regionally.
- Residents are healthy, with comparable outcomes to the region as a whole. Diabetes rates are lower than the Prince George's County average, while 75% of adults have access to a health care provider.
- Residents have less economic security compared with the larger region.. The median household income, $59,135, is over $30,000 less than the regional average, and the 18% poverty rate is more than twice as high than the region. However, the area's 6% unemployment rate is the same as the region. These statistics have not really changed since 2000, reflecting the area's stability, but may change as Greenbelt Station and other residential developments introduce new demographics to the area.
- Residents here are more likely to not have a car, use public transit, or have longer commutes than the region. 16% of households have no access to a car, while 22% of commuters travel to work by public transit. One-fifth of

[1] https://www.policymap.com/report_widget?pid=213439&type=op&area=predefined&sid=2010)

workers who commute travel more than an hour, which is indicative of the study area's location on the eastern side of the DC area, while most of the jobs are located on the west side.

While these indicators may sound negative, they do not present a full picture of the community or its potential. Stakeholders noted that they valued the area's diversity and its stability, suggesting that residents are able to stay here a long time and put down roots. That stability will be a powerful tool for creating a stronger sense of community and a stronger sense of place here. Both of these things can be leveraged to attract the kind of investment that both improves the local economy while increasing access to economic opportunities, making the area more equitable for everyone.

ECONOMIC DEVELOPMENT

The first step to implementing the recommendations outlined in this document is to enhance stakeholders' ability to change. The City of Greenbelt, which includes much of the study area, is in a good financial position to lead public investment, being able to issue $70 million in debt. Additionally, the municipalities of Berwyn Heights, College Park, and Greenbelt have strong civic identities and some agreement on what they would d like to do, but they lack a unified voice to advocate for the area. These three municipalities, along with the City of New Carrollton, formed the Four Cities Coalition to work together and share resources. Likewise, a Four Cities Economic Development Organization (EDO) could be a powerful tool for collaboration and proactively implementing their shared economic development goals.

An EDO is a tool for creating more focus for the community's vision, and the capacity for carrying it out. An EDO would be able to create a brand for the four municipalities that can be used to promote the area to companies, encourage tourism, and attract new residents. It could hire staff to cover these issues and supplement the municipalities' existing work, while allowing the four communities to set and implement their top priorities. The EDO would also be able to develop a proactive marketing and outreach strategy, increasing awareness of economic opportunities in the area, promoting a shared vision, and allowing the four cities to guide their own future. Significantly, the EDO is a tool for building relationships between the four cities and entities who wish to invest in the community, as well as coordinating with county and state officials.

The Panel assembled a list of potential partners an EDO could work with to craft an execute a vision for economic development in the area:

- University of Maryland
- Maryland State Highway Administration
- WMATA
- NASA
- Maryland-National Capital Park and Planning Commission

- US Department of Interior (The National Park Service, which runs Greenbelt Park)
- Catalyst site property owners, such as Quantum Companies, which owns Beltway Plaza and several adjacent properties
- Area residents
- Capitol Office Park
- Greenbelt Homes, Inc., the cooperative for Old Town Greenbelt
- Local financial institutions

There are a number of programs that local stakeholders can use to promote economic development and leverage existing resources to attract new investment. The following are a few examples:

Tax Increment Financing (TIF) allows municipalities to collect property tax revenue from increases in the assessed values of properties in a given area. This allows it to leverage public investments (for example, streetscaping along Greenbelt Road) to generate private investment which, in turn, creates more public revenue, thus creating a virtuous cycle.

A rehabilitation tax incentive would allow property owners to get a tax cut or rebate in exchange for making physical improvements to their properties, jumpstarting development that may not occur otherwise. This is a strategy that the Four Cities explored for economic development in 2014.

Municipal bonding allows municipalities to borrow money for public improvements which, in turn, could promote private investment in the area, or the municipalities could make investments in the public realm directly from their **general fund**. **Grants** are another opportunity to receive money for economic development or public investments, as well as **implementation partner programs** with Prince George's County, the State of Maryland, and the federal government.

LAND USE STRATEGIES

The Greenbelt Road corridor has experienced substantial residential growth in recent years, even as the retail sector has remained largely the same. As pressure from the regional housing market continues to make an impact on the area, it will be important to create a cohesive land use vision that enables the area to attract new investment while retaining the features stakeholders value, particularly its diverse population and relatively affordable housing costs. The key to any land use strategy in the study corridor is to use development to help other goals while balancing it with market and financial realities. There are several strategies that stakeholders can use to guide future development in the area, including:

Protection for naturally occurring/market rate affordable housing. The Greenbelt Road corridor is home to Franklin Park (formerly Springhill Lake), a rental complex with over 3,000 apartments, which are a major source of market-rate affordable housing, and a key part of retaining the area's workforce.

However, this may change if the landlord chooses to increase rents or redevelop the property, as has been proposed in the past. Currently, Prince George's County has no programs to ensure that any affordable housing remains here. As this would require changes in county law, the City of Greenbelt, as well as the other two municipalities which may have some naturally occurring affordable housing, should consider advocating for legislation at the county level.

Inclusionary Zoning (IZ) is a policy where a percentage of new housing is set aside for low- to moderate-income households, and is currently not required in Prince George's County. As a result, large residential developments like Greenbelt Station, with 1200 new homes, will have no dedicated affordable housing if market-rate prices increase. As the proposed redevelopment of Beltway Plaza, Franklin Park, or other sites in the corridor could include new housing, IZ will be a crucial opportunity to expand the supply of affordable housing in the area. This would require a change in county law, and the Panel recommended that local municipalities advocate for these changes as well.

Open space property acquisition or land swaps. Currently, there are several large parks and open spaces near the study area, but they are often discontinuous and difficult to reach from much of the corridor. As properties come up for sale, there may be opportunities to acquire them to expand and connect the park system, particularly along Indian Creek. Much of the land around the South Core and North Core of the Greenbelt Station site sits within the Indian Creek watershed and cannot be built on. Additionally, the Prince George's Scrap site and adjacent industrial properties along Branchville Road and Ballew Avenue form a barrier between residential areas and Indian Creek Park and Lake Artemesia. These sites also sit within the watershed and cannot be redeveloped as other uses, making them good candidates for open space acquisition. Where alternative sites are available for these uses, a land swap may be a good option for converting this land to open space at a lower cost than directly acquiring these properties.

Rezoning or overlay districts. As Prince George's County's zoning rewrite moves forward, there may be opportunities to use newly-created mixed-use zones to encourage compact, walkable development in the corridor. However, that may not be enough of an incentive for the specific kinds of development stakeholders expressed interest in, particularly near a Metro station. Prince George's County has four types of overlay zones, which add design guidelines to zoning requirements, three of which may be relevant to this area:

- Transit District Overlay Zones encourage compact development near Metro stations that enable people to use transit by placing different uses nearby.
- Development District Overlay Zones can be used in a variety of locations, including commercial corridors and near transit, and are intended to ensure that individual development projects meet the goals established in a master plan.

The Branchville Road corridor (behind the fence) could be a connection between Greenbelt Road (foreground), the new Greenbelt Station development (background), and nearby open space. Image Source: ULI Washington.

- Revitalization Overlay Zones allow the county to give local municipalities more control over development, such as approving exceptions to the county's parking, landscaping, and sign standards, as well as building setbacks and lot coverage. This may be an especially effective tool for Greenbelt Road, where many of the commercial parcels are small and unusually shaped, and the three municipalities can use the overlay to craft a unique sense of place.

Zoning can be a powerful tool for creating value in the Greenbelt Road corridor, shaping the kind of development that occurs here and developing a stronger marketplace for housing, retail, and other uses.

Transfer of Development Rights (TDRs). TDRs are a program used in many communities around the country to reduce suburban sprawl while encouraging investment in closer-in, established areas. TDRs allow landowners in in one area to sell their development rights to property owners elsewhere, thus preserving their land. In turn, landowners in areas where development is encouraged may be allowed to build at higher densities than they could otherwise. Prince George's County first introduced TDRs in 2014, and they could be a good tool for encouraging development in the study corridor.

