



CITY COUNCIL AGENDA
Municipal Building

This meeting will be held in-person and virtual.

**25 Crescent Road
Greenbelt, MD 20770**

OR

**Virtual Participation
Zoom Webinar Attendees:**

**During "Petitions and Requests," please submit your request in writing via email to
questions@greenbeltmd.gov**

<https://us02web.zoom.us/j/86968553508?pwd=dUpWV0hEWFZid1dEc1hkRi9rUINIUT09>

**Dial-in: 301 715 8592
Webinar ID: 869 6855 3508
Passcode: 481026
Monday, October 9, 2023
7:30 PM**

I. ORGANIZATION

1. Roll Call
2. Call to Order
3. Meditation and Pledge of Allegiance to the Flag
4. Petitions and Requests

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

II. COMMUNICATIONS

7. Presentations
- 7a. ARPA Education Scholarship Recipients
Suggested Action:

Recipients of the American Rescue Plan Act Education Scholarship administered through the City of Greenbelt were invited to tonight's meeting to be recognized by the Greenbelt City Council.

[Scholarships_ARPA Grant Programs Update 10-6-2023 v1 \(002\).pdf](#)

- 7b. Cooperative Month Proclamation
Suggested Action:

The National Cooperative Business Association has designated October as Cooperative Month. Members from more than 40,000 cooperatives nationwide will celebrate the advantages of cooperative membership and recognize the benefits and values cooperatives bring to their members and communities. Representatives from Greenbelt's seven cooperatives have been invited to attend tonight's meeting to receive a proclamation announcing the City's support and recognition of cooperative businesses and organizations during this month.

[CoopMonth 23 proc - evj.pdf](#)

- 7c. Breast Cancer Awareness Month Proclamation
Suggested Action:

National Breast Cancer Awareness Month is recognized annually during October in honor of all who lost their lives to breast cancer and to recognize the courageous survivors still fighting their battle with it. Mayor Jordan will present a proclamation in recognition of National Breast Cancer Awareness Month.

[Breast CancerProclamation2023 - evj.pdf](#)

- 7d. Indigenous People's Day Proclamation
Suggested Action:

Mayor Jordan will present a proclamation declaring October 9th Indigenous People Day.

[indigenous people day.pdf](#)

*8. Minutes

Suggested Action:

* Regular Meeting - March 28, 2023

* Regular Meeting - April 24, 2023

* Regular Meeting - June 20, 2023

[RM230328.Ms.Davis edits.pdf](#)

[RM230424.Ms.Davis edits.pdf](#)

[RM230620.Ms.Davis edits.pdf](#)

9. Administrative Reports

Suggested Action:

Reference: This link will display the weekly report for the City Manager and City Departments

https://www.greenbeltmd.gov/government/city-administration/city-manager-s-office/weekly-reports/-folder-1475#docan2352_4054_3510

10. Committee Reports

10a. * Greenbelt Reparations Commission Report #2023-01 (Report to the Greenbelt City Council, dated 09/24/2023)

Suggested Action:

It is recommended that the City Council accept this report.

[FINAL report to Greenbelt City Council 9 24 23.pdf](#)

III. LEGISLATION

IV. OTHER BUSINESS

11.

FY 2024-2029 Draft Maryland Consolidated Transportation Program

Suggested Action:

Reference: Memo, J. Fearer, 10/4/23
Project Pages, Draft FY 2024-2029 CTP
Draft Letter, J. Fearer, 10/4/23
County Draft Priority Letter, 2023

City staff has reviewed the Draft FY 2024 – 2029 Draft Maryland Department of Transportation Consolidated Transportation Program (CTP). Staff also virtually attended the annual staff-level pre-tour meeting for Prince George’s County on September 18, 2023, and will attend the County’s tour meeting on October 10, 2023.

The Draft FY 2024-2029 CTP totals a record \$21.2 billion six-year capital budget, which represents a \$0.7 billion increase from the \$20.5 billion Final FY 2023-2028 CTP. Despite the projected increase, MDOT cautions that the current revenue forecast is not sufficient to support planned spending over the next six years in the operating and capital programs.

Staff recommends City Council transmit a letter to the Maryland Department of Transportation requesting that the MD 193 Greenbelt Improvement Project (referred to by the County as the MD 193 – University Boulevard project) be added to the CTP with funding allocated for planning and engineering. Staff also recommends the letter restate the City’s opposition to the Baltimore-Washington Superconducting MAGLEV Project and any alternatives in the I-270, Eisenhower Memorial Highway and I-495 Capital Beltway - Phase 1 South project that involve widening I-495. As in previous years the letter will address those projects and initiatives that the City supports, including the full interchange at Greenbelt Metro Station, US 1/Baltimore Avenue reconstruction, and zero emission buses and transit-related initiatives.

[23-1004_Draft CTP FY24-29 - Staff Memo_FINAL.pdf](#)

[23-1004_Draft CTP FY24-29 - Project Pages.pdf](#)

[23-1004_Draft_CTP_FY24-29_-_Council_Letter_DRAFT.v1.pdf](#)

[FY24-29 Draft CTP_County Draft Priority Letter.pdf](#)

[FY24-29 Draft CTP_County Draft Priority List.pdf](#)

12.

List of Proposed ARPA Funded Pedestrian and Bicycle Projects

Suggested Action:

Reference: ARPA Proposed Project List, 10/4/23

Staff has developed a proposed spending plan for ARPA-funded Pedestrian and Bicycle Master Plan Implementation. To date, the proposed ARPA Ped/Bike Project

List totals \$274,400 out of the allotted \$300,000. Staff considers this a working list that may need modification over time. Cost estimates may evolve for final implementation, particularly as projects move into design and planning.

At its regular meeting on October 4, 2023, the Advisory Planning Board voted to approve the proposed ARPA Ped/Bike Project List (6-0, 1 absent).

Staff recommends that Council approve the proposed spending plan as drafted for ARPA-funded Pedestrian and Bicycle Master Plan Implementation.

[23-1004_ARPA Ped-Bike Project List_Council Review.pdf](#)

13. ARPA Status Update

Suggested Action:

Reference:

Memorandum, T. George, 10/06/2023

ARPA Funding Priorities

Since ARPA funding was allocated in August/September of 2022, City staff has been working diligently on the 58 ARPA projects, initiatives, and purchases. At the time of the initial allocations, the funding need was requested based on estimates and quotes, many of which were received prior to or during the pandemic. Since that time, pricing has changed, both upwards and downwards, on many of the estimates provided.

Based on these changes, and other factors, the senior team reevaluated the ARPA projects to estimate what would likely be spent before the Dec 2024 deadline.

Staff has assembled a list of priority items for consideration for ARPA re-allocations funds.

Enclosed in the Council packet is the status update on the ARPA allocations.

[ARPA Grant Programs Update 10-6-2023 v2.pdf](#)

[ARPA Funding Priorities Council Workession 8-29-22 v9 10-6-23.pdf](#)

14. Forest Preserve Advisory Board Report #2023-05 - Proposal to close and reroute trail section along Goddard Branch

Suggested Action:

Ms. Davis requested this item to be added to the agenda.

[FPAB_GoddardBranchReport_2023-05.pdf](#)

15. Authorizing City Manager to purchase an Event Stage for Various City Events

Suggested Action:

Reference:

Memorandum, J. Salmeron, 10/06/2023

Invoice

After 25 years of diligent service, the City's risers, used for special events, have now been deemed unsafe. This urgent safety concern came to light when the public works team conducted inspections in preparation for the Blues Festival. While renting risers for City-sponsored events remains an option, ownership is more cost-effective than continual rentals. It is essential to consider the purchase of a new stage for the Roosevelt Center's upcoming and city-sponsored events.

It is recommended that the City Council authorize the purchase of the new event stage for \$16,352.58 to be paid with the ARPA fund designated for Outdoor Recreational Amenities.

[2023.10.06_Memo_PurchaseofRisers.pdf](#)

[Invoice-141612-2023-10-06T10-58-02.pdf](#)

16. Community Questionnaire

Suggested Action:

Reference: Memorandum, T. George, 10/06/2023

At the time of the regular City Election, the City issues a questionnaire to solicit the opinion of residents on City services and issues. The questionnaire is placed at the polling locations, published twice in the Greenbelt News Review, and made available on the City's website.

The questionnaire seeks demographic information on the respondent and the respondent's rating of City services. It also solicits opinions on community issues.

Attached is a memorandum with the proposed questions to be included in the questionnaire. It is recommended that the Council select three of the four questions or recommend others to add to the Community Questionnaire.

[2023 Election Questionnaire Draft Current Questions.pdf](#)

[QUESTIONNAIRE 2023 v1.pdf](#)

17. Council Activities

18. Council Reports

*19. * Appointment to Reparations Commission

Suggested Action:

The Reparations Commission has been informed that two members have withdrawn from participation: Konrad Herling was appointed to fill a vacancy on the Greenbelt City Council, and Pamela Taylor has moved out of state.

On Tuesday, September 19th, the Commission voted unanimously to recommend to the Greenbelt City Council the advancement of Commission alternates Gail C. Crichlow and Mark Wilson to full voting commissioners. Both alternates have attended meetings regularly and participated in the work and discussions.

Approval of this item on the consent agenda will indicate the Council's approval to appoint Ms. Crichlow and Mr. Wilson to the Reparations Commission.

*20. * Greenbelt News Review Lease Agreement

Suggested Action:

Reference: Greenbelt News Review Lease Agreement

The Greenbelt Community Center leases use of space at the facility to a number of tenants. The annual lease the City holds with the Greenbelt Cooperative Publishing Association, Inc. for the News Review located in Room 100 of the facility is due for renewal January 1, 2024.

Included in Council's packet is a copy of the Lease Agreement for review. It is recommended the lease agreement be approved.

Approval of this item on the consent agenda will indicate Council's approval of the lease agreement.

[Lease Agreement.pdf](#)

*21. * Meetings

[meetings.pdf](#)

*22. * Stakeholder List

City Council Agenda Item Report

Meeting Date: October 9, 2023

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: COMMUNICATIONS

Agenda Section: COMMUNICATIONS

Subject:

ARPA Education Scholarship Recipients

Suggested Action:

Recipients of the American Rescue Plan Act Education Scholarship administered through the City of Greenbelt were invited to tonight's meeting to be recognized by the Greenbelt City Council.

Attachments:

[Scholarships_ARPA Grant Programs Update 10-6-2023 v1 \(002\).pdf](#)

APPENDIX

Education Scholarships

- 29 applications approved – \$290,000 funded.

Round 1	First Name	Last Name	School
1	Akexina	Costen	UMD CP
2	Enoch	Edun	UMD CP
3	Faith	Cole	VSU
4	Hailey	Boggs	Towson
5	Ismail	Clark	Train ACE
6	J'Nyah	Malone	Stevenson Univ
7	Jonathan	Hille	Frostburg
8	Jorge	Gomez	PGCC
9	Kamil	Bello	UMBC
10	Kevin	Ponce	Train ACE
11	Lucy	Silver	PGCC
12	Madeline	Paz	Wilmington Univ Delaware
13	Matthew	Harden	Univ Rochester
14	Nina	Brown	Towson
15	Rebecca	Hammer	Fortis College, Landover
16	Suzanne	Clements	UMD CP
Round 2	First Name	Last Name	School
1	Anna Marie	Garcia	Franciscan University, Ohio
2	Anthony	Okoro	Texas A &M
3	Daniella	Rivera	UMD CP
4	Delante	Peete	Bowie State
5	Esther	Sekatawa	Northern VA CC (NOVA)
6	Joy	Reider	UMD CP
7	Rand	Noori	UMD CP
8	Tmnit	Tsegaye	Towson
9	Vashawn	Robinson	PGCC
10	Zoe	Larsen	ST John's College Annapolis
11	Angel	Govan	Delaware State
12	Saniyah	Johnson	Towson
13	Munyu	Njoya	St. John's University

City Council Agenda Item Report

Meeting Date: October 9, 2023

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: Proclamation

Agenda Section: COMMUNICATIONS

Subject:

Cooperative Month Proclamation

Suggested Action:

The National Cooperative Business Association has designated October as Cooperative Month. Members from more than 40,000 cooperatives nationwide will celebrate the advantages of cooperative membership and recognize the benefits and values cooperatives bring to their members and communities. Representatives from Greenbelt's seven cooperatives have been invited to attend tonight's meeting to receive a proclamation announcing the City's support and recognition of cooperative businesses and organizations during this month.

Attachments:

[CoopMonth 23 proc - evj.pdf](#)

PROCLAMATION

WHEREAS, cooperatives are created through the initiative and self-reliance of Americans who come together to meet common economic, social, and cultural needs through a democratically controlled enterprise that is owned and governed by its members and exists solely to serve the members' interests; and

WHEREAS, the theme of National Co-op Month 2023 "Owning Our Identity," is an acknowledgment of the cooperative business model's distinctive ability to promote economic growth in an equitable, inclusive, local, and democratic manner, and

WHEREAS, there are more than 40,000 cooperative businesses in the United States operating in every industry, including agriculture, childcare, energy, financial services, publishing, food retail and distribution, housing, healthcare, insurance, telecommunications, and many others; and

WHEREAS, United States cooperatives serve some 350 million members, generate more than two million jobs, and make a substantial contribution to the economy with annual sales of \$652 billion (about \$2,000 per person in the US) and possessing assets of \$3 trillion; and

WHEREAS, since Greenbelt's founding in 1937, the spirit of **COOPERATION** has dramatically sustained and enriched our community; and

WHEREAS, the City of Greenbelt itself is a member of cooperatives, including purchasing cooperatives to help reduce the city's costs; and

WHEREAS, Greenbelt's cooperatives are greatly appreciated by all our residents as being essential to the fabric of our daily lives. They are

◆ **THE GREENBELT CONSUMER COOPERATIVE, INC.**
◆ **THE GREENBELT FEDERAL CREDIT UNION** ◆ **GREENBELT HOMES, INC.** ◆
◆ **GREENBELT MAKERSPACE COOPERATIVE** ◆ **THE GREENBELT NEWS REVIEW** ◆
◆ **THE NEW DEAL CAFE** and ◆ **THE GREENBELT NURSERY SCHOOL**

WHEREAS, Greenbelt's cooperatives will celebrate with many activities throughout October Co-op Month.

NOW, THEREFORE, I, Emmett V. Jordan, by the authority vested in me by the residents and City Council of Greenbelt, do hereby proclaim October 2023 to be

COOPERATIVE MONTH

during which we will join with all cooperatives, especially those in Greenbelt, as they celebrate their achievements, reaffirm their commitment to the values of cooperative enterprise, and look to the bright future that cooperatives will help create.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Greenbelt, Maryland, to be affixed this 9th day of October 2023.

Emmett V. Jordan
Mayor

City Council Agenda Item Report

Meeting Date: October 9, 2023

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: Proclamation

Agenda Section: COMMUNICATIONS

Subject:

Breast Cancer Awareness Month Proclamation

Suggested Action:

National Breast Cancer Awareness Month is recognized annually during October in honor of all who lost their lives to breast cancer and to recognize the courageous survivors still fighting their battle with it. Mayor Jordan will present a proclamation in recognition of National Breast Cancer Awareness Month.

Attachments:

[Breast CancerProclamation2023 - evj.pdf](#)

PROCLAMATION

WHEREAS, countless Americans each year cope with pain and hardship caused by breast cancer, a disease that is one of the most common cancers and one of the leading causes of death among women; and

WHEREAS, during Breast Cancer Awareness Month we honor those who have lost their lives, and recognize the courageous survivors who are still fighting it; and

WHEREAS, hundreds of thousands of Americans this year will be diagnosed with breast cancer, while tens of thousands will lose their battle with this disease; and

WHEREAS, for these individuals and for their loved ones, we recommit ourselves to the essential work needed to forge a future free from cancer in all its forms; and

WHEREAS, research efforts have yielded progress in the diagnosis and treatment of breast cancer, and have increased survival rates --it is crucial for us to continue to build on this progress; and

WHEREAS, we commit to raising awareness about this disease by proudly displaying pink ribbons in Greenbelt this month, to acknowledge the advocates, medical professionals, researchers, and caregivers who fight for a world without breast cancer.

NOW, THEREFORE, I, Emmett V. Jordan, by the authority vested in me by the residents and City Council of Greenbelt, do hereby proclaim the month of October 2023

BREAST CANCER AWARENESS MONTH

in Greenbelt and encourage residents to find out if they are at increased risk through local screenings and to join in activities that increase awareness of what Americans can do to prevent breast cancer.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Greenbelt, Maryland, to be affixed this 9th day of October 2023.

EMMETT V. JORDAN
Mayor

ATTEST:

Bonita Anderson
City Clerk

City Council Agenda Item Report

Meeting Date: October 9, 2023

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: Proclamation

Agenda Section: COMMUNICATIONS

Subject:

Indigenous People's Day Proclamation

Suggested Action:

Mayor Jordan will present a proclamation declaring October 9th Indigenous People Day.

Attachments:

[indigenous people day.pdf](#)

PROCLAMATION

WHEREAS, *Indigenous Peoples' Day is celebrated on the second Monday of October each year, honors the traditions and accomplishments of the various Native American tribes; and*

WHEREAS, *Indigenous People have deep cultural and historical roots that have been cultivated for thousands of years and were the first Americans to settle well in America; and*

WHEREAS, *Indigenous People occupied the Patuxent and Potomac Rivers in Prince George's County and from Inuit tribes of Alaska to the Seneca Nations of the Northeast, the Cherokees of the South, and the Navajo of the Southwest; and*

WHEREAS, *the first seed of Indigenous Peoples' Day was planted at a U.N. international conference on discrimination in 1977. The first state to recognize the day was South Dakota in 1989. Berkeley, California, and Santa Cruz followed suit; and*

WHEREAS, *the observance focuses on celebrating the culture, heritage, and history of tribes across the nation, and each diverse country carries its traditions, rituals, and beliefs; and*

NOW, THEREFORE, I, Emmett V. Jordan, by the authority vested in me by the residents and City Council of Greenbelt, do hereby proclaim October 9th as:

INDIGENOUS PEOPLE'S DAY

in the City of Greenbelt and urge all residents to explore the diverse history of the Indigenous peoples who helped to shape this Nation and the City of Greenbelt.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Greenbelt, Maryland, to be affixed this 9th day of October 2023.

*Emmett V. Jordan
Mayor*

*ATTEST: Bonita Anderson
City Clerk*

City Council Agenda Item Report

Meeting Date: October 9, 2023

Submitted by: Shaniya Lashley-Mullen

Submitting Department: Administration

Item Type: Meeting Minutes

Agenda Section: COMMUNICATIONS

Subject:

Minutes

Suggested Action:

* Regular Meeting - March 28, 2023

* Regular Meeting - April 24, 2023

* Regular Meeting - June 20, 2023

Attachments:

[RM230328.Ms.Davis edits.pdf](#)

[RM230424.Ms.Davis edits.pdf](#)

[RM230620.Ms.Davis edits.pdf](#)

REGULAR MEETING OF THE GREENBELT CITY COUNCIL held March 28, 2023.

Mayor Jordan called the Meeting to order at 7:30 pm.

ROLL CALL was answered by Councilmembers Colin A. Byrd (virtual), Judith F. Davis (virtual), Brandon R. Gordon, Silke I. Pope, Rodney M. Roberts, Kristen L.K. Weaver, and Mayor Emmett V. Jordan.

ALSO PRESENT were Tim George, Interim City Manager; Debi Sandlin, Interim Assistant City Manager; Richard Bowers (virtual), Police Chief; Greg Varda, Recreation Director (virtual); Willis Shafer, Public Works Director; Brian Kim, Assistant Public Works Director (virtual); Brian Townsend, Assistant Public Works Director; Kevin Carpenter-Driscoll, Environmental Coordinator (virtual); Jamarie Spencer, Public Information Office Producer; and Bonita Anderson, City Clerk.

Mayor Jordan asked for a moment of silence in honor of Jacqueline “Jackie” MacFarland and Carl C. Gregersen, III, who passed since the last Council meeting. He then led the pledge of allegiance to the flag.

PETITIONS AND REQUESTS:

Lawrence Hawkins, a Greenbelt resident, requested volunteers to participate in a book reading project.

Bill Orleans, a Greenbelt resident, requested the City Council make the results of the City Manager search petition available to the public. He also asked the City to stay focused on protecting the Tugwell Room resources. Mr. Orleans finally requested that the City Solicitor attend a Council meeting to address his concerns that the response to the apology petition did not meet his expectations.

CONSENT AGENDA: Ms. Davis requested that the May 13, 2019, minutes and Meetings calendar be removed. It was moved by Ms. Davis and seconded by Mr. Gordon that the consent agenda be approved as amended. The motion passed 7-0.

Council thereby took the following actions:

MINUTES OF COUNCIL MEETINGS:

Regular Meeting - September 23, 2019
Regular Meeting - November 9, 2020
Work Session - December 07, 2020
Work Session - May 16, 2022
Work Session - May 25, 2022
Work Session - September 14, 2022
Regular Meeting - January 09, 2023

Regular Meeting - January 23, 2023
Approved as presented.

COMMITTEE REPORTS:

Arts Advisory Board Report #23-3 – Greenbelt Recognition Group
Recommendation: Council accepted this report.

Board of Elections Report #2023-02 – Proposed Code Amendments: (Early Voting): Council accepted this report.

Board of Elections Report #2023-03 – Proposed Charter and Code Amendments: (Authorizing Noncitizen Voting; Clarifying Appeals and Timing of Vote Counts):
Council accepted this report.

STAKEHOLDERS: Council approved the stakeholders' list.

DEPARTURE DESIGN STANDARDS RESOLUTION 23-007 – 7010 GREENBELT ROAD: City Council adopted the Advisory Planning Board Resolution for Departure Application 23-007-DDS.

RESIGNATION FROM ADVISORY GROUP: Council accepted the resignation of Jamie Krauk from the Community Relations Advisory Board (CRAB).

REAPPOINTMENT TO ADVISORY BOARDS/COMMITTEES: Council reappointed Steven Gilbert to the Board of Elections and Sudhanshu Sinha to the Community Relations Advisory Board for a new term.

APPROVAL OF AGENDA: It was moved by Ms. Pope and seconded by Ms. Weaver to approve the agenda. The motion passed 7-0.

PRESENTATIONS:

Arbor Day Proclamation: Mayor Jordan proclaimed Saturday, April 15, 2023, Arbor Day. The Advisory Committee on Trees (ACT) members, Chair Charles Jackman, Bob Trumbule, Ethel Dutky, and Assistant Public Works Director Brian Townsend accepted the proclamation and gave an overview of this year's Arbor Day plans.

Government Finance Officers Association (GFOA) Distinguished Budget Presentation Award: Mayor Jordan announced that the City received the GFOA Distinguished Budget Award for fiscal years 2022 and 2023. Interim City Manager Tim George accepted the award and provided brief remarks.

Proposed FY 2024 Budget Presentation: Mr. George presented to the City Council the proposed budget for FY 2024. In the presentation, he gave the City Council Goals, the FY 2023

accomplishments of each department, the FY 2024 budget highlights, budget focus areas, and issues and opportunities. He proposed the Fiscal Year 2024 budget for expenditures of \$35,818,200 million, an increase of 7.33 percent over the current year's budgeted expenses. In addition, Mr. George proposed revenues of \$35,896,600 million, an increase of 7.63 percent over the adopted budget for the current year with a net of \$78,400. The first public hearing will be held on April 24, 2023.

MINUTES OF COUNCIL MEETINGS: None

ADMINISTRATIVE REPORTS:

Mr. George announced that June 15 is the extension deadline for the Education Scholarship Program. Applications accepted beyond the original due date will be reviewed after the first round of applicants.

LEGISLATION:

A Resolution of the City Council of the City of Greenbelt Granting a Recycling Services Contract Directly to Compost Crew: Mayor Jordan read the agenda comments. Mayor Pro Tem Weaver introduced the resolution for the second reading and adoption. There was a discussion.

Ms. Pope seconded.

ROLL CALL:	Mr. Byrd	- Yes
	Ms. Davis	- Yes
	Mr. Gordon	- Yes
	Ms. Pope	- Yes
	Mr. Roberts	- No
	Ms. Weaver	- Yes
	Mayor Jordan	- Yes

The motion passed 6-1.

The resolution was declared passed (Resolution No. 2106, Book 8).

OTHER BUSINESS:

RECIRCULATING CAR WASH PILOT PROGRAM: Mayor Jordan read the agenda comments. Ms. Davis moved that the staff proceed with the pilot program that is funded through a State of Maryland Industrial Partnership (MIPS) grant awarded to UMD ENST and Stanley Auto Spa. Mayor Jordan seconded. The City Council suggested drafting a memorandum of understanding with frequent monitoring and a report after the conclusion of the program. The motion passed 6-1. (Mr. Roberts)

CHILDCARE VOUCHER PROGRAM: Mayor Jordan read the agenda comments. Ms. Davis moved that the City Council approve the Childcare Voucher Program to assist Greenbelt families who are still recovering from the negative impact caused by the COVID-10 pandemic and to help provide low-cost access to high-quality childcare for qualifying families living in the City of Greenbelt. Ms. Pope seconded. The motion passed 7-0.

GREENBELT AQUATIC AND FITNESS CENTER POOL STRUCTURAL REMEDIATION: Mayor Jordan read the agenda comments. Ms. Pope moved that the City Council approve the purchase of structural remediation services for \$259,490.00. Mr. Gordon seconded. The motion passed 7-0.

FOREST PRESERVE ADVISORY BOARD REPORT #2023-02 – GREENBELT FOREST PRESERVE ECOLOGY FUND: Mayor Jordan read the agenda comments. Ms. Davis moved that the City Council approve the \$2,000 in funding for the Forest Preserve Ecology Fund. Ms. Pope seconded. The motion passed 7-0.

FOREST PRESERVE ADVISORY BOARD REPORT #2023-03 – NORTHWAY TRAILHEAD EROSION: Mayor Jordan read the agenda comments. Damien Ossi, FPAB Co-chair, presented to the City Council erosion issues at the Northway trailhead. Mayor Jordan suggested a site tour before the City Council approves the project.

STATE AND COUNTY LEGISLATION: Ms. Davis briefly remarked on the status of bills.

Mr. Byrd left the Meeting at 10:35 pm.

COUNCIL ACTIVITIES:

Conversation with Catholic University Nursing Students – Mayor Jordan, Mr. Gordon, and Ms. Weaver

MML Legislative Committee meeting – Ms. Davis

Greenbelt Toastmasters Special Hybrid Celebration – Ms. Davis

MML Town Hall and PGCMA General Meeting – Mayor Jordan, Ms. Weaver, Ms. Pope, Mr. Gordon and Ms. Davis (virtually)

MWCOG Chesapeake Bay Policy Committee meeting – Ms. Davis

State Legislature Tour of District 22 Bond Projects – Greenbelt Museum – Mayor Jordan and Ms. Weaver

PGCMA Legislative Committee meeting – Ms. Davis

PGCMA Meeting with County Executive – Mayor Jordan and Ms. Weaver

MWCOG Legislative Committee meeting – Ms. Davis

NLC Board of Directors Meeting – Mayor Jordan

National League of Cities – Transportation and Infrastructure Services Committee – Ms. Weaver

National League of Cities Congressional Cities Conference – Mayor Jordan, Mr. Gordon, Ms. Pope, and Ms. Weaver

GATe Annual Meeting – Mr. Gordon

CHEARS Earth Squad Plant a Seed for Peace event – Mr. Gordon

Central Maryland Transportation and Mobility Commission – Ms. Davis
MwCOG Transportation Planning Board meeting – Mayor Jordan
Administered oath of office for GB Police Officer Millien – Mayor Jordan
Greenbelt Food Distribution – Mayor Jordan
Coalition for Smarter Growth meeting in Hyattsville with County Council Member Eric Olsen – Mayor Jordan
Attended NLC Board of Directors Meeting – Mayor Jordan
NLC Community & Economic Development Advocacy Committee Meeting – Mayor Jordan
NLC Small Cities Council Meeting - Ms. Pope and Mr. Gordon
NLC First Tier Suburbs Council Meeting – Mayor Jordan
NBC-LEO Meeting – Mayor Jordan
Attended NLC Board of Directors White House Briefing on President Biden's "Investing in America" Agenda – Mayor Jordan

MEETINGS: Council discussed and approved the meeting list.

ADJOURNMENT: A motion to adjourn the Meeting was made by Ms. Davis and seconded by Mr. Gordon. The motion carried 6-0. The Mayor adjourned the Regular Meeting of March 28, 2023, at 10:43 pm.

Respectfully submitted,

Bonita Anderson
City Clerk

"I hereby certify that the above and foregoing is a true and correct report of the Regular Meeting of the City Council of Greenbelt, Maryland, held March 28, 2023.

Emmett V. Jordan
Mayor

REGULAR MEETING OF THE GREENBELT CITY COUNCIL held Monday, April 24, 2023.

Mayor Pro Tem Weaver called the meeting to order at 7:3 pm.

ROLL CALL was answered by Councilmembers Colin A. Byrd (virtual), Judith F. Davis (virtual), Brandon R. Gordon, Silke I. Pope, Rodney M. Roberts, and Kristen L.K. Weaver.

Mayor Emmett V. Jordan was absent (excused).

ALSO PRESENT were Timothy George, Interim City Manager; Debi Sandlin, Interim Assistant City Manager; Bertha Gaymon, Treasurer (virtual); Terri Hruby, Planning and Community Development Director (virtual); Dawane Martinez, Human Resources Director (virtual); Jamarie Spencer, Public Information Producer; and Bonita Anderson, City Clerk.

Mayor Pro Tem Weaver asked for a moment of silence in honor of Kathleen MacFarland.

Mr. Roberts then led the Pledge of Allegiance to the Flag.

PETITIONS AND REQUESTS:

Gwendolyn Pearson, a resident, requested that someone look at her reports related to her rental unit.

Bill Orleans, a resident, requested that the City Council ask Franklin Park about the homeless population survey it conducted. He also asked the City to stay focused on protecting the Tugwell Room resources.