TOD Parking Strategies. Traditionally, zoning requires that each property provide its own parking lot, whose size is based on whatever use or uses are occurring there. Transit-oriented developments, like University Town Center in Hyattsville or Riverdale Park Station in Riverdale Park, allow different uses to share parking across the broader neighborhood, based on the assumption that site users who drive there and park once to do a variety of activities, rather than driving from one thing to another. Not only does this free up land for open space or buildings, but it reduces development costs, which could be a barrier in this community. Shared parking could be a powerful tool for incentivizing compact, walkable development within the Greenbelt Road corridor, by allowing multiple property owners to pool their parking resources, especially for uses that may be active at different times of day.

TRANSPORTATION FUNDING PROGRAMS

Many of the transportation proposals outlined in this study will be a greater cost than the three municipalities can provide. However, there are a variety of funding programs available that can cover project design, planning, and execution.

Transportation Land Use Connections (TLC) is a technical assistance program of the Metropolitan Washington Council of Governments (MWCOG) that provides assistance to local jurisdictions. Started in 2007, the TLC program could provide technical assistance relevant to the Greenbelt Road corridor, such as transit-oriented development planning, bicycle and pedestrian safety and access studies, streetscape improvement plans, trail planning and design, and transit demand and feasibility analysis. Both the City of College Park and the City of Greenbelt have participated in TLC before for projects in the vicinity of the study area, including a green streets implementation plan in College Park and a bus stop accessibility study in Greenbelt.

The **Transportation Alternatives Program (TAP)** is a federal aid funding program for community projects that encourage transportation options other than driving, such as walking, bicycling, and transit. Each project requires a local sponsor, whether it is a municipality or a non-governmental agency or organization, that is responsible for at least 20% of the project costs and the project's management. TAP projects near the study area include efforts to improve the trail system along Indian Creek south of Greenbelt Road.

The **Transportation Infrastructure Finance & Innovation Act (TIFIA)** is a loan program administered by the federal government for large surface transportation projects, such as road or highway construction. To be eligible, proposed projects must have a capital cost of at least $50 million dollars, of which the loan can only cover 33%. This may be a better solution for larger, more capital-intense projects along the study corridor, such as the potential reconstruction of Greenbelt Road.

The **Railroad Rehabilitation & Improvement Financing (RRIF)** program provides direct loans for the financing of railroad infrastructure, such as building or rehabilitating tracks or bridges. Established in 2002, this program has not been used in the Washington metropolitan area, but may be useful for projects related to the Green Line/MARC tracks next to the Greenbelt Road corridor.

The **Maryland Bikeways Program** provides grant support for bicycle infrastructure, such as trails, on-street bike facilities, and improving connections to transit and commercial districts. In order to be eligible for funding, proposed projects must be within three miles of a rail transit station or bus hub, connect missing trail links, or enhance bicycle access in low- to moderate-income communities. Local municipalities, transit agencies, or federal public lands agencies can all apply for this program. This grant funding could be a great opportunity to support bicycle projects such as bike lanes on Greenbelt Road and Cherrywood Lane, connecting residential and commercial areas to Indian Creek, or improving bike access to Greenbelt Park, which is maintained by the National Park Services.

The **Consolidated Transportation Program (CTP)** is the state of Maryland's capital budget for transportation projects, including roads, transit, and biking and walking facilities. It is a main source of funding for transportation, and is developed with input from Prince George's County, which creates a priority list of projects to be included in the budget each year. As this may be the largest and most reliable source of funding for transportation projects, as well as the most flexible, getting in the capital budget is a crucial way to fund improvements in the Greenbelt Road corridor, and will require the municipalities advocate for their preferred projects at the county and state level.

Conclusion

This report lays out the present and future potential of the Greenbelt Road corridor. Over two days, the Panel met with local stakeholders, visited the study area, and developed recommendations which were presented in a public meeting.

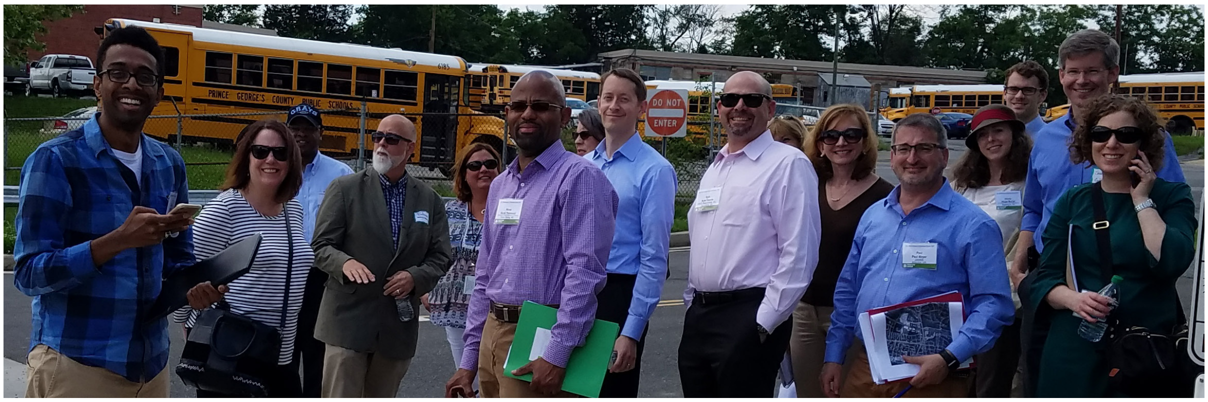
While community stakeholders have a strong sense of pride for their community, their vision is not always clear, which makes it a challenge to attract new investment, to make public improvements, or even to define what this place is. Stakeholders agreed that they wanted to see a better bicycle and pedestrian environment, different kinds of retail, quality open space, and the ability to age in place, but there is no proactive voice calling for the changes needed to make this happen. There is an opportunity to craft a comprehensive vision for the area and find champions for it, enabling this place to reach its full potential.

Like many suburban commercial corridors, Greenbelt Road must decide on an answer to this question: are you bringing people through you, or to you? Is this community a place where people stop on their way to somewhere else, or a destination for local residents and the region as a whole? The risk that Greenbelt Road faces is that other communities around it will continue to grow and flourish, while this community will get their traffic but none of the benefits.

A proactive, rather than reactive, approach will help this community attract and secure the kind of investment that will help it become a destination rather than a pass through. One way to do this is to leverage the corridor's proximity to the Greenbelt Metro and an extensive transit and bicycling network, but it is important to focus on why future transportation investments are being made, and how they uphold the community's broader goals for economic development. Finally, this community is already home to several "pearls" that already attract residents, shoppers, and visitors, from Beltway Plaza to Greenbelt Park to the Metro, and connecting them into a unified place is crucial to making it a destination.

Ultimately, it is up to the stakeholders and the three municipalities along Greenbelt Road to influence their future. They have the power to shape this place and make it even better if the will is there.

Panelist Bios



Marsha Kaiser, CHAIR

WSP
Washington, DC

Marsha Kaiser is a Vice President and the senior managing planner in WSP's transportation/land planning practice dedicated to building and revitalizing communities through the integration of land use and transportation investments. Marsha's extensive experience in planning is focused on the economic, social, land use and developmental impacts of transportation projects. She had worked nationally on urban planning and transit oriented development projects of all sizes, from small towns such as TOD for Nashville, Tennessee, to the large plans such as Tysons Corner Virginia's Urban Plan. She develops and teaches courses nationally on Contextually Complete Streets and provides support to clients in the planning, policy development, design, implementation and maintenance of complete streets.

Prior to joining Parsons Brinckerhoff, Ms. Kaiser served as Director of the Maryland Department of Transportation's (MDOT) Office of Planning and Capital Programming, and played a key role in every major transportation investment. As MDOT's representative to the Governor's Smart Growth Coordinating Committee, she was involved in collaborative partnerships aimed at creating livable communities and sustainable development through directed state resources.