CONSENT AGENDA: It was moved by Ms. Pope and seconded by Mr. Gordon that the consent agenda be approved. The motion passed 6-0.

Council thereby took the following actions:

MINUTES OF COUNCIL MEETINGS

Work Session – September 7, 2022
Regular Meeting – February 27, 2023
Regular Meeting – March 13, 2023
Interview – March 20, 2023
Special Meeting – March 20, 2023
Approved as presented.

Meetings: Council approved the meetings list.

Stakeholders: Council approved the stakeholder list.

BOARDS AND COMMITTEE REPORT:

Arts Advisory Board Report #23-4 (Greenbelt Recognition Group Recommendation): Council accepted this report.

APPOINTMENT TO ADVISORY BOARD: Council appointed Alison Gary to the Board of Elections.

REAPPOINTMENT TO ADVISORY BOARD/COMMITTEE: Council approved the reappointment of Temitope Adeyeye to the Senior Citizens Advisory Committee.

RESIGNATION FROM ADVISORY GROUP: Council accepted the resignation of Henry Haslinger from the Senior Citizens Advisory Committee.

APPROVAL OF AGENDA: It was moved by Ms. Pope and seconded by Mr. Gordon that the agenda be approved. The motion passed 6-0.

PRESENTATIONS:

Municipal Clerks Week Proclamation: Mayor Pro Tem Weaver recognized April 30 through May 6, 2023, as Municipal Clerks Week. Bonita Anderson, City Clerk, and Shaniya Lashley-Mullen, Assistant to the City Clerk, accepted the proclamation.

Public Hearing – FY 2024 Proposed Budget: Mayor Pro Tem Weaver read the agenda comments. She then announced that the meeting was recessed at 7:43 pm for the hearing.

Bill Orleans, a resident, requested a copy of the proposed budget book and expressed concern about increasing the City Council salaries.

The public hearing ended at 7:47 pm.

The regular meeting reconvened at 7:48 pm.

MINUTES OF COUNCIL MEETINGS: None.

ADMINISTRATIVE REPORTS:

Mr. George gave the City Council a status update on the ARPA projects. He indicated the City's plan to spend \$100K on electric vehicle infrastructure with additional State funding of \$150K. Mr. George noted that the fiber installation will begin at Roosevelt Center.

LEGISLATION:

An Ordinance to Amend Article I "In General," Section 13 "Early Voting" of Chapter 8, "Elections" of the Greenbelt City Code: Mayor Pro Tem Weaver read the agenda comments.

Ms. Davis introduced the ordinance for first reading.

OTHER BUSINESS:

State and County Legislation: Ms. Davis provided an update on the status of legislation supported by the Maryland Municipal League.

COUNCIL ACTIVITIES:

Honor Flight Network Luncheon at the American Legion – Ms. Weaver and Mr. Gordon
Bilingual Storytime at Springhill Lake Rec Center – Ms. Weaver
Arbor Day Tree Planting – Mayor Jordan, Ms. Weaver, Ms. Pope, and Mr. Gordon
Garden Party – Mayor Jordan, Mr. Gordon, and Ms. Weaver
MML Legislative Committee – Ms. Davis
Golden Age Club Anniversary Luncheon – Mayor Jordan, Ms. Weaver, and Mr. Gordon
Greenbelt Business Alliance Meet and Greet – Mayor Jordan and Ms. Weaver
PGCMA meeting – Mayor Jordan, Mr. Gordon, in person; and Ms. Weaver, virtual
Greenbelt Station Neighborhood Clean-up – Ms. Weaver
Greenbelt Little League Opening Day – Mayor Jordan, Ms. Weaver, and Mr. Gordon
Kite Flying at Northway Fields – Ms. Weaver
Poetry in the Garden – Ms. Weaver

COUNCIL REPORTS: None.

ADJOURNMENT: A motion to adjourn the meeting was made by Ms. Davis and seconded by Mr. Gordon. The motion carried 6-0. The Mayor Pro Tem Weaver adjourned the Regular Meeting on April 24, 2023, at 8:11 pm.

Respectfully submitted,

Bonita Anderson
City Clerk

"I hereby certify that the above and foregoing is a true and correct report of the Regular Meeting of the City Council of Greenbelt, Maryland, held April 24, 2023.

Kristen L.K. Weaver
Mayor Pro Tem

REGULAR MEETING OF THE GREENBELT CITY COUNCIL held June 20, 2023.

Mayor Jordan called the Meeting to order at 7: 30 p.m.

ROLL CALL was answered by Councilmembers Judith F. Davis, Brandon R. Gordon, Silke I. Pope, Rodney M. Roberts, Kristen L.K. Weaver, and Mayor Emmett V. Jordan.

Colin A. Byrd (unexcused absence).

ALSO PRESENT were Debi Sandlin, Interim Assistant City Manager; Richard Bowers, Police Chief; Bertha Gaymon, City Treasurer; Terri Hruby, Planning Director; Jaime Fearer, Assistant Planning Director; Walter Rivas Flores, Animal Control Officer; Chondria Andrews, Public Information Coordinator; Jamarie Spencer, Public Information Producer; and Bonita Anderson, City Clerk.

Mayor Jordan asked for a moment of silence in honor of residents Harriette Phelps, Judith Ott, and Robert Franklin Haas.

Mr. Roberts then led the pledge of allegiance to the flag.

PETITIONS AND REQUESTS:

Bill Orleans, a resident, requested that the City Solicitor attend a Council meeting to address his concerns that the response to his "Apology" petition did not meet his expectations. Mr. Orleans also requested that the City Council ask Franklin Park at Greenbelt Station about the homeless population survey it conducted.

LaWann Stribling, a resident, addressed her concerns that the Windsor Green HOA was not permitting additional parking and pool passes unless she removed flowers planted in her front yard.

CONSENT AGENDA: Ms. Pope moved to approve the consent agenda. Ms. Davis seconded. The motion passed 6-0.

Council thereby took the following actions:

MINUTES OF COUNCIL MEETINGS:

Regular Meeting, December 14, 2020
Work Session, November 9, 2022
Approved as presented.

COMMITTEE REPORTS:

Forest Preserve Advisory Board Report #2023-02 Greenbelt Forest Preserve Master Trail Plan: Council accepted this report.

MEETINGS: City Council approved the meeting schedule.

STAKEHOLDERS LIST: City Council approved the stakeholder list.

RESIGNATION FROM ADVISORY GROUP: Council accepted Judy Parker's resignation from the Arts Advisory Board (AAB).

APPROVAL OF AGENDA: Ms. Davis requested to add #19 Appointments to the Advisory Boards and Committees. It was moved by Mr. Gordon and seconded by Ms. Pope that the agenda be approved as amended. The motion passed 6-0.

PRESENTATIONS:

As Me About ARPA Campaign: Mayor Jordan read the agenda comments. Chondria Andrews, the City's Public Information Office Coordinator, presented a PowerPoint presentation on the "Ask Me About ARPA" Campaign to the City Council. She noted that the campaign will begin this week.

Adopt a Shelter Cat Month Proclamation: Mayor Jordan recognized June as Adopt a Shelter Cat. Walter Rivas Flores, Animal Control Officer, accepted the proclamation and provided brief remarks.

Pollinator Week Proclamation: Mayor Jordan proclaimed June 19th – 25th, 2023, as National Pollinator Week. Kevin Carpenter-Driscoll accepted the proclamation and provided an update on this year's activities.

MINUTES OF COUNCIL MEETINGS: None.

ADMINISTRATIVE REPORTS:

Ms. Sandlin shared with the City Council that Mr. George and Ms. Gaymon interviewed Auditors to perform the FY 2023 Audit, which will be discussed later on the agenda. She noted that Mr. George, Ms. Smith, and herself met to narrow down the selection of two to three firms to perform the diversity equity inclusion internal assessment. Ms. Smith will be scheduling the interviews with the firms. Ms. Sandlin also noted that Mr. George, Mr. Varda, Mr. Shafer, and herself met with two Maryland National Capital Park and Planning representatives at Schrom Hills Park to get their opinion on updating the ball field. She indicated that the Electric Vehicle Committee has been meeting to identify a five-year plan for converting vehicles and equipment to be provided to the City Council in August. Finally, she stated that staff had a kickoff meeting with the firm on planning the Municipal Building improvement.

LEGISLATION: None.

OTHER BUSINESS:

Metro's Better Bus Network Redesign: Mayor Jordan read the agenda comments.

Ms. Davis moved that the City Council transmit comments to WMATA on the proposed Better Bus Visionary Network, including the concerns and considerations outlined in the staff's memo.

Ms. Pope seconded. The motion passed 6-0.

Selection of Audit Services for FY 2023: Mayor Jordan read the agenda comments.

Ms. Pope moved that the City Council authorize the Interim City Manager to sign an agreement with the Mitchell Titus auditing firm to complete the City's annual audits for the next three years, starting with the fiscal year ending 2023. Subsequent audits would be for the fiscal year ending 2024 and 2025, with an option to extend at the discretion of the City. The Finance Department budgeted \$68,000 in FY2024 to cover auditing costs.

Mr. Gordon seconded. The motion passed 6-0.

Maryland Municipal League (MML) Legislative Action Requests (LARs): Mayor Jordan read the agenda comments.

Ms. Davis moved that the City Council submit to the Maryland Municipal League (MML) the following three Legislative Action Requests (LAR) for the 2024 legislative session to be submitted by Friday, June 30, 2023:

- a) Support the Abatement legislation from 2023's legislative package;
- b) Add information to request that the levy books be formatted to be more user friendly for municipalities; provide the information in a digital format; and
- c) Include legislation for a statewide single-use plastic ban, including eliminating plastic bags (similar to the PGC legislation).

Ms. Pope seconded. The motion passed 6-0.

COUNCIL ACTIVITIES:

- MML Legislative Committee meeting – Ms. Davis, virtually
- CALEA Recertification Interview – Mayor Jordan, Ms. Weaver, Ms. Davis
- PGCMA Legislative Committee meeting – Ms. Davis, virtually
- Communities Addressing Climate Change Together/ A Mayors Panel;
Chesapeake Bay Trust – Ms. Davis, virtually
- Greenbelt Station Neighborhood Party – Mayor Jordan, Ms. Weaver, Ms. Pope, and Mr. Gordon
- GAIL Volunteer Luncheon, Greenbelt Museum Juneteenth Lecture – Mayor Jordan and Ms. Weaver
- NLC Transportation and Infrastructure Services committee meeting – Ms. Weaver
- Pride Month screening of "Moonlight" at the Old Greenbelt Theater – Ms. Weaver and Mr. Gordon
- The Space / Deloitte Community Service Day Event – Mayor Jordan and Mr. Gordon
- Evolution Dance Studio ribbon-cutting ceremony – Mayor Jordan, Mr. Gordon, and Ms. Pope
- Juneteenth Children's Literature Authors event at Beltway Plaza – Mayor Jordan,

Mr. Gordon and Ms. Pope

- Windsor Green Open House – Mayor Jordan, Ms. Weaver, Mr. Gordon
- Juneteenth proclamation presentation – Mayor Jordan, Mr. Gordon
- Greenbelt Museum Juneteenth program – Mayor Jordan, Ms. Weaver, and Mr. Gordon
- County Councilperson Ingrid Watson's Senior Luncheon – Mayor Jordan, Mr. Gordon, and Ms. Pope
- African Women's Center Awareness Association Health Fair – Mayor Jordan and Mr. Gordon
- GIVES Meeting – Ms. Pope
- Magnolia Elementary School rising 7th grader Promotion Ceremony – Mayor Jordan
- PGC NAACP Civility Dialogue at Crowne Plaza – Mayor Jordan
- MWCOG Board of Directors meeting – Mayor Jordan
- MD Lynching Project essay & art contest awards ceremony – Mayor Jordan
- Mayors meeting w/ PGC Municipal liaison Denise Ross and DCAO for Economic Development Angie Rogers – Mayor Jordan

Appointment to Advisory Boards/Committees: Ms. Davis moved to appoint Maxine Morrison to the Board of Elections. Ms. Pope seconded. The motion passed 6-0.

ADJOURNMENT: A motion to adjourn the Meeting was made by Ms. Davis and seconded by Ms. Pope. The motion carried 6-0. The Mayor adjourned the Regular Meeting of June 20, 2023, at 9:13 p.m.

Respectfully submitted,

Bonita Anderson
City Clerk

"I hereby certify that the above and foregoing is a true and correct report of the Regular Meeting of the City Council of Greenbelt, Maryland, held June 20, 2023.

Emmett V. Jordan
Mayor

City Council Agenda Item Report

Meeting Date: October 9, 2023

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: Board and Committee Reports

Agenda Section: COMMUNICATIONS

Subject:

* Greenbelt Reparations Commission Report #2023-01 (Report to the Greenbelt City Council, dated 09/24/2023)

Suggested Action:

It is recommended that the City Council accept this report.

Attachments:

[FINAL report to Greenbelt City Council 9 24 23.pdf](#)

Greenbelt Reparations Commission

Report to the Greenbelt City Council

September 24, 2023

The Greenbelt City Council created a 21-member Reparations Commission to review, discuss, and make recommendations related to local reparations for African American and Native American residents of Greenbelt in December 2022 as a result of a referendum that passed with 63% of voter support. The Reparations Commission met for the first time in February 2023.

The City Council of Greenbelt charged the Reparations Commission to review, discuss, and make recommendations related to local reparations for African American and Native American residents of Greenbelt. No guidance was provided on how the Commission should operate outside of a recommendation to take the Open Meeting Act training - which several Commissioners completed. Thus, commissioners established a regular meeting schedule, voted to have different members serve in different roles, and formed three subcommittees plus one executive committee.

The Commission meets monthly on the third Tuesday of each month. All meetings are announced in the Greenbelt News Review one week in advance with a Zoom link and the agenda so that the public can attend the meetings. Meeting minutes are taken, approved, and posted on the Reparations Commission's website for the public to see:

<https://www.greenbeltmd.gov/government/boards-committees/reparationscommission#:~:text=About,of%20Greenbelt%20and%20make%20recommendations.>

The Commission established roles to operate the Commission:

- Facilitator/co-facilitator lead the meetings, draft the agendas, and keep the Commission on track. This role is currently filled by Adriane Harris with support from Chelsea Barnes and Denise Nadasen.
- Secretary/co-secretary keep and distribute minutes, record voting activity, track attendance, prepare reports for the City Council. This role is currently filled by James Williams and Denise Nadasen with support from Mark Miller.
- Librarian/co-librarian establish a process for storing literature and documents to support the subcommittee work, communicating documentation procedures to Commissioners. This role is currently being filled by Bob Rand and Sarah Wampler.
- Parliamentarian/co-parliamentarian provide information to the Commission on procedures on how to make decisions and information on the Open Meetings Act. This role is currently being filled by René Sewell-Raysor and Josh Hamlin.
- Communication/co-communications address public inquiries on behalf of the Commission, communications with the public and the media, and maintain content for

the Commission website. This role is currently being filled by Lois Rosado and Shabnam Mojtahedi.

In addition, the Commission created an executive committee and 3 subcommittees that serve as working groups for the broader Commission.