Lora Byala

Foursquare Integrated Transportation Planning
Rockville, MD

Lora Byala, AICP is the Founder, President, and CEO of Foursquare Integrated Transportation Planning and has 20 years of professional experience in the transportation field. She began her transportation career as an undergraduate at the University of Pennsylvania, when she conducted a study of transportation needs in Honolulu during a freshman geography class and was instantly hooked. Since then, she has worked in both the public and private sectors, primarily on public transit planning of all types. Her primary focus is on planning for public transit services (mainly for bus), transportation strategic planning and performance measurement, and regional transportation planning.

As the president of Foursquare ITP Lora is involved in some capacity in most of the projects conducted by the firm, which include transit development plans, bus priority plans, transportation demand management plans, and regional transit and vision plans. Some of her key projects include the BaltimoreLink transit system redesign; transit development plans in Fairfax, VA; and the MD 355 BRT study in Montgomery County, MD.

Prior to founding Foursquare ITP in 2006, Lora worked for the Washington Metropolitan Area Transit Authority in the long range planning office where she managed the regional planning section. She is a member of the Transportation Research Board's committee on bus transit systems and is a member of the Women's Transportation Seminar, where she was named Woman of the Year in 2011 and Foursquare ITP was named company of the year in 2015. She received bachelors' degrees in transportation engineering and urban studies from the University of Pennsylvania and a Master's degree in Transportation from the Massachusetts Institute of Technology.

Suzette Goldstein

HOK

Washington, DC

Suzette Goldstein is a Senior Principal with HOK with more than 30 years of practice in the Washington DC area and internationally. Since 2013, Suzette has served as the Director of Planning for the firm wide practice after serving as the director for HOK Washington Planning for many years. She offers a highly specialized planning and project management background in site analysis and design, master planning, new town development, and is highly skilled at facilitating community meetings. Suzette works with a multi-disciplinary staff of architects, designers, planners, and landscape architects.

While with HOK, Suzette has had the opportunity to work on amazing projects that have put a stamp on our Nation's Capital, starting early in her career with planning of the National Air and Space Museums, Steven F Hazy Center. She was also personally involved in the creation of several national monuments in DC; the Korean War Memorial, Khalil Gibran Memorial, the Women's Vietnam Memorial and most recently the restoration of the National Mall, and the Master Plan for the US Capital Complex. For the private sector, Suzette has worked locally for numerous developers and corporations, and has expertise in planning entitlements and mixed use developments such as Chevy Chase Center, and Rockville Center. Suzette's resume also includes various international projects such as the South Dhahran Homeownership community, Saudi Aramco Cultural District, and Capital Bay mixed use development. Suzette's passion is for urban planning and design. She believes that our success can be gaged by how people use the spaces we create. But planning is a long term endeavor, so it is particularly rewarding to see, our worked constructed and to know that the places we have created are making people's lives richer.

Suzette graduated from the University of Cincinnati, School of Design, Art, Architecture and Planning with a Bachelor of Urban Planning. She is qualified as a planner with the American Institute of Certified Planners and a LEEP accredited profession. She has represented HOK by speaking at conferences and ULI product council, has participated in crits for the University of Maryland, and has receive awards for her planning efforts.

Nicole McCall

Metropolitan Washington Council of Governments

Washington, DC

Nicole McCall serves as a Senior Regional Planner for the Department of Community Planning and Services at the Metropolitan Washington Council of Governments (COG). She manages cross-departmental projects and initiatives focused on COG's Regional Activity Centers, transportation coordination, and economic development and workforce activities. Ms. McCall transitioned to this role after applying her analytical skills as a Transportation Planner to the National Capital Transportation Planning Board for four years. During that time, she supported the Regional Transportation Data Clearinghouse, the District of Columbia's Highway Performance Monitoring System, and performance-based planning. She has also worked as a federal economist, in international trade development, and in consulting.

Ms. McCall earned a Master's Degree in Urban and Regional Planning from the University of New Orleans, a Bachelor's Degree in Economics and Printmaking from Tulane University, and is a Certified Public Manager. She is a California native and currently resides in Silver Spring Maryland, with her husband and two dogs.

Paul Moyer, AICP, ENV SP

Jacobs

Arlington, VA

Paul brings 30 years of experience directing dozens of planning projects in the Washington, DC Metro region, as well as across the country and globe. As Principal of the Advance Planning Group, Paul maintains the long-term vision for projects while establishing the practical, near-term steps, decisions and milestones necessary to create project momentum. He facilitates this by communicating a clear understanding of the planning process, allowing for appropriate stakeholder buy-in, and defining ways that the client, and other relevant parties can contribute, and ultimately take ownership of the project's successful implementation.

Paul collaborates with clients and provides planning leadership to proactively solve complex problems, establish implementable plans, and facilitate processes to gain support for a wide range of projects. His expertise in helping clients of all scales to understand and address technical project issues from environmental, economic, transportation, to urban design, helps him drive projects toward the best solution for each project, client, and set of stakeholders.

This approach is illustrated in projects such as his work on the Washington Union Station Master Plan and EIS, Master Planning for the redevelopment of the historic DC Corrections Facility in Lorton, Virginia, the District Department of Transportation Far Southeast Livability Study, Tidal Schuylkill River Master Plan in Philadelphia, The Ohio State University Comprehensive Parking and Transportation Plan, and the Revitalization Study for Kenilworth Avenue/Town of Cheverly.

Josh Olsen

Monument Realty

Washington, DC

Josh Olsen is the Senior Vice President in charge of acquisitions at Monument Realty, a Washington, D.C.-based owner and developer of office, multifamily, hotels and re-tail. Monument has owned or developed approximately 6 million sf of office space and 4,500 residential units. Josh has worked at Monument Realty since 2003. Prior to joining Monument, Josh wrote a biography of real estate developer and urban visionary James Rouse entitled Better Places, Better Lives, which was published by the Ur-ban Land Institute. He is also the co-author of Foggy Bottom and the West End in Vintage Images, a compilation of historic images of two D.C. neighborhoods. Josh has served on the advisory board of the Washington District Council of ULI and was a national juror for ULI's Kenneth M. Good Graduate Student Scholarship. He co-edited Urban Land magazine's series of articles on the D.C. area when the ULI Fall Meeting was held in D.C., and co-authored an accompanying piece on the state of development in D.C. Josh's projects have received local awards, such as "Best Land Deal," and he has been recognized multiple times as one of the top young people in the D.C. business community, including the Washington Business Journal's "40 under 40". Josh has an undergraduate degree in architecture from Yale University and earned a master's degree from the University of Bristol while a Fulbright Scholar to the United Kingdom.

Dan Reed

Report Writer

Silver Spring, MD

Dan Reed represents the smart, creative next generation of smart growth leader. He began the blog Just Up the Pike in 2006, chronicling his experiences as an urbanist in eastern Montgomery County. In addition to his blog, he is a senior editor at Greater Greater Washington, writes for Washingtonian magazine, and is a professional urban planner.

Dan's family came to the Washington area from Guyana and North Carolina. This native of Montgomery County has brought a fresh perspective to smart growth, urbanism, transportation and education in our changing suburbs. He uses his writing and speaking talents to explain issues to a broad audience, to engage the community, and to persuasively advocate for sustainable and inclusive urban communities. Among his achievements as an activist, Dan has helped advocate for the Purple Line and Bus Rapid Transit on Route 29; highlighted issues of segregation and inequality in Montgomery County Public Schools; and led a community effort to reuse a vacant Art Deco movie theatre.

Dan has worked for Nelson/Nygaard Consulting Associates, and today he is an urban planner at Toole Design Group and an agent at Living In Style Real Estate. Dan sits on the board of the Action Committee for Transit, and lives with his partner in downtown Silver Spring.