- The Executive Committee (EC) meets to create a draft agenda and discuss administrative issues that need to be addressed by commissioners.
- The Greenbelt Historic Exploration Subcommittee (GHES) is researching policies and practices that affected African Americans and Native Americans who lived in Greenbelt.
- The Education Subcommittee (ES) is researching what other cities and towns have done or are doing in order to educate the Commission and the community about reparations.
- The Facilitation Subcommittee (FS) will bring on a facilitator to help the Commission clarify its goals and develop a strategy and timeline to meet those goals.

The **Executive Committee** (EC) is made up of individuals who serve in one of five roles (Facilitator, Secretary, Librarian, Parliamentarian, and Communications Contact) as well as the chairs of each subcommittee. The EC is designed to oversee and integrate the work of the subcommittees, to map out the agenda for upcoming meetings, and address the status, engagement, and concerns of commissioners.

Two Commission members have stepped down, and one other member has missed at least 50% of the Commission meetings to date. The EC will request that the City Council allow the alternates to become full members of the Commission and release members who have stepped down. The EC will follow existing City guidelines and the Code of Conduct to recommend the removal of members who do not participate in meetings.

The **Greenbelt Historic Exploration Subcommittee** (GHES) is made up of six individuals (Lorena Ferdinand, Rehma Bjorkland, Mark Wilson, Adriane Harris, Robert Rand, and Mark Miller). They have met at least eight times since July 2023 and continue to meet weekly.

The GHES has begun compiling a working bibliography of historical resources and materials potentially relevant to the issue of reparations for African Americans and Native Americans in Greenbelt. Each member is actively in the process of reviewing at least five resources with the intention to create an annotated bibliography that includes what the resource is about, its implications for reparations, and any major conclusions derived from that piece.

Thus far, content includes but is not limited to the history of segregation in Greenbelt, Greenbelt history as a whole, City Council actions related to reparations, Greenbelt News Review articles regarding members of the Piscataway Tribes who were original residents of Greenbelt, Maryland-National Capital Park and Planning Commission (MNCPPC) documents, Native-Land.ca, a New York Times article about slave owners who received reparations, and the Report of the Task Force on the Education of Maryland's African American Males.

Additionally, GHES is researching Fairwood Development's mortgage policies which were written about in the Washington Post's article, "Broken by the Bubble." Of equal interest, is the

Minneapolisfed.org article (2022) on the "Evolution of Racial Wealth Gap," as well as another publication's article, "The Whiteness of Wealth: How the Tax System Impoverishes Black Americans -- and How We Can Fit it." GHES will continue to search for and invite recommendations for additional reliable resources to continue to develop relevant historical information.

Megan Searing Young, Director of the Greenbelt Museum, conducted two tours of the museum for Commission members, met with members of the GHES, and has shared research the museum has done on Black history in Greenbelt.

To continue the deep dive from a full variety of sources, GHES will locate and interview African Americans and Native Americans to elicit their communities' personal historical experiences of Greenbelt and research what racial inequities existed as the ethnic makeup of the city changed.

Once the aforementioned wealth of data is analyzed, GHES will group the material into categories such as housing, labor, education, health, etc. to create and present a PowerPoint to the Reparations Commission.

The **Education Subcommittee** (ES) is made up of six individuals (Sarah Wampler, London McCloud, Lois Rosado, Josh Hamlin, Chelsea Barnes, and René Sewell-Raysor.) Their charge is to bring in experts to inform and educate the Commission about reparations and to gather information about how other cities and towns have addressed reparations. The ES began its work in April 2023 and has identified 12 cities in the U.S. that are pursuing reparations. They have collected information from two cities – San Francisco, California, and Evanston, Illinois.

- The San Francisco Reparations Commission has 15 individuals. Their goal was to chronicle the harms done to Black Americans and to determine appropriate redress and repair to address those harms.
- Evanston has seven individuals on their commission. It began its work by learning about the history of harm and then worked with outside experts to identify specific harms within the community.
- Both San Francisco and Evanston recruited legal experts to inform reparations decisions.

The ES continues to work on finding ways to educate the Commission and the community about reparations work. They have shared public events such as “Traces of the Trade” with the Commissioners and have been invited to join a broader network of individuals who are working on reparations. Through an ES invitation, Commissioner Shabnam Mojtahedi spoke about Transitional Justice at the September Commission meeting which sparked some interesting conversation about how we might go about this work. ES will continue researching reparations work in other cities and towns and will report relevant findings to the Commission. They have met twice between April and August and will continue to meet to plan events for the community.

The **Facilitation Subcommittee** (FS) is made up of six individuals (Tom Adams, Denise Nadasen, James Williams, Rhema Bjorkland, Frank DeBernardo, and Sarah Wampler). The Commission needed to prioritize the work and develop a strategy on how to work together and to meet its goals. In April, the Commission decided to find a consultant to help focus the work of

the Commission. The Facilitation Subcommittee was created and soon after developed an RFP in coordination with the Interim City Manager to solicit proposals for a consultant to help the Commission get organized, clarify goals, and develop a strategy to meet those goals. The subcommittee identified the skills and experience a consultant would need, which included having familiarity with reparations work, experience with diversity, equity, and inclusion, and facilitation skills to lead a retreat for the Commission. The RFP was posted in late June and closed August 11.

The FS received 13 proposals, which ranged from \$15k to over \$1 million. While there was no budget listed in the RFP, candidates were notified that the budget range was expected to be around \$15k but that a bigger budget would be considered depending on the type of work that was presented. The search and selection committee reviewed 13 proposals and narrowed the pool down to three candidates who were interviewed. The FS provided an update to the Commission on September 19 and will recommend two candidates for the Commission to interview. The FS hopes to have the selection process completed by the end of October 2023.

The Facilitation Subcommittee meets as needed to complete the interview process and will continue to meet until the Commission has selected a candidate and the finalist has been forwarded to the City Manager.

Next Steps

- Once a facilitator is on board, the Commission will organize a retreat to clarify goals and a strategy to reach those goals.
- Based on recommendations from the ES, the GHES, and the Communications team, the Commission will organize educational presentations to educate the public about reparations.
- The Communications team, on behalf of the Commission, will write an article to publish in the GNR providing an update on the reparations work to date.
- The next report to the Council will be prepared for early Spring 2024.

City Council Agenda Item Report

Meeting Date: October 9, 2023

Submitted by: Bonita Anderson

Submitting Department: Planning

Item Type: OTHER BUSINESS

Agenda Section: OTHER BUSINESS

Subject:

FY 2024-2029 Draft Maryland Consolidated Transportation Program

Suggested Action:

Reference: Memo, J. Fearer, 10/4/23

Project Pages, Draft FY 2024-2029 CTP

Draft Letter, J. Fearer, 10/4/23

County Draft Priority Letter, 2023

City staff has reviewed the Draft FY 2024 – 2029 Draft Maryland Department of Transportation Consolidated Transportation Program (CTP). Staff also virtually attended the annual staff-level pre-tour meeting for Prince George’s County on September 18, 2023, and will attend the County’s tour meeting on October 10, 2023.

The Draft FY 2024-2029 CTP totals a record \$21.2 billion six-year capital budget, which represents a \$0.7 billion increase from the \$20.5 billion Final FY 2023-2028 CTP. Despite the projected increase, MDOT cautions that the current revenue forecast is not sufficient to support planned spending over the next six years in the operating and capital programs.

Staff recommends City Council transmit a letter to the Maryland Department of Transportation requesting that the MD 193 Greenbelt Improvement Project (referred to by the County as the MD 193 – University Boulevard project) be added to the CTP with funding allocated for planning and engineering. Staff also recommends the letter restate the City’s opposition to the Baltimore-Washington Superconducting MAGLEV Project and any alternatives in the I-270, Eisenhower Memorial Highway and I-495 Capital Beltway - Phase 1 South project that involve widening I-495. As in previous years the letter will address those projects and initiatives that the City supports, including the full interchange at Greenbelt Metro Station, US 1/Baltimore Avenue reconstruction, and zero emission buses and transit-related initiatives.

Attachments:

[23-1004_Draft CTP FY24-29 - Staff Memo_FINAL.pdf](#)

[23-1004_Draft CTP FY24-29 - Project Pages.pdf](#)

[23-1004_Draft_CTP_FY24-29_-_Council_Letter_DRAFT.v1.pdf](#)

[FY24-29 Draft CTP_County Draft Priority Letter.pdf](#)

[FY24-29 Draft CTP_County Draft Priority List.pdf](#)

CITY OF GREENBELT, MARYLAND

DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT

15 CRESCENT ROAD, SUITE 200, GREENBELT, MD 20770



MEMORANDUM

TO: City Council

FROM: Jaime Fearer, Assistant Director of Planning

VIA: Terri Hruby, Director of Planning & Community Development

DATE: October 4, 2023

RE: Draft State Consolidated Transportation Program, FY 2024-2029

Background

The Maryland Department of Transportation (MDOT) has released its six-year Draft FY 2024-2029 Consolidated Transportation Program (CTP) which is Maryland's six-year capital budget for transportation projects. The Annual Tour meeting for Prince George's County is scheduled for October 10, 2023 at 1:30 pm in the County Council Hearing Room. The Final CTP will be submitted to the Legislators in January for consideration during the 2024 General Assembly session.

The Draft FY 2024-2029 CTP totals a record \$21.2 billion six-year capital budget, which represents a \$0.7 billion increase from the \$20.5 billion Final FY 2023-2028 CTP. Despite the projected increase, MDOT cautions that the current revenue forecast is not sufficient to support planned spending over the next six years in the operating and capital programs. While sufficient funding is available in FY 2024, beginning in FY 2025, an increase in revenues, a reduction of spending in the operating and/or capital programs, or a combination of these actions is required to match planned spending to forecasted revenues.

The Draft CTP budgets over \$10.6 billion to MDOT State Highway Administration (SHA), up from just over \$10.3 billion in the Final FY 2023-2028 CTP. Of this amount, \$2.3 billion is Highway User Revenue Capital Grants funding, a \$680 million increase over last year's Final CTP. This Draft CTP proposes to invest \$7.3 billion to system preservation projects, a \$200 million increase over last year's Final CTP.

On September 26, 2023, the Prince George's County Council discussed a draft priority letter to send to MDOT in preparation of the Draft FY 2024-2029 CTP. The County's letter includes a draft list of priority projects that were chosen using several criteria, including safety

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improvements; revitalization, resilience, and sustainability; economic development; transit; equity; and capacity improvements. The County's draft priority letter and accompanying draft priority list are attached.

The County's draft FY 2024 priority letter largely highlights the same projects as the previous year, and Vision Zero, I-95/Greenbelt Metro Access, WMATA Funding, TheBus, and US 1/Baltimore Avenue (MD 193 to I-95/495) continue to be noted priorities. The County has added the Prince George's County Transit Transformation (PGCTT) Investment to its priorities, and that includes the County's effort to invest in the Transit Vision Plan and Prince George's County Transit Transformation. Although not explicitly included in the Draft CTP, the County has also included WMATA's Blue/Orange/Silver Capacity and Reliability Study in its draft priority letter, with stated a preference for alternative 4, Blue Line to National Harbor. The County's draft FY 2024 priority list continues to include the MD 193 – University Boulevard project as the second Project Planning Priority, and advocates for moving all phases in to planning, with Phase 1 being US 1 to Hanover Parkway, Phase II being the County line to Adelphi Road, and Phase III being Hanover Parkway to MD 564/Lanham-Severn Road. Unfortunately, this project continues to not be included in the Draft CTP.

Highlights from the FY 2024-2029 Draft CTP

Highlights from the Draft FY 2024-2029 CTP of interest to the City are below. Project information sheets from the Draft CTP on each project are attached.

- MD 201 Extended (Page A-4: Projects Removed for the D&E or Construction Programs) – This project has been removed from the Draft CTP, and MDOT's justification is listed as "Older corridor-level project in need of reevaluation." Staff will continue to monitor this project's status.
- I-95/I-495 Capital Beltway [Full Interchange at Greenbelt Metro Station] (Page SHA-PG-12) – This project includes the construction of a full interchange along I-95/I-495 at the Greenbelt Metro Station. The project's engineering is pending a decision on the FBI relocation, and the Draft FY 2024-2029 CTP allocates an estimated \$2.9 million through FY 2027.
- US 1, Baltimore Avenue (Pages SHA PG 11 & SHA-PG-23) – This project includes the reconstruction of US 1 from College Avenue to I-95, including pedestrian and bicycle facilities. Segment 1, College Avenue to MD 193, is under construction, and the Draft FY 2024-2029 CTP allocates an estimated \$9.8 million through FY 2024. Planning for Segments 2 and 3, MD 193 to I-95, has been completed but the CTP does not allocate funding to move this project forward to engineering.
- I-270, Eisenhower Memorial Highway and I-495 Capital Beltway – Phase 1 South (Page SHA-SW-10) – This project includes improvements outlined in the Federal Highway Administration's Record of Decision for the I-495 and I-270 Managed Lanes Study. As recently announced, MDOT is planning to phase the project with an emphasis on the southern section including transit, transportation demand management options, as well

as transit-oriented development. The Draft FY 2024-2029 CTP allocates \$175.5 million for planning and engineering for Phase 1 South and \$50.5 million for planning and engineering for Phase 1 North, which is newly added project in this Draft CTP.¹

- Purple Line (Page MTA-42) – The Purple Line is a 16-mile light rail line that will extend from Bethesda in Montgomery County to New Carrollton in Prince George’s County. The project has experienced significant delays. In April 2022 the Board of Public Works approved a new design-build agreement, and in July 2023, the Board approved an additional amendment to the completion date of the in public-private partnership (P3) agreement. The Draft 2024-2029 CTP budget for the project increased by \$263.3 million over last year to an estimated \$741 million with the addition of funding in FY 2029 and miscellaneous program adjustments.
- Prince George’s County Local Bus Program (Page MTA-47) – This programmed funding includes bus replacements as well as capital improvements to bus facilities. In the Draft 2024-2029 CTP the estimated project cost increased by \$26.4 million due the completion of grant agreements between MTA and Prince George’s County as well as the addition of FY 29 for an estimated six-year total of \$34.6 million.
- Zero Emission Bus Pilots & Zero Emission Bus Infrastructure and Program Management (pages MTA-32 & MTA-33) – Maryland’s Zero Emission Bus Act and Greenhouse Gas Emissions Reduction Act requires MTA to transition to zero emission buses. These projects provide for the purchase of three (3) 60-foot and four (4) 40-foot battery electric buses. The Kirk and Northwest bus operations and maintenance facilities will be outfitted to support zero emission fleets. The estimated six-year total for these projects is \$135 million, with \$6 million of that proposed for the Zero Emission Bus Pilots.
- Bicycle and Pedestrian Related Projects & Transportation Alternatives Program (Pages BP-1 & SHA-PG-25) – MDOT has various funding programs for bicycle and pedestrian programs. Program funds are used for both design and construction. The total amount of funding provided in the Draft FY 2024-2029 CTP for pedestrian and bicycle programs is \$489 million, compared to nearly \$431 million in the previous CTP. Several programs are administered as competitive grant programs, including the Transportation Alternatives Program (TAP) from which the City received \$1.5 million for the Greenbelt Station/WMATA Hiker-Biker Trail.
- Baltimore-Washington Superconducting MAGLEV Project (Page TSO-7) – This project proposes the construction of an SCMAGLEV train system between Baltimore and Washington, DC. As City Council is aware, a Draft Environmental Impact Statement (DEIS) was released on January 15, 2021. On August 25, 2021, the Federal Railroad Administration (FRA) advised that the NEPA process was paused to “review project elements to determine the next steps.” The Draft CTP does not show any significant

¹ The funding decrease of \$70.5 million for Phase 1 South is primarily due to breaking out the study of I-270 from I-370 to I-70, also referred to as Phase 1 North.

change from the FY 2023-2028 CTP and does not allocate funding to move this project forward.