Merrill St. Leger

SmithGroup

Washington, DC

Merrill St. Leger is a Principal in SmithGroupJJR's Washington, DC office where she leads the Urban Design and Planning Studio. In over 20 years of practice, Merrill has led community planning projects, mixed-use development and TOD master plans, and Federal campus planning projects in the mid-Atlantic region from visioning and conceptual design through municipal approvals. She is known for her creative and collaborative style, her focus on placemaking, design excellence, and sustainability. Her award-winning master planning projects include the MidCity East Small Area Plan in Washington DC, the Scotts Run Master Plan in Tysons, Virginia and the Eisenhower West Small Area Plan in Alexandria, Virginia. Merrill currently serves as Secretary-Treasurer of the APA Sustainable Communities Division and is involved in ULI's Sustainability Initiative Council and TAP Committee. Merrill has a Bachelor of Science in Architecture from Catholic University, and a Master of Architecture from Virginia Tech.

Kyle Talente

RKG Associates, Inc.

Alexandria, VA

Kyle has developed and applied a broad range of professional and technical expertise since his hiring in 1998. Today, Mr. Talente uses that experience to manage projects in all facets of economic development, real estate advisory, and market analysis. Mr. Talente has provided proven results to a wide range of public and private sector clients, focusing on identifying creative, market driven solutions to real estate investment opportunities. During his tenure at RKG Associates, Mr. Talente has cultivated specializations in housing market and affordability analysis, local and regional real estate market analysis, economic development strategies, downtown and urban revitalization, financial feasibility and economic impact analysis, and target industry studies.

Mr. Talentes expertise is bringing his client's real world recommendations founded in market reality and projected conditions based on sound economic fundamentals, allowing clients to go beyond the visioning and assessment phase and into successful implementation. Mr. Talente has learned that this grounded approach garners support for a much stronger development process, particularly when implementation re-quires/seeks public private partnerships. His diverse education background has enabled Kyle to be a strategic liaison between the physical disciplines (i.e. urban design and architecture) and the market realities of real estate investment decision making. He also has developed a reputation for being able to successfully communicate the complex relationships between vision and reality to a wide variety of public and private stakeholders.

Mr. Talente is a graduate of the Georgia Institute of Technology in Atlanta, GA, where he received his Bachelors of Science in Architecture in 1996 and his Masters of City Planning in 1998.

N'kosi Yearwood

Montgomery County Department of Planning

Silver Spring, MD

N'kosi Yearwood is a community planner with the Montgomery County Planning Department. He has developed and created comprehensive transit-oriented and mixed-use infill plans for the Shady Grove and White Flint Metro Station areas, including White Flint 1 and White Flint 2 Sector Plans. Nkosi has also created zoning standards for transit station areas and reviewed private and public development, including Pike & Rose and Shady Grove Station (Montgomery County Service Park redevelopment). His education includes architectural history and architecture from the University of Maryland, College Park and University of Cincinnati. He is a resident in the City of Hyattsville; a member of Lambda Alpha International (George Washington Chapter); a 2014 graduate of the Urban Land Institute (ULI) Washington Regional Land Use Institute; and is a Board member of Green Spaces DC.

Urban Land Institute
Washington

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October 18, 2018

Pete K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Center
Hanover, MD 21076

RE: 2019-2024 Draft Consolidated Transportation Program (CTP)

Dear Secretary Rahn:

The Greenbelt City Council has had the opportunity to review the *State's Draft Consolidated Transportation Program (CTP) for fiscal years 2019-2024*. The City Council offers the following comments on those items in the CTP that are of greatest interest to Greenbelt.

The City strongly opposes:

- The removal of funding from the **I-95/I-495 Capital Beltway** (Full Interchange at Greenbelt Metro Station) project and the City requests that funding is restored to this important project. If the State, County and City are to be successful at attracting a large tenant and high quality transit oriented development to the Station, a full interchange must be constructed. We need to be proactive in attracting economic development to the region, not take a wait and see approach.

- The **I-270 Eisenhower Memorial Highway, and I-495, Capital Beltway** Planning Study (Traffic Relief Plan) and the **Baltimore-Washington Superconducting Maglev** (SCMAGLEV) project. The impacts these projects will have on the natural, socioeconomic, cultural and built environment are unacceptable. These projects will do little to address the regions congestion, but have high environmental, human and financial costs.

- The lack of funding allocation for the **MD 201 Extended (Edmonston Road)/ US1 (Baltimore Avenue)** project. The project involves a study of capacity improvements on MD 201 and US from I-95/I-495 to north of Muirkirk Road. This project will have significant environmental impacts on wetlands to the north of the City as well as on Beltsville Agricultural Research Center (BARC) property. The BARC property is one of the last remaining gems of uninterrupted open space in this urbanized region.

The City deems these projects it opposes to be in direct conflict with the State's priorities outlined in the CTP to include the following: Use resources wisely, Deliver transportation solutions and services of great value; Be a good neighbor; Be a good steward of our environment; and Be fair and reasonable to our partners. The CTP should support the State's transportation priorities, not be in conflict with them.

The City, on the other hand, appreciates and remains supportive of:

- The state's continued support for the construction of the **Purple Line,** investment in the **WMATA Metrorail** system) and for funding locally operated transit systems capital procurement projects through the **Prince Georges County Local Bus Program**.

- The **US 1, Baltimore Avenue** reconstruction project and the City supports College Park's request to have funding programed for design, engineering and construction of Segments 2 and 3 (US 1 from MD-193 to I-95) of this project.

- The allocation of funding to **Bicycle and Pedestrian Related Projects**. The City shares the States and Prince George's County's concern for pedestrian and bicycle safety, and strongly urges that projects continue to be added that support this State and local priority.

- The City also remains supportive of the State's **Sound Barrier Program**, and continues to be dedicated to working with State and County officials on how to revise the program and direct funding to established neighborhoods that struggle with the adverse impacts associated with highway noise

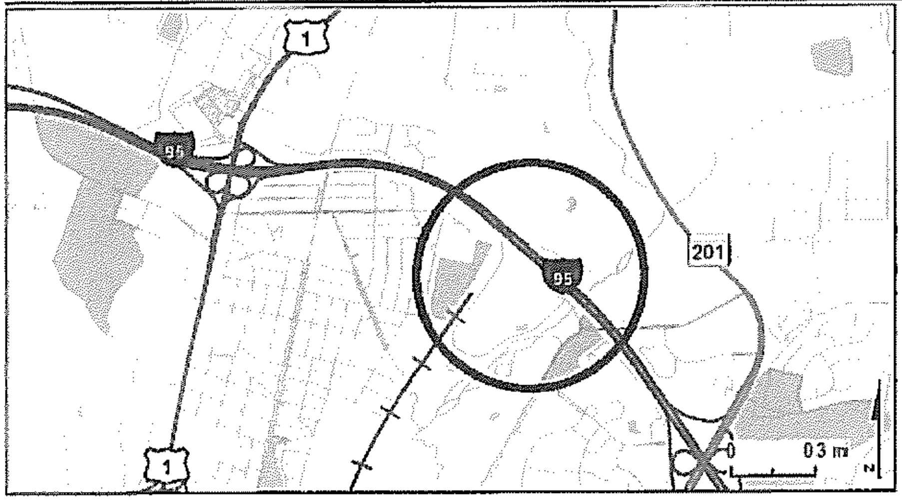
In closing, the City continues to be disappointed that the MD-193 – Greenbelt Road Streetscape project, which was placed on hold in 2002, remains excluded from the CTP. Greenbelt Road is a major east-west roadway that serves as a major gateway to our Community and represents Prince George's County to many who travel along it. The need for improvements prompted a study sponsored by three local municipalities: the City of Greenbelt, the City of College Park, and the Town of Berwyn Heights along with Metropolitan Washington Council of Governments. The study area included MD-193 from Kenilworth to MD 201 and was carried out by Urban Land Institute (ULI) Technical Assistance Panel (TAP) leading to a report submitted in June 2018 which is enclosed. The City requests that this very important project for the State, County and local communities be added to the CTP, and funding allocated to planning.

Thank you for the opportunity to review and comment on the CTP. If you have any questions please contact Terri Hruby, Planning Director at 301-474-0569.

Sincerely,

Emmett V. Jordan
Mayor

cc: City Council
Senator Paul G. Pinsky
Delegate Tawanna Gaines
Delegate Anne Healey
Delegate Alonzo Washington
County Council Chair Dannielle Glaros
County Council Member Todd Turner
Four Cities Coalition
Victor Weissberg, Prince George’s County DPW&T
Nicole Ard, City Manager
Terri Hruby, Director of Planning and Community Development



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station and extensions of acceleration and deceleration lanes along I-95/I-495 from US 1 to MD 201.

JUSTIFICATION: This interchange would improve traffic operations on mainline I-95/I-495 and improve access to the Greenbelt Metro Station.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined
- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
Traffic Relief Plan (Statewide - Line 7)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY ....2021....	....2022....	....2023....	....2024....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,561	1,561	0	0	0	0	0	0	0	0
Engineering	10,963	10,707	256	0	0	0	0	0	256	0
Right-of-way	129	129	0	0	0	0	0	0	0	0
Construction	824	824	0	0	0	0	0	0	0	0
Total	13,477	13,221	256	0	0	0	0	0	256	0
Federal-Aid	9,028	8,829	199	0	0	0	0	0	199	0

CLASSIFICATION:

STATE - Principal Arterial

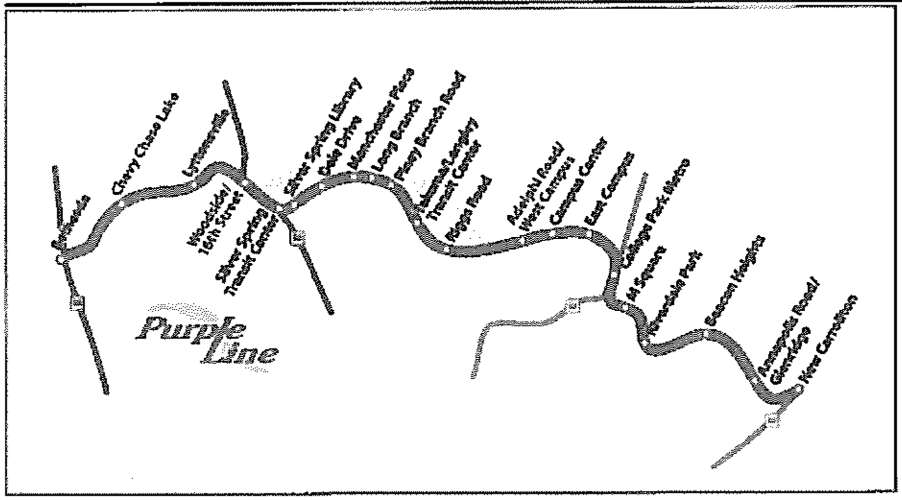
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2018) - 230,000

PROJECTED (2040) - 245,000



PROJECT: Purple Line

DESCRIPTION: The Purple Line is a 16-mile double track light rail line that will operate between Bethesda in Montgomery County and New Carrollton in Prince George's County. The Bethesda to Silver Spring segment will include a parallel hiker/biker trail. The line will include direct connections to Metrorail in four locations, all three MARC Train lines, and Amtrak. The project includes track, stations, railcars, and two operation and maintenance facilities.

PURPOSE & NEED SUMMARY STATEMENT: The Purple Line will provide faster, more reliable transportation between residential and major employment areas. It will enhance access to existing radial Metrorail lines, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered; [ ] Exception Will Be Required; [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
Purple Line: Third-Party Funded Projects - Line 33

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced.

STATUS: Design activities and construction are underway.

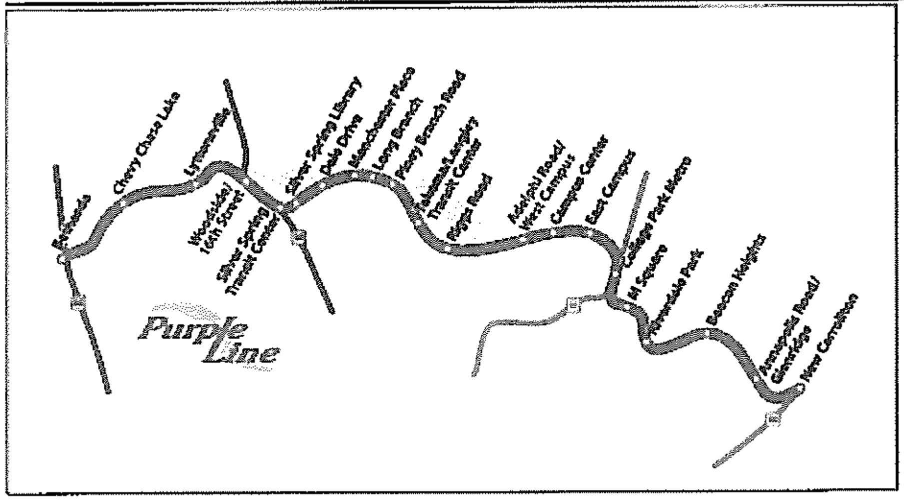
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	....2021....	....2022....	....2023....	....2024....	SIX YEAR TOTAL	BALANCE TO COMPLETE
					PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					
Planning	53,007	53,007	0	0	0	0	0	0	0	0
Engineering	224,942	224,942	0	0	0	0	0	0	0	0
Right-of-way	229,600	180,548	49,052	0	0	0	0	0	49,052	0
Construction	972,617	460,782	264,435	90,133	21,803	102,600	32,864	0	511,835	0
Total	1,480,166	919,279	313,487	90,133	21,803	102,600	32,864	0	560,887	0
Federal-Aid	960,432	429,028	225,765	124,568	82,289	98,782	0	0	531,404	0

Note. Total estimated cost does not include investments by concessionaire or future availability payments.
1042

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: None.

USAGE: Daily ridership estimated at 72,000 in 2040.



STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced.

PROJECT: Purple Line: Third-Party Funded Projects

DESCRIPTION: Montgomery County has elected to fund a program of projects that will be implemented through and associated with the Purple Line. Projects include a new southern entrance to the Bethesda Red Line station, Capital Crescent Trail, and the Silver Spring Green Trail along Wayne Avenue.

PURPOSE & NEED SUMMARY STATEMENT: To further enhance the transportation and quality of life benefits of the Purple Line and Capital Crescent Trail, Montgomery County is adding additional access features.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
Purple Line - Line 32

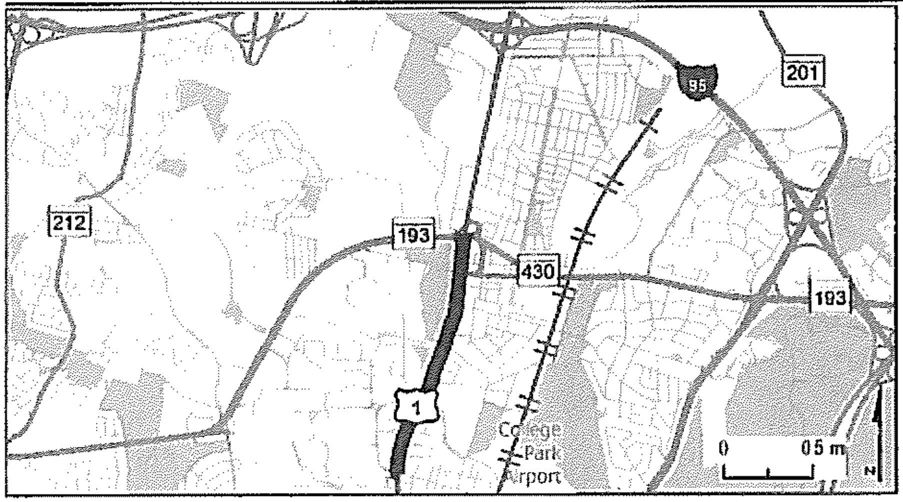
STATUS: Design activities and construction are underway.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2021....	....2022....	....2023....	....2024....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,943	6,943	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	138,255	43,020	37,707	20,880	23,521	13,127	0	0	95,235	0
Total	145,198	49,963	37,707	20,880	23,521	13,127	0	0	95,235	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1453, 1487, 1488, 1525, 1526



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Including bicycle and pedestrian improvements (1.5 miles).