Recommendation

Staff recommends City Council transmit a letter to the Maryland Department of Transportation requesting that the MD 193 Greenbelt Road Streetscape Improvement project (referred to by the County as the MD 193 – University Boulevard project) be added to the CTP with funding allocated for planning and engineering. Staff also recommends the letter restate the City's opposition to the *Baltimore-Washington Superconducting MAGLEV Project* and any alternatives in the *I-270, Eisenhower Memorial Highway and I-495 Capital Beltway – Phase 1 South* project that involve widening I-495. As in previous years the letter will address those projects and initiatives that the City supports, including the full interchange at Greenbelt Metro Station, US 1/Baltimore Avenue reconstruction, and zero emission buses and transit-related initiatives.



MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM

DRAFT

FY2024-FY2029
2024 State Report on Transportation

MARYLAND DEPARTMENT OF TRANSPORTATION



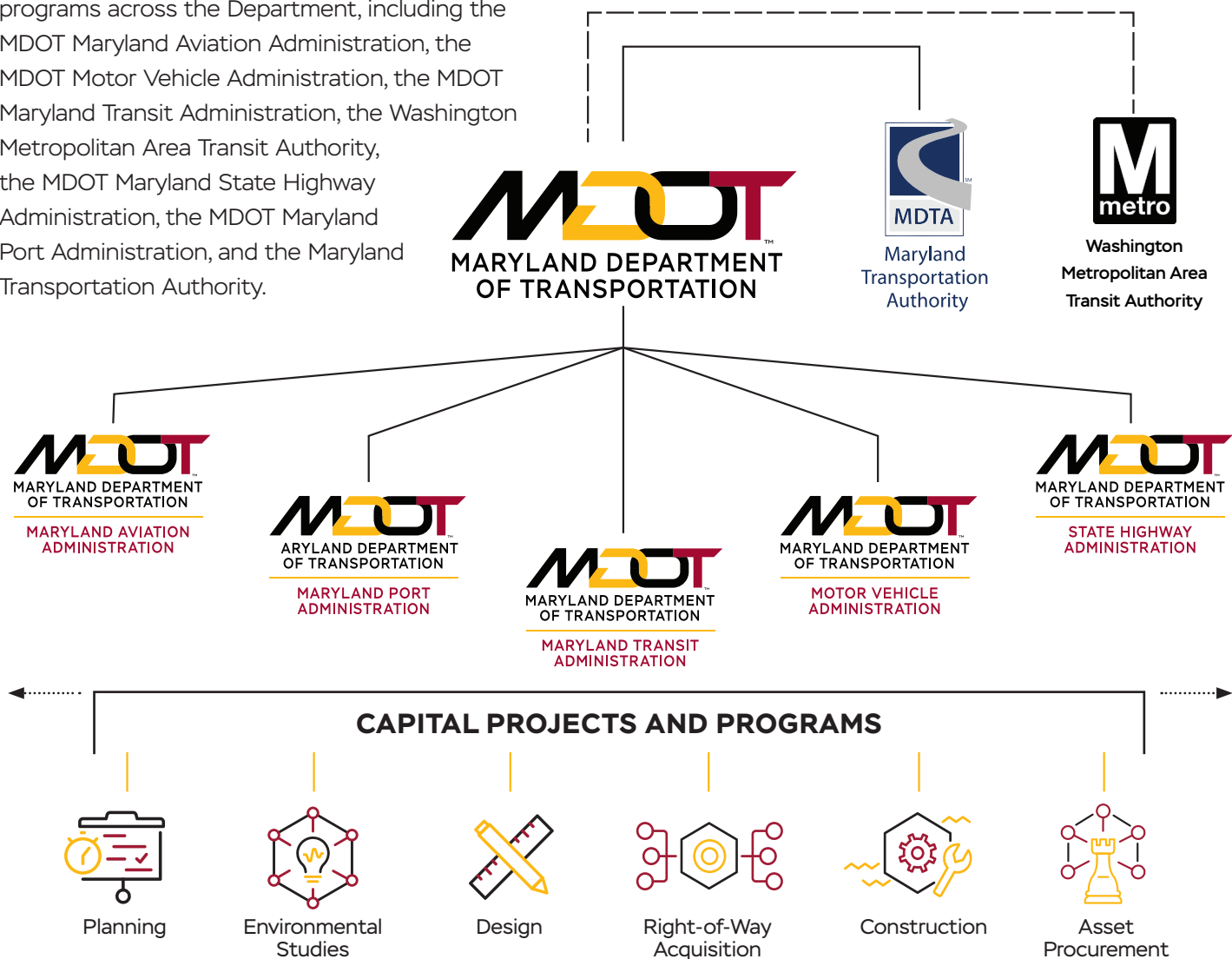
Wes Moore
Governor

Aruna Miller
Lt. Governor

Paul J. Wiedefeld
Secretary

Maryland's Consolidated Transportation Program (CTP)

The CTP is Maryland's six-year capital budget for transportation projects and a key part of the State Report on Transportation (SRT). The CTP contains projects and programs across the Department, including the MDOT Maryland Aviation Administration, the MDOT Motor Vehicle Administration, the MDOT Maryland Transit Administration, the Washington Metropolitan Area Transit Authority, the MDOT Maryland State Highway Administration, the MDOT Maryland Port Administration, and the Maryland Transportation Authority.



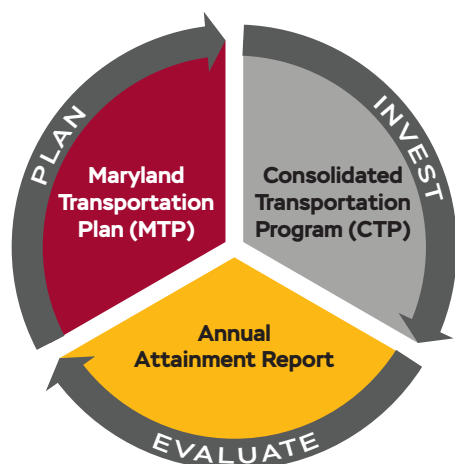
CTP CRITERION EVALUATION

The MDOT uses the following criteria to identify projects and programs that align with the State's transportation priorities.

- ➔ Meets all federal and other legal mandates (e.g. Total Maximum Daily Load compliance, Positive Train Control, Federal Aviation Administration regulations to maintain airport permits)
- ➔ Supports the Department's mission, program priorities and Maryland Transportation Plan goals (safety, system preservation, economic development, etc.)
- ➔ Meets all federal match requirements to maximize federal revenue sources
- ➔ Supports the State's plans and objectives
- ➔ Supports existing project commitments and upholds intergovernmental agreements
- ➔ Is the single top priority within a local priority letter
- ➔ Is consistent with local plans
- ➔ Is included in the regional Metropolitan Planning Organization long-range plan (if the project is located within an MPO boundary).

What is Maryland's State Report on Transportation?

The MDOT State Report on Transportation is a State legislatively required annual report on transportation, submitted each year on the third Wednesday in January to the Maryland General Assembly. It contains three important documents: the Maryland Transportation Plan (MTP), the Consolidated Transportation Program (CTP), and the annual Attainment Report (AR) on Transportation System Performance.



PLAN

The MTP is MDOT's long-range vision for transportation.

INVEST

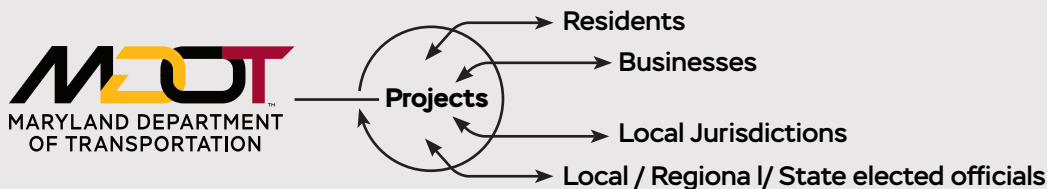
The CTP presents detailed listings and descriptions for the capital projects proposed for construction or development and evaluation.

EVALUATE

The annual **Attainment Report on Transportation System Performance** evaluates and reports on the performance of Maryland's transportation system, focusing on the goals adopted in the MTP.

CTP COORDINATION AND INPUT

MDOT works extensively with residents, businesses, local jurisdictions and local / regional / State elected officials to include projects in the CTP that preserve investments, enhance transportation services and improve accessibility throughout the State. The CTP takes nearly a full year to create.



// APRIL //

Counties submit their Priority Letters

- Priority letters should be endorsed by the commissions/council (and/or county executive), as well as the local legislative delegation.
- Metropolitan Planning Organizations' constrained long-range plans.

// SEPTEMBER //

Draft CTP published online; Secretary participates in annual County tour meetings

- Draft CTP provided to public for review

// JANUARY //

Final CTP published online; Secretary presents CTP in budget hearings in Legislature

- Final CTP provided to public for review

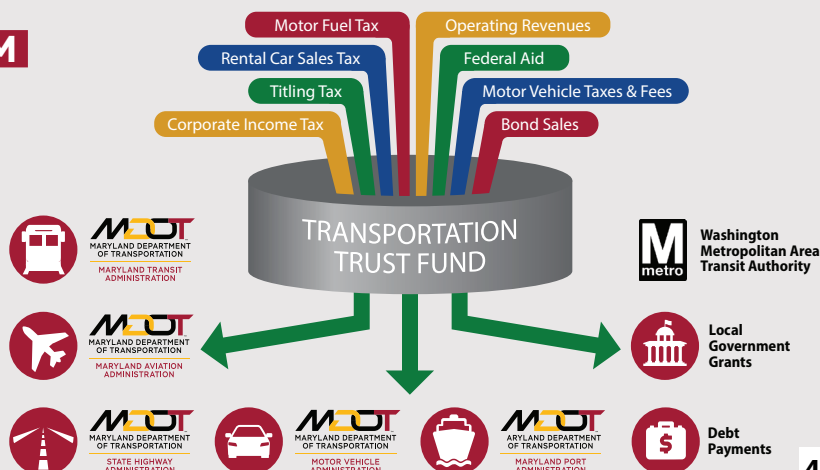
// MARCH //

Final CTP approved after Legislative session

- After extensive consultation with Maryland's citizens, local jurisdictions and the local and State delegations, MDOT advances projects in the CTP that preserve transportation system investments and safety, enhance transportation services and connections and expand transportation opportunities throughout the State.

WHERE THE MONEY COMES FROM

MDOT manages the State Transportation Trust Fund, which gives Maryland the flexibility to fund priority transportation needs that support a balanced statewide multimodal transportation system. This capability provides economic benefits to the entire State, creating jobs, expanding opportunities, and advancing transportation plans, program, and projects that will improve our transportation system and the quality of life Marylanders.



**PROJECT:** Highway User Revenue

DESCRIPTION: Highway User Revenue (HUR) are funds that are distributed from the Transportation Trust Fund to Baltimore City, local counties and municipalities for the benefit of local road systems. The calculation of local funding is based on a formula that incorporates roadway lane miles maintained by the jurisdiction and the number of registered vehicles in that jurisdiction.

PURPOSE & NEED SUMMARY STATEMENT: Chapter 330, Laws of Maryland 2018 increases the allocation of HUR to Baltimore City, the counties and the municipalities from 9.6% to 13.5% of the funds credited to the Gasoline and Motor Vehicle Revenue Account (GMVRA). This increased allocation is for five fiscal years (FY 2020 - FY 2024). Chapter 330 also changes the definition of HUR from funds in the GMVRA to capital grants appropriated to the local jurisdictions. These changes were effective July 1, 2019. This increases local transportation funding and is included in the six year CTP total funding level.

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

STATUS: Funding ongoing.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The increase in the project funding allocation is a result of Chapter 240 of 2022 to provide more funding to local jurisdictions. HUR funding amounts are based on estimates only and are based on MDOT's financial plan from December 2023.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,118,600	1,055,044	278,408	330,974	385,853	444,052	455,720	356,528	364,122	2,337,249	726,307
Total	4,118,600	1,055,044	278,408	330,974	385,853	444,052	455,720	356,528	364,122	2,337,249	726,307
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	4,118,600	1,055,044	278,408	330,974	385,853	444,052	455,720	356,528	364,122	2,337,249	726,307
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

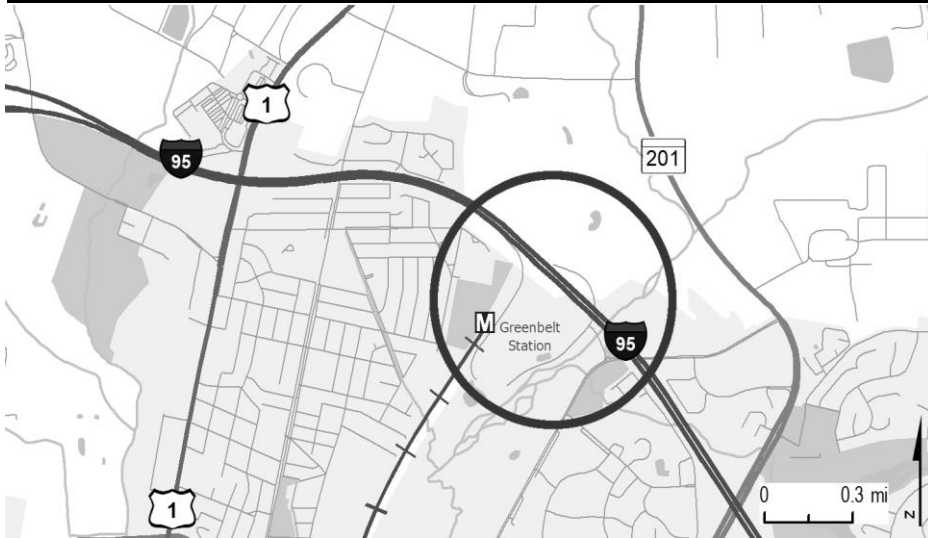
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A
(2023)

PROJECTED N/A
(2043)

PROJECTS REMOVED FROM THE D&E OR CONSTRUCTION PROGRAMS

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>
<u>Removed from D&E Program</u>	
State Highway Administration	
MD 3, Robert Crain Highway - US 50 to MD 32	Older corridor-level project in need of reevaluation.
MD 140, Baltimore Boulevard - Market Street to Sullivan Road	Older corridor-level project in need of reevaluation.
US 301, South Corridor Transportation Study - Potomac River to US 50	Older corridor-level project in need of reevaluation.
MD 180, Jefferson Pike and Ballenger Creek Pike - Greenfield Drive to Corporate Drive	Older corridor-level project in need of reevaluation.
US 1, Belair Road - MD 152 to Hickory Bypass	Older corridor-level project in need of reevaluation.
US 29, Columbia Pike - at Musgrove Road and Fairland Road	Older corridor-level project in need of reevaluation.
US 29, Columbia Pike - at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road	Older corridor-level project in need of reevaluation.
MD 124, Woodfield Road - Midcounty Highway to south of Airpark Road and north of Fieldcrest Road to Warfield Road	Older corridor-level project in need of reevaluation.
MD 5, Branch Avenue - at Linda Lane US 301, Crain Highway - north of Mount Oak Road to US 50 and MD 197, Collington Road - US 301 to Mitchellville Road	Older project in need of reevaluation. Older corridor-level project in need of reevaluation.
MD 201 Extended and US 1, Baltimore Avenue - I-95/I-495 (Capital Beltway) to north of Muirkirk Road	Older corridor-level project in need of reevaluation.