PURPOSE & NEED SUMMARY STATEMENT: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation, and safety. This project would also accommodate planned revitalization within College Park.

SMART GROWTH STATUS: [ ] Project Not Location Specific [ ] Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined
- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 1, MD 193 to I-95, Segments 2 and 3 (Line 30)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [ ] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project will improve traffic operations while enhancing bicycle and pedestrian mobility and safety.

STATUS: Right-of-Way underway. Construction to begin during the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: The cost decrease of $4.9 million is due to a revised Engineer's estimate and reduced Right-of-Way needs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY ....2021....	....2022....	....2023....	....2024....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,290	6,320	1,163	807	0	0	0	0	1,970	0
Right-of-way	4,294	1,849	1,604	841	0	0	0	0	2,445	0
Construction	27,632	0	3,077	7,466	8,424	8,665	0	0	27,632	0
Total	40,216	8,169	5,844	9,114	8,424	8,665	0	0	32,047	0
Federal-Aid	29,674	6,150	3,563	6,631	6,571	6,759	0	0	23,524	0

CLASSIFICATION:

STATE - Intermediate Arterial

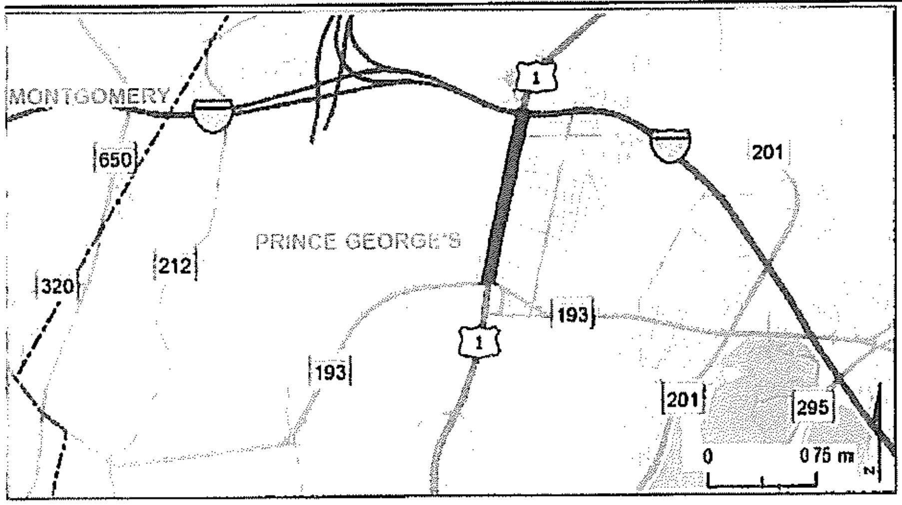
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2018) - 37,900

PROJECTED (2040) - 55,500



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) (Segments 2 and 3) (1.1 miles). Bicycle and pedestrian facilities will be included.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation, safety, and accommodate planned revitalization within College Park.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 1, College Avenue to MD 193 (Segment 1) (Line 14)
MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 26)
Traffic Relief Plan (Statewide - Line 7)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: None

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY ....2021....	....2022....	....2023....	....2024....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,387	1,387	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,387	1,387	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

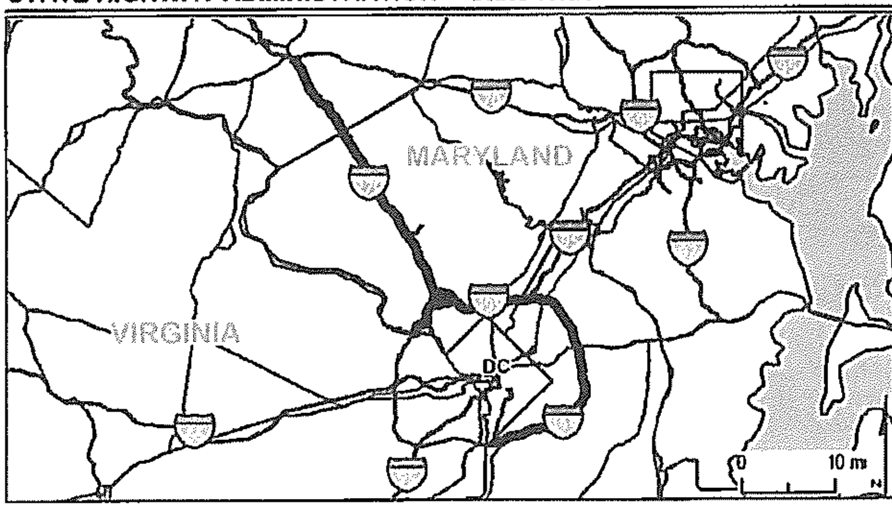
Annual Average Daily Traffic (vehicles per day)

CURRENT (2018) - 48,100

PROJECTED (2040) - 53,300

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Montgomery County			
I-270 - Watkins Mill Road Extended	sidewalks	0.5 miles	68,640
MD 97 - Randolph Rd.	wide curb lanes	1.0 miles	150,000
	sidewalks	1.0 miles	137,280
MD 97 - South of Brookeville to north of Brookeville	shoulders	0.7 miles	105,000
MD 185 - At Jones Bridge Road Phase 3	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 320 - Anacostia Tributary	pedestrian bridge	0.0 miles	1,500,000
MD 355 - Woodmont Ave. to South Wood Road	wide curb lanes	0.5 miles	75,000
	sidewalks	0.5 miles	68,640
Prince George's County			
I 95/495 - Branch Avenue Metro	sidewalks	0.5 miles	68,640
	wide curb lanes	0.5 miles	75,000
US 1 - MD 193 to I-95 (Segments II & III)	sidewalks	1.1 miles	151,008
	wide curb lanes	1.1 miles	165,000
US 1 - College Avenue to MD 193	sidewalks	1.5 miles	205,920
	wide curb lanes	1.5 miles	225,000
I-95 - Bridge 1615305, 1615306 over MD 214	sidewalks	0.1 miles	13,728
	shoulders	0.1 miles	15,000
MD 4 - at Suitland Parkway	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 4 - Forestville Road to MD 458	sidewalks	2.1 miles	288,288
	wide curb lanes	2.1 miles	315,000
MD 5 - at MD 373 and Brandywine Road Relocated	sidewalks	1.0 miles	137,280



PROJECT: I-270, Eisenhower Memorial Highway, and I-495, Capital Beltway

DESCRIPTION: Planning activities in support of the Traffic Relief Plan, which will implement express toll lanes (ETLs) along I-270 and I-495.