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.

PURPOSE & NEED SUMMARY STATEMENT: 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

STATUS: Engineering pending FBI relocation decision.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	13,772	10,876	100	500	500	500	1,396	0	0	2,896	0
Right-of-way	129	129	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	824	824	0	0	0	0	0	0	0	0	0
Total	16,287	13,391	100	500	500	500	1,396	0	0	2,896	0
Federal-Aid	1,426	1,426	0	0	0	0	0	0	0	0	0
Special	14,861	11,965	100	500	500	500	1,396	0	0	2,896	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

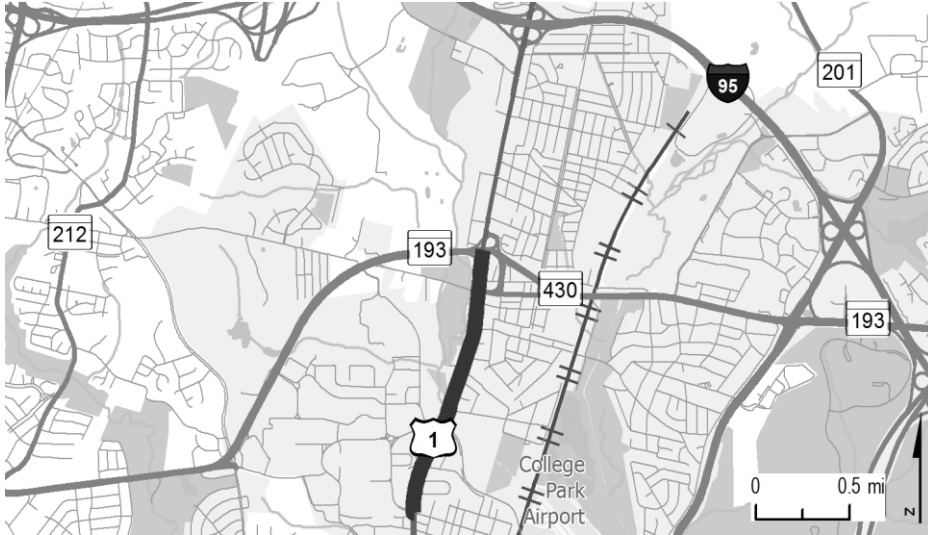
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 216,900
(2023)

PROJECTED 246,200
(2043)



PROJECT: US 1, Baltimore Avenue

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

PURPOSE & NEED SUMMARY STATEMENT: There are significant mobility needs along this segment of US 1. This project will improve traffic operations, pedestrian circulation, and safety. This project will also accommodate planned revitalization within College Park.

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

- | | |
|---|---|
| ☒ Safe, Secure, and Resilient | ☐ Quality & Efficiency |
| ☒ Maintain & Modernize | ☐ Environmental Protection |
| ☐ Economic Opportunity & Reduce Congestion | ☐ Fiscal Responsibility |
| ☒ Better Transportation Choices & Connections | |

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

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

STATUS: Construction underway.

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

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,647	9,647	(25)	0	0	0	0	0	0	0	0
Right-of-way	6,615	6,564	1,508	51	0	0	0	0	0	51	0
Utilities	4,080	2,242	1,834	1,838	0	0	0	0	0	1,838	0
Construction	34,245	26,319	7,959	7,926	0	0	0	0	0	7,926	0
Total	54,586	44,771	11,276	9,815	0	0	0	0	0	9,815	0
Federal-Aid	41,749	32,181	9,606	9,568	0	0	0	0	0	9,568	0
Special	10,364	10,117	1,670	247	0	0	0	0	0	247	0
Other	2,473	2,473	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

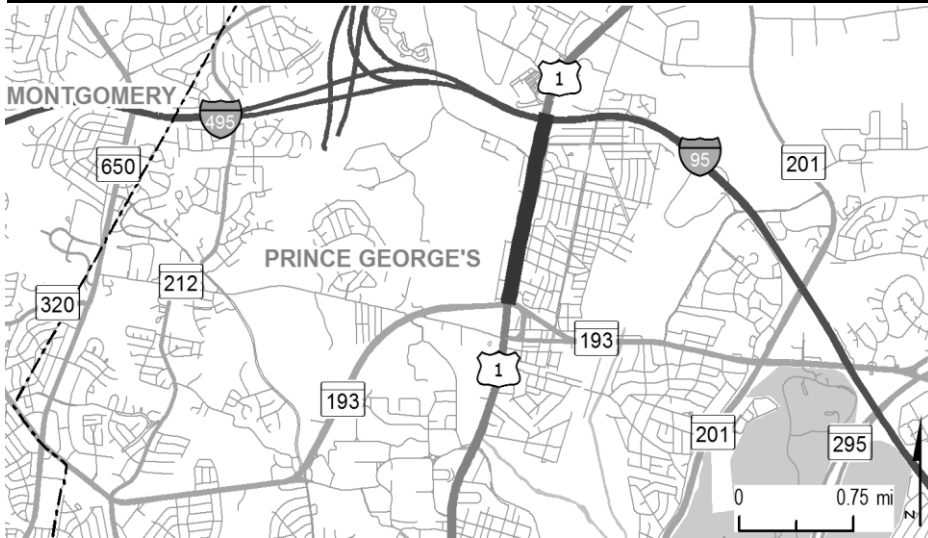
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 35,800
(2023)

PROJECTED 55,800
(2043)



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.

PURPOSE & NEED SUMMARY STATEMENT: There are significant mobility needs 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 ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Planning complete. Project on-hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	1,387	1,387	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,387	1,387	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,293	1,293	0	0	0	0	0	0	0	0	0
Other	94	94	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 45,300
(2023)

PROJECTED 53,400
(2043)



PROJECT: I-270, Eisenhower Memorial Highway and I-495 Capital Beltway - Phase 1 South

DESCRIPTION: This project includes improvements outlined in the Federal Highway Administration's Record of Decision for the I-495 and I-270 Study. As recently announced, MDOT is planning to phase the project with an emphasis on the southern section including transit, transportation demand management options, as well as transit-oriented development.

PURPOSE & NEED SUMMARY STATEMENT: The project will address congestion, improve trip reliability, and enhance existing and planned multimodal connectivity.

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

STATUS: Preliminary engineering is underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The funding decrease of \$70.5 million is primarily due to breaking out the I-270 from I-370 to I-70 study (Statewide Line 11).

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	61,010	61,010	7,592	0	0	0	0	0	0	0	0
Engineering	207,500	32,000	17,442	36,000	56,500	58,500	16,000	8,500	0	175,500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	268,510	93,010	25,034	36,000	56,500	58,500	16,000	8,500	0	175,500	0
Federal-Aid	154,800	0	0	29,250	50,850	52,650	14,400	7,650	0	154,800	0
Special	113,710	93,010	25,034	6,750	5,650	5,850	1,600	850	0	20,700	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT N/A
(2023)

PROJECTED N/A
(2043)

**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. The project is being delivered as a public-private partnership for the design, construction, financing, operation, and maintenance of the facility.

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.

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

- | | |
|---|--|
| ☐ Safe, Secure, and Resilient | ☒ Quality & Efficiency |
| ☐ Maintain & Modernize | ☒ Environmental Protection |
| ☐ Economic Opportunity & Reduce Congestion | ☐ Fiscal Responsibility |
| ☒ Better Transportation Choices & Connections | |

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.

- SMART GROWTH STATUS:**
- | | |
|--|---|
| ☐ Project Not Location Specific | ☐ Not Subject to PFA Law |
| ☒ Project Inside PFA | ☐ Grandfathered |
| ☐ Project Outside PFA | ☐ Exception Will Be Required |
| ☐ PFA Status Yet to Be Determined | ☐ Exception Granted |

STATUS: The Board of Public Works approved an amendment to the P3 Agreement that included the new design-build contractor in April 2022. The Board approved an additional amendment to the completion date in the P3 Agreement in July 2023. MDOT MTA is wrapping up certain limited construction activities and construction by the new design-build contractor is at full scale.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project budget increased by \$263.3M, with the addition of funding in FY 2029 and miscellaneous program adjustments.

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

POTENTIAL FUNDING SOURCE:											
					☒ SPECIAL	☒ FEDERAL	☐ GENERAL	☒ OTHER			
PHASE	TOTAL		PREVIOUS	CURRENT	BUDGET	PLANNING				SIX	BALANCE
	ESTIMATED	EXPENDED	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	COST	THRU	2023	2024	2025	...2026...	...2027...	...2028...	...2029...	TOTAL	COMPLETE
	(\$000)	CLOSE YEAR									
Planning	47,371	47,371	0	0	0	0	0	0	0	0	0
Engineering	512,535	401,267	41,900	39,468	30,600	30,400	10,800	0	0	111,268	0
Right-of-way	303,035	273,112	18,271	19,640	10,283	0	0	0	0	29,923	0
Utility	674	674	400	0	0	0	0	0	0	0	0
Construction	2,243,203	1,643,469	92,030	40,411	19,162	15,851	175,889	162,685	185,736	599,734	0
Total	3,106,817	2,365,893	152,601	99,519	60,045	46,251	186,689	162,685	185,736	740,925	0
Federal-Aid	1,052,091	990,356	48,964	31,735	30,000	0	0	0	0	61,735	0
Special	1,903,326	1,224,136	88,637	67,784	30,045	46,251	186,689	162,685	185,736	679,190	0
Other	151,400	151,400	15,000	0	0	0	0	0	0	0	0



PROJECT: Prince George's County Local Bus Program

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

PURPOSE & NEED SUMMARY STATEMENT: These investments will make The Bus system more reliable and convenient while improving passenger access to the Metrorail system.

SMART GROWTH STATUS: ☒ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Project funding will support annual bus replacements and improvements to bus stops throughout the Prince George's County.

POTENTIAL FUNDING SOURCE:						☒ SPECIAL	☒ FEDERAL	☐ GENERAL	☐ OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...	...	...	...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,076	409	88	181	269	217	0	0	0	667	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	48,524	14,574	2,618	5,350	7,750	6,800	6,800	6,750	500	33,950	
Total	49,600	14,983	2,706	5,531	8,019	7,017	6,800	6,750	500	34,617	
Federal-Aid	41,441	7,424	1,338	5,531	7,919	6,867	6,650	6,650	400	34,017	
Special	8,158	7,558	1,368	0	100	150	150	100	100	600	
Other	0	0	0	0	0	0	0	0	0	0	

**PROJECT:** Zero Emission Bus Pilots

DESCRIPTION: Purchase of three 60-foot Battery Electric Buses (BEBs) and charging stations based at Kirk Bus Division utilizing competitive grant funds from Federal Transit Administration and four 40-foot battery electric buses and charging infrastructure utilizing funds made available by the Volkswagen settlement. Purchase and installation of battery electric bus charging equipment at Kirk Storage Building and providing new utilities power to feed these charging equipment.

PURPOSE & NEED SUMMARY STATEMENT: Maryland's Zero Emission Bus Act and Greenhouse Gas Emissions Reduction Act requires MTA to transition to zero emission buses. MTA has committed to meet this target in the Regional Transit Plan. Zero emission bus pilots will allow MTA to test buses in service and develop training, procedures and lessons learned to inform fleet transition.

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

- | | |
|--|--|
| ☐ Safe, Secure, and Resilient | ☒ Quality & Efficiency |
| ☒ Maintain & Modernize | ☒ Environmental Protection |
| ☐ Economic Opportunity & Reduce Congestion | ☐ Fiscal Responsibility |
| ☐ Better Transportation Choices & Connections | |

EXPLANATION: This project will allow MTA to pilot emerging low and/or no emission technologies.

- SMART GROWTH STATUS:** ☒ Project Not Location Specific ☐ Not Subject to PFA Law
- | | |
|--|---|
| ☐ Project Inside PFA | ☐ Grandfathered |
| ☐ Project Outside PFA | ☐ Exception Will Be Required |
| ☐ PFA Status Yet to Be Determined | ☐ Exception Granted |

STATUS: One (1) 60-foot and four (4) 40-foot battery electric buses were delivered in FY 23. Two (2) 60-foot battery electric vehicles are expected to be delivered in FY 24. The design for pilot charging infrastructure is complete. Electric utility upgrades were completed in early FY 23. Pilot buses will begin service in FY 24 once training and commissioning are complete.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation decreased by \$4.7M due to reallocation of funding to Zero Emission Bus Infrastructure and Program Management project PIF (Line 33) and other miscellaneous program adjustments.

USAGE: Core Bus annual ridership in FY 23 exceeded 20 million.

POTENTIAL FUNDING SOURCE:											
						☒ SPECIAL	☒ FEDERAL	☐ GENERAL	☒ OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	768	492	492	276	0	0	0	0	0	276	0
Engineering	906	896	276	10	0	0	0	0	0	10	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	213	213	197	0	0	0	0	0	0	0	0
Construction	15,403	9,780	9,759	4,843	260	260	260	0	0	5,623	0
Total	17,289	11,380	10,723	5,129	260	260	260	0	0	5,909	0
Federal-Aid	2,950	2,636	2,160	314	0	0	0	0	0	314	0
Special	10,714	5,119	4,938	4,815	260	260	260	0	0	5,595	0
Other	3,626	3,626	3,626	0	0	0	0	0	0	0	0

1706, 1996, 2102



PROJECT: Zero Emission Bus Infrastructure and Program Management

DESCRIPTION: Plan, design, and construct the infrastructure to support zero emission buses and management of the agency's transition to zero emission buses. Kirk and Northwest bus operations and maintenance facilities will be outfitted to support zero emission fleets.

PURPOSE & NEED SUMMARY STATEMENT: In accordance with the Maryland Zero Emission Bus Act, MTA is transitioning its bus fleet to zero emissions vehicles. This aligns with the Central Maryland Regional Transit Plan and Maryland Greenhouse Gas Reduction Act Plan goals. Utility upgrades and charging infrastructure are needed as part of the fleet transition.

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

☐	Safe, Secure, and Resilient	☒	Quality & Efficiency
☐	Maintain & Modernize	☒	Environmental Protection
☒	Economic Opportunity & Reduce Congestion	☐	Fiscal Responsibility
☐	Better Transportation Choices & Connections		

EXPLANATION: Projects will accomplish goals and objectives created by Maryland Greenhouse Reduction Act and Regional Transit Plan to transition MTA's fleet to zero emission buses.

SMART GROWTH STATUS:	☒ Project Not Location Specific	☐ Not Subject to PFA Law
☐ Project Inside PFA	☐ Grandfathered	
☐ Project Outside PFA	☐ Exception Will Be Required	
☐ PFA Status Yet to Be Determined	☐ Exception Granted	

STATUS: Ground mounted and mobile chargers are delivered and BGE upgrades to Kirk Division are complete for charging pilot buses (Line 32). Overhead pantograph pilot chargers will be installed in FY24. A contractor for the Bus Depot Electrification Program for charging equipment and systems for approximately 200 battery electric buses will be selected in FY24.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Project funding allocation increased by \$22.8M due to cost estimate increases for charging infrastructure, of the Fuel Cell Electric Buses and Hydrogen Infrastructure project, along with miscellaneous program adjustments. Additional project funding enabled by IIJA increases.

USAGE: Core Bus annual ridership in FY 23 exceeded 20 million.

POTENTIAL FUNDING SOURCE:											
					☒ SPECIAL	☒ FEDERAL	☐ GENERAL	☐ OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	7,229	4,058	3,027	2,071	1,100	0	0	0	0	3,171	0
Engineering	10,225	2,092	1,733	2,819	500	4,814	0	0	0	8,133	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	3,800	0	0	1,050	1,900	850	0	0	0	3,800	0
Construction	114,367	0	0	4,962	13,054	58,341	25,000	13,011	0	114,367	0
Total	135,621	6,150	4,760	10,902	16,554	64,004	25,000	13,011	0	129,471	0
Federal-Aid	87,803	1,470	996	7,018	11,963	47,352	20,000	0	0	86,333	0
Special	47,818	4,680	3,764	3,884	4,591	16,652	5,000	13,011	0	43,138	0
Other	0	0	0	0	0	0	0	0	0	0	0

1757, 2020, 2166

BICYCLE AND PEDESTRIAN RELATED PROJECTS

The Maryland Department of Transportation has various funding programs for bicycle and pedestrian programs. Program funds are used for both design and construction. Several programs are administered as competitive grant programs, in which available funds are awarded to projects managed by local governments and other partners.

<u>PROGRAM NAME</u>	<u>PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION</u>	<u>FY2024-2029 CTP BIKE/PED FUNDING[^]</u>
<u>State Highway Administration</u>		
ADA Program	15,042,025	53,300,000
Retrofit Bicycle Program	29,136,000	77,900,000
Neighborhood Conservation*	7,635,281	33,300,000
Primary/ Secondary Program**	1,399,296	1,399,296
Retrofit Sidewalk Program	22,485,488	152,100,000
Recreational Trails Program***	18,028,243	23,646,343
Transportation Alternatives Program***	52,472,825	131,500,000
<u>The Secretary's Office</u>		
Kim Lamphier Bikeways Network Program	15,124,011	15,953,631
Total	161,323,169	489,099,270

[^] Includes planning, design and construction funds

* Funding is estimated as a portion of total program funding based on recent bike/ped expenditures

** Additional funding is expected as major projects advance to construction and bicycle and pedestrian costs are itemized

*** Funding is estimated based on projected federal appropriations and historic program spending on bicycle and pedestrian projects;
see typical awards on pages below

^^ No additional earmark projects are expected at this time. Ongoing earmark projects are listed below.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 24

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Transportation Alternatives Program				
PG0202	US1	HOLLYWOOD ROAD SIDEWALK DESIGN COLLEGE PARK - SRTS	\$ 14	Design Underway
PGA101	-	SRTS - CRITTENDEN STREET AND 52ND AVENUE IMPROVEMENTS	\$ 230	Design Underway
PGA381	-	BICYCLE-PEDESTRIAN ROUTE – CENTRAL AVENUE CONNECTOR TRAIL - PHASE I & III	\$ 750	FY 2025
PGA501	MD650	METZEROTT ROAD PEDESTRIAN SAFETY	\$ 4,603	FY 2026
PGA651	-	SIGNAL MODIFICATION, PEDESTRIAN SAFETY AND ACCESS IMPROVEMENT	\$ 1,456	FY 2026
PGNEW2	-	CHAMBERS AVENUE – TRAFFIC CALMING MEASURES ALONG CHAMBER AVENUE AND CAPITOL HEIGHTS BOULEVARD	\$ 250	FY 2026
PGNEW5	-	GREENBELT STATION/WMATA HIKER-BIKER TRAIL	\$ 1,530	FY 2026
PGNEW6	-	LAUREL MARC STATION PLATFORM AND PEDESTRIAN SAFETY IMPROVEMENTS	\$ 960	FY 2026
PGNEW7	-	OXON COVE TRAIL	\$ 1,228	FY 2026

* Project funding enabled by IIJA increases.



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.

PURPOSE & NEED SUMMARY STATEMENT: 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: ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☒ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: On August 25, 2021 FRA advised that the Maglev NEPA process was paused to review project elements and determine next steps. FRA will share the revised project schedule when it is determined.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2026...	...2027...	...2028...	...2029...		
Planning	34,749	34,749	6,092	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	34,749	34,749	6,092	0	0	0	0	0	0	0	0
Federal-Aid	27,800	27,800	4,874	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	6,949	6,949	1,218	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP:
None

TSO0220

PAGE TSO--7

October 4, 2023

Mr. Paul J. Wiedefeld
Maryland Department of Transportation
7201 Corporate Center
Hanover, MD 21076

RE: Draft FY 2024-2029 Consolidated Transportation Program (CTP)

Dear Secretary Wiedefeld:

The Greenbelt City Council has had the opportunity to review the State's Draft Consolidated Transportation Program (CTP) for fiscal years 2024-2029. The City Council offers the following comments:

The City supports the vision, goals and priorities of the Maryland Transportation Plan, particularly those with emphasis on safety, capacity improvements, sustainability and zero emissions, economic development, transit and transit-oriented development, equity, and pedestrian and bicycle travel.

The City would like to reiterate its appreciation for the inclusion of engineering funding for a full interchange at the Greenbelt Metro Station and the State's support for attracting the FBI Headquarters to Prince George's County. A full interchange at Greenbelt Metro Station is critical to attracting a major GSA tenant and transit-oriented development.

However, the City continues to be disappointed that the MD 193 – Greenbelt Road Streetscape Improvement project (referred to by the County as the MD 193 – University Boulevard project), which was placed on hold in 2002, remains excluded from the CTP over a decade later, despite being a high-priority project for Prince George's County. Greenbelt Road is a major east-west corridor that connects three (3) jurisdictions: City of Greenbelt, the City of College Park, and the Town of Berwyn Heights. While being a critical local and regional corridor, Greenbelt Road largely only accommodates motorists. The City, along with its neighboring municipalities, has engaged, and continues to engage, in planning activities to identify how this critical roadway can be improved to include streetscape improvements and pedestrian and bicycle improvements. 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 and engineering.

In addition, the City strongly **opposes**:

- The **Baltimore-Washington Superconducting Maglev Project (SCMAGLEV)**. The City has and continues to strongly oppose the SCMAGLEV. The impacts this project will have on the natural, socioeconomic, cultural, and built environment are unacceptable and are in direct conflict with the stated goals of the Maryland Department of Transportation. This project should be removed from the CTP in its entirety.
- The **I-270 Eisenhower Memorial Highway and I-495 Capital Beltway – Phase 1 South** project. The City would like to restate its strong opposition to any alternatives in the project that involve widening I-495. Widening the highway will do little to address the region's congestion, but will have high environmental, human, and financial costs.

The two projects listed above represent a direct conflict to the State's identified priorities outlined in the Maryland Transportation Plan (MTP), including ensuring environmental protection and sensitivity, promoting fiscal responsibility, and providing better transportation choices and connections.

The City remains fully supportive of the following projects:

- The State's continued support for the construction of the **Purple Line** and investment in the **WMATA Metrorail System**.
- The State's continued support for **Zero Emission Buses** and related infrastructure.
- Increased funding in this Draft CTP for the **Prince George's County Local Bus Program**.
- The **US 1, Baltimore Avenue** reconstruction project. The City urges that funding be programmed for engineering and construction for Segments 2 and 3 of this project, MD 193 to I-95.
- The allocation of funding to **Bicycle and Pedestrian Related Projects**. The City shares both the State's 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.

Thank you for the opportunity to review and comment on the CTP. If you have any questions please contact, Jaime Fearer, Assistant Director of Planning, at (301) 345-5417 or at jfearer@greenbeltmd.gov.

Sincerely,

Emmett V. Jordan
Mayor

Cc: City Council
Senator Alonzo T. Washington
Delegate Anne Healey
Delegate Ashanti Martinez
Delegate Nicole Williams
County Councilmember Ingrid S. Watson
Four Cities Coalition
Victor Weissberg, Prince George's County DPW&T
Josué Salmerón, City Manager
Terri Hruby, Director of Planning and Community Development
Jaime Fearer, Assistant Director of Planning
Advisory Planning Board

Mr. Paul J. Wiedefeld
Secretary,
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Wiedefeld:

On behalf of Prince George's County ("the County"), the Executive Branch, and County Council, please find the (FY) 2024-2029 Consolidated Transportation Program (CTP) priority letter and list expressing the shared vision of the County's most pressing priorities for your consideration in finalizing the current draft CTP. Prince George's County is excited that the Bipartisan Infrastructure Law (BIL) and the federal government's comprehensive National Roadway Safety Strategy, addressing climate change, and the critical backlog in bridge and roadway repair amongst other important initiatives of the Biden-Harris Administration is already making a difference. This includes the recently awarded 2023 RAISE Grant of \$25 million that will accelerate more than \$70 million in regional projects to help build the Central Avenue Connector Trail, and a suite of other vital local bicycle and pedestrian projects, the 2022 RAISE Grant of \$20.5 Million to accelerate economic development in New Carrollton, the 2022 Safe Streets and Roads for All (SS4A) funding of \$21,253,985 for making 7 of the most dangerous roadways in the County safer for all, and the \$25 Million of 2022 funding under the Low to No Emissions Grant to facilitate the County's transition to a Zero Emission Bus (ZEB) Fleet and the supporting infrastructure. The County is also poised to utilize the State's \$50.7M commitment to the ongoing build out of the New Carrollton joint development and \$6M contributions in WMATA's joint development studies supporting TOD at WMATA stations.

The County very much appreciates the Moore-Miller Administration's commitment to a mutual interest in tackling these same issues, including safety, equity, and climate. In particular, the County views programs designed to enhance multi-modality, the re-engineering of roadways, safety for all with emphasis on protecting our most vulnerable users, and a renewed commitment to transit with the promotion of electric vehicles, and the transition of our transit fleet to zero emission vehicles (ZEV) as paramount to that agenda.

Prince George's County continues to advance priorities for a comprehensive multimodal transportation network that will strengthen the County, the Capital region, and the State. The County emphasizes projects that further safe system transportation approaches like Vision Zero Prince George's, Zero Emission Fleet Transition, Transit Oriented Development (TOD), and strategies designed to spur economic growth while promoting sustainability, safety, and equity. In addition to forward thinking, aspirational programs, dedicated funding is critical to preserving and maintaining County infrastructure and the state of good repair needs of our aging roadways, bridges, sidewalks, facilities, and stormwater structures. A key example is the County's initiative to re-imagine transit through the Prince George's County Transit Transformation (PGC TT). The PGC TT is taking a multi-pronged approach to take transit in the County to an entirely new level.

Several pillars of this new initiative include:

- **Zero-Emissions Bus Transition** – The County is committed to transitioning 70% of its transit fleet to zero emissions by 2035 and 100% by 2040.
- **Transit Forward** – A new and active approach that engages the community and seeks to move transit forward by prioritizing performance of the services we provide for residents and other users of our system.
- **Service Changes** – In alignment with WMATA’s Better Bus Network redesign, the future of transit in the region starts with incremental changes by all service providers, maximized travel time savings, and improved quality of service for customers.
- **Transit Vision Plan** – The Department has embarked on a new focus and vision for transit in Prince George’s County. This will include enhanced and expanded transit service as well as a re-invigorated approach in new mobility options and weekend fixed route service.

It is evident that Prince George’s County is on the move, but to attain our aspirations, partnerships particularly with the State will be critical to its success.

Central to an enthusiastic commitment to transit, is robust funding for the Locally Operating Transit Systems (LOTS), ensuring that any formula distributions or readjustments consider enabling systems to grow, with equity as a central factor, not merely rewarding those that already have more established systems that prioritize data factors over serving those who need transit the most. This will be crucial in not only ensuring that the County will be able to adequately address our transit needs, but also as the County has embarked on an aggressive sustainability initiative in converting our fleet to Zero Emission Busses (ZEB’s).

In addition, investing in the Washington Metropolitan Area Transit Authority’s (WMATA) ability to sustain and enable a robust network, address present needs as well as advancing important aspirational projects like the Blue Orange Silver Study is vital for the County, the State, and the Region. In working together with our partners at the State Highway Administration (SHA) and WMATA, we look forward to pursuing and implementing tactical bus lanes and other treatments designed to enable a high-capacity transit/bus rapid transit network to be realized in the County. This will require careful consideration of the context of each corridor and appropriate agency roles.

Moving aggressively on the Southern Maryland Rapid Transit Project (SMRT) is vital to addressing congestion and climate by providing a much-needed alternative to travel by single occupancy vehicles in the busy MD 5/US 301 corridor. We look forward to not only advancing the Memorandum of Understanding with the State and Charles County, with a supporting tiered structure that involves key stakeholders in laying the foundation for completing the National Environmental Policy Act process and achieving a record of decision. The State’s commitment to make this critical project a reality is vital to the Region and the County looks forward to partnering with the state to ensure the SMRT ultimately advances to construction and revenue service.

The County continues to stand arm-in-arm with the State in pursuing locating the new FBI headquarters in **Greenbelt or Landover**, as vital to a cost-effective, more readily constructed, secure facility as well as furthering President Biden’s commitment to equity. The County also looks forward to continued coordination on essential joint development projects in **New Carrollton** and the other 14 Metro Stations in Prince George’s County. The County is appreciative of the State’s advancing of critical projects to the County, including the continued funding for the planning, design, and construction of the **Medical Center Drive Interchange**, and additional construction

funding for the **Blue Line Corridor Improvements**. While movement of traffic in these vital transit-oriented developments is important, it should not be done at the expense of non-motorized mobility and safety. Particularly regarding the crossing of the Beltway at Largo. In addition to bicycle and pedestrian access as part of the Medical Center Drive bridge currently in design, it is also important to leverage the new FY24 RAISE grant that includes the Central Avenue Connector Trail Study for a bicycle and pedestrian connection directly to the Largo Medical Center campus over the Beltway.

As the Metropolitan Washington Council of Governments (MWCOG) Transportation Planning Board (TPB) moves forward with approval of the next long-range plan in visualize 2050, TPB analysis shows that by 2045, for those traveling by car, Prince George's County is disproportionately negatively impacted in projected commute time (see attachment). As a result, while State progress on key County initiatives is very much appreciated, re-doubling efforts on equity and taking dramatic steps now in advancing the County's priorities will be essential to achieve our shared goals of a greater, more equitable jobs to housing balance in the region. To realize these goals a concerted and meaningful focus on Transit Oriented Development around the 15 Metro Stations in Prince George's County is integral to address equity, congestion, and sustainability in the Washington Region. While this issue is larger than just transportation, it is a key component. The County looks forward to continued partnership and the State's leadership in addressing this vital matter and to prompt action.