JUSTIFICATION: I-270 and I-495 experience severe congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270, Interchange Construction at Watkins Mill Road (Montgomery County Line 1)
I-270, Innovative Congestion Management (Montgomery County Line 2)
I-95/I-495, Interchange Reconstruction at Greenbelt Metro Station (Prince George's County Line 15)
US 15/US 40, I-70 to MD 26 (Frederick County Line 14)

STATUS: Planning underway. MDOT is funding planning activities in advance of awarding a contract for design and construction to a private partner, as part of a public/private partnership. Any upfront expenses will be reimbursed at the close of the public/private partnership.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: The cost increase of $68.3 million is due to increased Planning requirements needed to continue NEPA evaluation and traffic analysis activities.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	...2021... (FOR PLANNING PURPOSES ONLY)	...2022...	...2023...	...2024...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	139,630	10,170	27,500	40,000	43,960	18,000	0	0	129,460	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	139,630	10,170	27,500	40,000	43,960	18,000	0	0	129,460	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

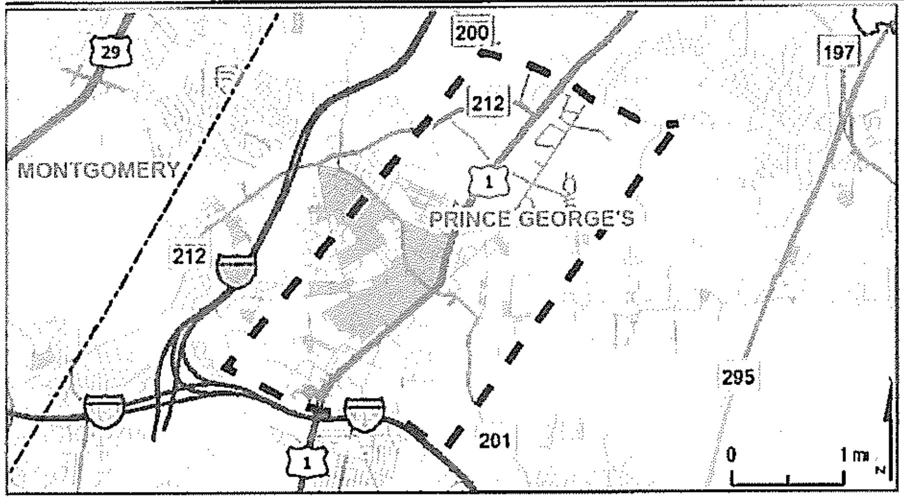
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2018) - N/A

PROJECTED (2040) - N/A



PROJECT: MD 201 Extended (Edmonston Road)/US 1 (Baltimore Ave.)

DESCRIPTION: Study of capacity improvements on MD 201 and US 1 from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

JUSTIFICATION: US 1 and MD 201 are over capacity and experience severe congestion during peak periods. The industrial and employment centers in the area are being developed, which is expected to further increase traffic.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA — ☐ Grandfathered / ☐ Exception Will Be Required / ☐ Exception Granted
☒ PFA Status Yet To Be Determined

ASSOCIATED IMPROVEMENTS:
US 1, MD 193 to I-95/I-495 (Capital Beltway) (Line 30)
Traffic Relief Plan (Statewide - Line 7)

STATUS: Project on hold.

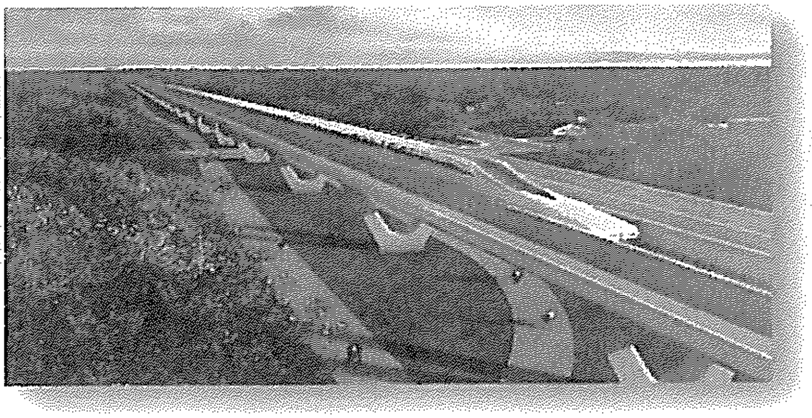
SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY ....2021....	....2022....	....2023....	....2024....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,839	6,839	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,839	6,839	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM : Secondary
Annual Average Daily Traffic (vehicles per day)
CURRENT (2018) - 46,600
PROJECTED (2040) - 59,300



PROJECT: Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project

DESCRIPTION: Baltimore-Washington Rapid Rail (BWRR), a private company based in Maryland, is proposing to construct an SCMAGLEV train system between Baltimore, Maryland and Washington, DC with an intermediate stop at BWI Marshal Airport. An Environmental Impact Statement (EIS) is being prepared to evaluate the potential impacts of the construction and operation of such a system. This phase of the project is being funded by a grant from the Federal Railroad Administration with matching funds provided by BWRR.

JUSTIFICATION: Over the next 30 years, population in the Baltimore-Washington region is expected to grow by 30 percent, significantly increasing demand on roadways and railways between the two cities. The purpose of BWRR's proposed action is to increase capacity, reduce travel time, and improve both reliability and mobility options between Baltimore and Washington, with possible future extensions to New York City.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered
[ ] PFA Status Yet to Be Determined — [ ] Exception Will Be Required
[ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Planning activities are underway.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2021....	....2022....	....2023....	....2024....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	34,749	9,636	16,000	9,113	0	0	0	0	25,113	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	34,749	9,636	16,000	9,113	0	0	0	0	25,113	0
Federal-Aid	27,800	7,709	12,800	7,291	0	0	0	0	20,091	0

0220

PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Funding for bus replacements as well as capital improvements to bus facilities.

JUSTIFICATION: These investments will make The Bus system more reliable and convenient while improving passenger access to the Metrorail system.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 24

STATUS: Project funding will support annual bus replacements and improvements to bus stops throughout the county.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2021....	....2022....	....2023....	....2024....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,327	7,092	1,534	733	984	984	500	500	5,235	0
Total	12,327	7,092	1,534	733	984	984	500	500	5,235	0
Federal-Aid	5,199	1,012	1,227	586	787	787	400	400	4,187	0

0893

PROJECT: Sound Barrier Program

DESCRIPTION: Funding to implement retrofit sound barrier projects that meet eligibility criteria.

PURPOSE & NEED SUMMARY STATEMENT: Mitigating highway noise is an essential element of the Department's programs for environmental stewardship and community conservation.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☐ Safety & Security
☒ System Preservation
☐ Quality of Service
☒ Environmental Stewardship
☐ Community Vitality
☐ Economic Prosperity

EXPLANATION: This program provides mitigation of highway noise to those communities that qualify for noise abatement. Improves quality of life for eligible communities adjacent to access controlled facilities.

STATUS: This consolidates the total dollars available for sound barriers that meet eligibility criteria. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: Added funding with FY24 coming into the six-year program. The cost decrease of $14.5 million is due to reduced sound wall needs.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY ....2021....	....2022....	....2023....	....2024....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	400	400	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,500	7,100	1,300	1,200	1,300	1,200	1,200	1,200	7,400	0
Total	14,900	7,500	1,300	1,200	1,300	1,200	1,200	1,200	7,400	0
Federal-Aid	1,700	1,700	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2018) - N/A

PROJECTED (2035) - N/A

Agenda Item No:*13

City Council Agenda Item Report

Meeting Date: October 22, 2018
Submitted by: David Moran
Submitting Department: Administration
Item Type: OTHER BUSINESS
Agenda Section: OTHER BUSINESS

Subject:
Resignation from Advisory Group

Suggested Action:

Javien Dawson has resigned from the Community Relations Advisory Board (CRAB). Approval of this item on the consent agenda will indicate Council's intent to accept Mr. Dawson's resignation with regret. (DEM)

Attachments:
Dawson Resignation Email.pdf

David Moran

From: Javien Dawson <javien.dawson@yahoo.com>
Sent: Thursday, October 11, 2018 11:02 AM
To: David Moran
Cc: Clara Holland; Daniel Hamlin; DeaZugby@aol.com; Edward Putens; Jamie Krauk (jkrauk@doc.gov); jamie@krauk.com; Kevin at Home (carosyrup1962@yahoo.com); Kevin Hammett; Ed Putens (Work); Rev. Ray Raysor (rraysor@gmail.com); Rick Ransom; Sherry Burks
Subject: Re: October 11 Meeting

Hello All,

Thank you for the time on CRAB and I appreciate being able to give my support and take action for what takes place in the Greenbelt community. Currently, I am unable to commit to CRAB any longer due to my right work and school schedule this semester. I have enjoyed the meetings and being able to discuss and recommend actions to city council. It was a pleasure meeting you all and I appreciate the opportunity to work alongside with you all. I wish you the best.

On Oct 8, 2018, at 10:52, David Moran <dmoran@greenbeltmd.gov> wrote:

> CRAB Members,
>
> Our next meeting is scheduled for **Thursday, October 11 at 8:00pm** at the Springhill Lake Recreation Center Clubhouse. Please note the later meeting start time.
>
> Attached are a draft agenda and background materials. Also attached is a power point presentation that was provided to Council on July 23 related to agenda item #5 which is Census 2020 – Complete Count.
>
> Last month we did not have a quorum present (5 members) so CRAB could not take any actions. Please advise ASAP if you are unable to attend Thursday's meeting.
>
> Thanks.
>
> David
>
> David E. Moran
> Assistant City Manager
> 25 Crescent Road
> Greenbelt, MD 20770
> 301-474-8000 (office)
> 301-441-8248 (fax)
>
> <Agenda Packet 10.11.18.pdf>
> <City of Greenbelt Maryland 2_final.pdf>

Agenda Item No:*14

City Council Agenda Item Report

Meeting Date: October 22, 2018
Submitted by: Bonita Anderson
Submitting Department: Administration
Item Type: OTHER BUSINESS
Agenda Section: OTHER BUSINESS

Subject:
Resignation from Advisory Group

Suggested Action:

Jeremy Tuthill has resigned from the Youth Advisory Committee (YAC). Approval of this item on the consent agenda will indicate Council's intent to accept Mr. Tuthill resignation with regret. (BA)

Attachments:
J. Woodruff Tuthill.pdf

Dear Bonita Anderson:

I have decided to resign from my position on the Greenbelt Youth Advisory Committee. I've greatly enjoyed my time serving there, but I am approaching the age limit for youth members of the committee, and I can no longer devote enough time to the committee to justify taking up a seat.

I would like to thank everyone involved with the committee for working with me, and I wish everyone the best.

Sincerely,

Jeremy Woodruff Tuthill

Agenda Item No:16

City Council Agenda Item Report

Meeting Date: October 22, 2018
Submitted by: Bonita Anderson
Submitting Department: Administration
Item Type: OTHER BUSINESS
Agenda Section: OTHER BUSINESS

Subject:
Council Activities

Suggested Action:
Council will report on activities and events recently attended. (If time allows.)

Attachments:

City Council Agenda Item Report

Meeting Date: October 22, 2018
Submitted by: Bonita Anderson
Submitting Department: Administration
Item Type: OTHER BUSINESS
Agenda Section: OTHER BUSINESS

Subject:
Council Reports

Suggested Action:
Council will report on activities and events recently attended. (If time allows.)

Attachments:

Agenda Item No: V

City Council Agenda Item Report

Meeting Date: October 22, 2018
Submitted by: Bonita Anderson
Submitting Department: Administration
Item Type: MEETINGS
Agenda Section: MEETINGS

Subject:
Meetings

Suggested Action:

Attachments:
Meetings.pdf

Stakeholder Schedule.pdf

CITY OF GREENBELT, MARYLAND
25 Crescent Road, Greenbelt, MD 20770-1891

10/19/2018 12:04 PM

City Council Meetings & Work Sessions October – November

Advisory Board Interview	Mon.	10/22	7:40 pm
Regular Meeting/Public Hearing	Mon.	10/22	8:00 pm
Four Cities Meeting (Greenbelt)	Wed.	10/24	7:30 pm
Law Enforcement/Firefighter/Public Works First Responders of the Year Banquet (American Legion)	Fri.	10/26	5:30 pm
Work Session – Green Ridge House Admissions/Smoking Area	Mon	10/29	8:00 pm
Work Session – Crown Plaza Renovation Presentation, (CC)	Wed.	10/31	7:00 pm
Work Session – WMATA Trail	Mon.	11/05	8:00 pm
No Meeting – NLC Conference	Wed.	11/07	
NLC Conference	Wed. – Sat	11/7 – 11/10	
No Meeting – Veterans Day	Mon.	11/12	
Regular Meeting	Tues.	11/13	8:00 pm
Work Session – Beltway Plaza, (CC)	Wed.	11/14	8:00 pm
Work Session – Semi-Annual Transit Meeting	Mon.	11/19	8:00 pm
No Meeting – Thanksgiving	Wed.	11/21	
Regular Meeting	Mon.	11/26	8:00 pm
Work Session – Recreation Master Plan (tentatively), (CC)	Wed.	11/28	8:00 pm

- *Councilmembers will present reports on conferences, meetings and events as the last item of business at Monday Work Sessions.*

This schedule is subject to change. For confirmation, call 301-474-8000. Regular and Special meetings and Work Sessions are open to the public. If special accommodations are required for any disabled person, please call 301-474-8000 or 301-474-3870 no later than 10 a.m. on the meeting day. Deaf individuals are advised to use MD RELAY at 711 or e-mail banderson@greenbeltmd.gov to reach the City Clerk. Unless otherwise noted, meetings will be held in the Council Room of the Municipal Building (MB) at 25 Crescent Rd. Meetings marked "CC" will be held in the Community Center at 15 Crescent Rd.

Bonita Anderson, City Clerk

CITY OF GREENBELT, MARYLAND
25 Crescent Road, Greenbelt, MD 20770-1891

10/19/2018 12:04 PM

<u>Ready to be scheduled:</u>
Prince George's County Executive/County Council member Todd Turner
WSSC
Forest Preserve/Community Gardens
Religious/Spiritual Organizations
Sustainable Land Care Policy
Capital Office Park
Dog Park
CRAB Report – Police Community Relations
Franklin Park
Verizon
Roosevelt Center Owner
University of Maryland (2019)
Greenbelt Watershed Groups
City-Wide Fiber Network

<u>For Later scheduling:</u>
Zoning Enforcement
Parkway Apartment Owners/GHI (parking)
Northway Fields Master Plan
City Manager Updates (Jan, Pre-budget; July & Sept/Oct)
Cemetery Plans
Meeting with County on Transportation Plan
Hotels
PRAB – Buddy Attick Park Master Plan
Forest Preserve Health Assessment

Annual														
Advisory Group Chairs	3/16	2/17	7/18											
Franklin Park at Greenbelt Station Mgmt.	8/16	11/17												
Greenbelt East Advisory Coalition	3/16	7/17												
Greenbelt Homes, Inc.	6/16	7/17	7/18											
County Executive/ County Council	12/13	9/16												
Biennial														
Roosevelt Center Merchants	11/16	1/18												
Beltsville Ag. Research Center/	03/14	7/16	8/18											
NPS Greenbelt Park	7/15	1/18												
Beltway Plaza	9/14	3/17												
Greenway Center	7/14	12/16												
Civic Associations	8/14	2/18												
NASA/GSFC	3/15	3/17												
PG Co. Economic Development Corp.	8/14	4/17												
School Board	2/16	5/17	10/18											
State Highway Administration	6/15	10/17												
Every Three Years														
Apartments	2/18													
Religious/Spiritual Organizations	3/13	6/15												
Greenbelt Watershed Groups	8/14	10/16												
Hotels														
University of Maryland	3/13	4/15												
Every Three Years or Major Issue														
Comcast	9/13	11/17												
Verizon														
PEPCO	9/14	1/17												
WSSC	12/12	9/16												
WGL														
Capital Office Park	12/12	1/16												
Other Business Parks:														
Maryland Trade Center														
Golden Triangle														
Hanover Parkway														
Belle Point														
Edmonston Road														
Hanover Parkway														
Roosevelt Center Owner	9/15													

WMATA/PGDPW&T (Semi-Annual)	11/16	9/17												
Other/As Needed														
M-NCPPC/Planning Board (Major Issue)	6/06	7/14												
Business Coffee (Every Four Months)	10/17	2/18	8/18											
State’s Attorney (4 years)	2/11	4/15												

(Rev. October 5, 2018)