The County is appreciative of the State's ongoing commitment to the construction and realization of advancing the **Purple Line** through construction, and eventually to revenue service, the County does want to emphasize the imperative need to do so as expeditiously as possible, hopefully with minimal or no additional delays or cost increases above those recently approved by the Board of Public Works. Continued delays has a compounding impact on the effected communities, especially those in Areas of Persistent Poverty or Historically Disadvantaged Communities. Maintaining corridor aesthetics, road resurfacing and placing paramount importance on improving, not merely holding harmless pedestrian safety is essential. As the Purple Line is a light rail facility designed to enhance access for people walking, biking, and using transit, it is critical to take into account that many of the segments in Prince George's County that are among those with the highest pedestrian and bicycle fatality and crash rates in the State. Therefore, continued and enhanced investment in advancing safety improvements and countermeasures is critical. As the design of these treatments are now approaching, if not exceeding the decade mark, and there have been significant advances in best practices, we urge a reassessment and integration of critical elements recommended by M-NCPPC (MD 193 SPACES report) and the County, including sidewalk and bicycle facilities where they currently do not exist in that segment and other portions of the alignment (i.e., along MD 410 Veterans Parkway). Focusing on intersections, and short-term improvements that can be made, particularly in the segments with the highest crash rate (MD 193, MD 201, MD 410, etc.). While it is appreciated that the State added MD 193 to the State's Pedestrian Safety Action Plan (PSAP), some of the most dangerous segments are still not included, the PSAP needs to align with where the data shows the problems are most acute. Improving safety in this corridor now is critical and waiting until project completion is not acceptable.

A priority that is critical for the County is that the elements of maintenance, including care of medians and trash removal are carried out effectively. The County appreciates the strong working relationship that has been developed in this critical issue. Responding to the need to more frequently and strategically coordinate with SHA to better understand operations and

challenges facing existing state contractors. The Department now has recurring meetings between DPW&T, SHA, and the National Park Service to more frequently discuss operational needs and find opportunities to better coordinate along state and county roadway intersections. Another part of this strategy is a partnership to tackle the most troublesome intersections. The County looks forward to continuing the effort in positively influencing operations and maintenance conditions along state roadways in the County for the betterment of residents in Prince George's County.

The County requests that the State directs its resources toward projects that enhance community revitalization, promote economic development, increase transit access, reduce congestion, and improve roadway safety for all users. Expanding on these objectives, the projects expressed below and in the attached priority list are some of the key priorities for the County and cover a range of transportation issues and areas in the draft FY 2023-2028 CTP which include, the following:

VEHICLE AND PEDESTRIAN SAFETY

- **Vision Zero Prince George's Multimodal Enhancements on State-Maintained Roadways/Creating Safer Streets:** Both Prince George's County and the State of Maryland are Vision Zero jurisdictions. In recent years, unfortunately, the overall trend shows an increase in fatalities and serious injuries, particularly involving pedestrians, in the State and Region. We are grappling with the risks to vulnerable road users and how we can effectively respond. However, much more is needed as the data shows a preponderance of these crashes are at night and along State maintained high-speed arterial roadways. As both the County and the State are Vision Zero jurisdictions, we will need to collaborate in implementing the safe systems approach to safety which requires a wholistic treatment that will require the re-engineering of our highways to optimize safety for all with emphasis on protecting our most vulnerable users.

As SHA advances the Pedestrian Safety Action Plan (PSAP), the County appreciates the corridors identified to date as well as the Pedestrian Safety Road Audits already conducted, however, as according to SHA data, most of the 1 mile road segments in the County with the highest severity index for pedestrian crashes are on State maintained roadways, it is imperative that the State re-evaluate both the PSAP corridors (and their limits) to best align with crash data and equity needs.

With regards to the SHA Context Driven Contexts, the County wishes to express extreme concern that the jurisdiction with the highest number of fatalities and serious injuries has very few communities identified. In particular, with regards to Urban Centers and Urban Core, there are not any represented from Prince George's County. This appears to be a tremendous oversight. The County's General Plan, Plan Prince George's 2035, identifies 3 downtowns for the County, they are Largo, New Carrollton and Hyattsville Crossing (aka Mall at Prince George's). If the objective is to identify countermeasures to that can be applied to areas that statistically have high rates to fatalities and injuries, it is essential to not rely on existing condition alone, but to consider development in the pipeline and for areas that have been identified by local planning as a major activity center (Downtown or Regional Transit Center as identified in Plan 2035), those factors, in our view,

must all be considered. Otherwise, it seems that the solutions will likely not be applied effectively or efficiently to where the problems are most acute. Therefore, a re-evaluation of the Context Driven Context is requested. The County stands ready to work with the State in partnering to turn the corner and achieve zero fatalities.

The list attached to this letter contains a category for the County's High Injury Network (HIN). As we understand that the State uses a similar system called PSAP, it will be important that all of the corridors on both lists are addressed. The [Prince George's County High Injury Network \(HIN\)](#), encompass one-mile segments of roads with the greatest severity of bike and pedestrian crashes. Each of the HIN corridors are located within Equity Emphasis Areas (Metropolitan Washington Council of Governments) with most crashes occurring in urban areas reflecting higher concentrations of low-income and minority populations. As 19 out of the 20 top overall road segments in the HIN are along State maintained roadways, it is critical that the State significantly increase it's investment efforts to address this scourge and reverse the curve so that we can truly achieve zero deaths and injuries.

In 2017, Prince George's County was amongst the first urban/suburban jurisdictions to adopt Urban Street Standards. These standards have details that if complied with, will produce roadways that can safely accommodate all users. In advancing safe streets for all, ensuring that our standards meet the needs of the time, it is essential to re-evaluate and update when necessary. In order to do so in a manner that will be effective and implementable, it is critical to follow a process, like the one the County employed in developing the initial Urban Standards that utilized peer review, outreach, and stakeholder involvement in order to maximize their efficacy in practice. And in so doing, it is also vital to recognize how these standards can be implemented to the fullest is by incorporating the partners critical to the process of development, as public capital programs are a relatively small portion of how urban communities can be retrofitted and created. The County looks forward to coordinating with the State in advancing processes that will create safer more livable communities for all.

TRANSIT/WMATA/MULTI-MODAL

- **Federal Bureau of Investigations (FBI) Headquarters: I-95/Greenbelt Metro Access; Landover Improvements:** The County appreciates the highly coordinated and cooperative effort with the Governor's Office, MDOT and SHA in aggressively advancing these two sites as being optimally positioned for selection by the General Services Administration (GSA) as the preferred site for a new FBI Headquarters. Funding to complete design of the Greenbelt interchange and in working together with Federal and development team partners in readying both the Greenbelt and Landover sites will be critical. Re-locating the principal facility for the FBI to Prince George's County is an essential part of the larger need to add much needed employment opportunities near where so many of the employees reside. We look forward to our continued efforts to ensure that both the Greenbelt and Landover locations are appropriately funded with the supporting infrastructure necessary for a successful bid and most importantly, a facility that will best serve the needs and interests of both the State and County. The County values the support and high degree of coordination on this initiative.

- Medical Center Drive Interchange/Blue Line Corridor Initiative Improvements:** The Blue Line Corridor and Medical Center Drive are integral to the new University of Maryland Regional Medical Center, the gateway to the new downtown Largo, and the Blue Line Corridor. The County appreciates the appropriation of State funding towards improvements to local infrastructure, and the speed at which the project is advancing in planning. We look forward to expeditiously advancing the planning and design of this critical project and the other elements in Largo and Blue Line Corridor that will best enable unlocking the full potential of this corridor. As a part of these improvements, it is vital to ensure a smooth and efficient system for delivery of the Central Avenue (MD 214) Complete Streets or other critical projects in this corridor as well as ensuring safe bicycle and pedestrian mobility in the entire corridor, especially in safely crossing the Beltway.
- New Carrollton:** As this vital TOD will soon serve as the beginning of the Purple Line, it is essential to maximize the full potential of this regional infrastructure nexus. With the incoming light rail, existing MARC and Amtrak Stations, and the Joint Development project involving WMATA and the State, additional funding is needed to enhance much needed connectivity, environmental treatments, streetscaping, and help leverage MDOT's existing focus on improving the Penn Line.
- Prince George's County Transit Transformation (PGC TT) Investment:** Prince George's County will soon launch the PGCTT Year 1 plan in fall 2024 to re-imagine bus service, operations, and the customer experience. This new approach will focus on transit performance reliability and safety. As the Prince George's County transit system, "The Bus" is independent of WMATA, faces similar challenges. Therefore, to be successful in making this transition, coordination and partnership with the state will be vital. More robust funding is needed for the Locally Operated Transit Systems (LOTS) programmed for Prince George's County. Specifically, any changes to LOTS funding distribution that is principally based on a limited number of metrics or factors, will likely hinder or stymie growth of other systems. In addition, it is imperative to factor in population and equity as part of any distribution and not exclusively revenue hours, revenue miles and passenger trips. The County's effort to invest in the **Transit Vision Plan and Prince George's County Transit Transformation**, leveraging funding including the federal earmark and \$25 million low-no emissions grant to rehabilitate the existing facility, initiate the study for a new facility, (which will then need funding for engineering and construction) and continuing the transition to **Zero Emission Buses** and related infrastructure are central to the County's vision for a more comprehensive, climate friendly and efficient delivery of transit services is only the beginning of the resources needed to truly realize this program. Enhanced funding is critical to meet not only existing needs, but to enable future growth while addressing new efficiencies, technologies, and climate change. Changes to distribution of LOTS funding could hinder those critical sustainability initiatives.

- **Washington Metropolitan Area Transit Authority (WMATA) Funding:** Transit systems have been particularly hard hit the past few years, and federal funding is not sufficient for existing let alone future needs. However, sustained funding for the WMATA system is essential for the County, the Region, and the State. The County appreciates the high level of coordination with WMATA in advancing the Better Bus initiative network redesign to make sure that bus service is provided in an effective and efficient manner. Now it is imperative to ensure that both the Metrorail and Metrobus systems receive the support that they need for success. An increased focus on Transit Oriented Development through the Joint Development Process and overall coordination are essential to the health and vibrancy of both WMATA and the County.
- **Southern Maryland Rapid Transit:** The Southern Maryland Rapid Transit (SMRT), proposed fixed guideway project along the MD5/US-301 corridor from Prince George's County to Charles County, needs to be advanced. As the Maryland General Assembly has approved a funding mechanism that matches State funding with Federal Funds, and the first \$10 million has been secured, the County looks forward to working together with Charles County and the State to advance this funding as the first phase of the SMRT NEPA process. Through the 2021 General Assembly Session language, there is a clear path forward. Securing the remaining funding needed to complete the remaining project planning and design elements for the projects so they can move into construction is critical for this vital and burgeoning corridor.
- **Bus Rapid Transit/ High-Capacity Transit (BRT/HCT):** Advancing the corridors identified in the Prince George's County Feasibility Study, and other projects that will advance treatments setting the foundation for BRT/HCT is critical at this time. Advancing the WMATA Tactical Bus Lane/Queue Jump project in a manner consistent with agency areas of maintenance and responsibility will be important to move this project forward fairly and efficiently. Continual funding will allow Prince George's County to advance the projects from study corridors to locally preferred alternative with strong community and political support. Moving into the next phase of planning and implementation is critical to meet the needs of County residents, but also effectively connect to neighboring jurisdictions in Virginia, the District of Columbia, and Montgomery County, which are aggressively pursuing their own initiatives.
- **Transit Oriented Development:** Placing an emphasis on bringing jobs closer to housing is central to a long-term development and sustainability strategy for the County, the State, and the Region. Prince George's County appreciates MDOT advancing previously requested TOD designations. However, five additional TOD's need to be added in the short-term to the State Designated TOD list. Realigning the State list to be consistent with County plans as well as aggressively advancing projects at all TOD's including Greenbelt, New Carrollton, Branch Avenue and the Largo/Blue Line Corridor is critical to sustainable economic development for the County, the State, and the Region.
- **Blue/Orange/Silver Capacity and Reliability Study:** The County appreciates the WMATA Blue/Orange/Silver Line study initiative. As selection of the preferred alternative is scheduled to take place soon, and that alternatives 3,4,5 & 6 would all benefit the County, it is alternative 4, Blue Line to National Harbor that is of greatest interest. If chosen as the

preferred alternative, the County expresses support for the first phase to be the section utilizing the Woodrow Wilson Bridge, as the 11th and 12th lanes were constructed to support heavy rail and stops at National Harbor as well as Oxon Hill and Forrest Heights would serve as the strongest of the alternatives for addressing Capacity, Sustainability and Equity.

- **Virginia Department of Transportation (VDOT) I--495 Southside Express Lanes Study (I-495 SEL Study):** While Prince George's County is very supportive of greater connectivity within the region, the County is concerned with the current VDOT SEL Study, as it does not appear to provide for continuity of service on the Maryland side of the study region. The Virginia Department of Rail and Public Transportation (DPRT) issued a draft study with various options to which Prince George's County provided comments. It is unclear if and how those comments are being incorporated. The County looks forward to working collaboratively with MDOT on the implementation of beneficial recommendations identified in the study.

STATE ROADS & HIGHWAYS

- **MD 210 (Palmer Road at Livingston Road West Interchange):** The County looks forward to expeditious advance of the subsequent interchanges as crucial to improve safety on this dangerous roadway and looks forward to seeing concepts for the next interchange soon. The County appreciates the coordinated effort with the County and the Parks Department in determining how best to advance, construct and maintain a shared use bicycle-pedestrian corridor, as well as planning and expeditious advance of the next interchange.
- **MD4 at Suitland Parkway:** During the CTP Tour in 2020, the County expressed extreme displeasure regarding the delays, scale backs, and construction issues that have befallen this project. The County is pleased that the state has reinitiated the project and restored the flyover to the design as originally planned and is soon ready to advertise the project. Given delays and inconvenience the community has faced for nearly two decades, the County appreciates the pace of the current project as it is imperative that SHA quickly complete this project.
- **US 1, Baltimore Avenue (MD 193 to I-95/495):** The County appreciates the State advancing Phase I of this vital project through the current construction process. The County is now looking to the State to quickly fund and advance the subsequent phases.
- **MD 197, Collington Road (US 50 to MD 450):** The County appreciates the renewed study of the widening MD 197 from US 50 to MD450 and a context sensitive design that provides both greater capacity and features designed to manage speed and enhance safety. The County appreciates the inclusion of funding for this project in the FY 23 CTP to advance planning and design and looks forward to subsequently programming this project for construction.
- **MD 223 Piscataway Road/Woodyard Road (MD 4 to Steed Road):** The County wants to call attention to the need for widening of MD 223. Specifically, much needed improvements at the intersection with Brandywine Road/Old Branch Avenue. Action is

needed to advance this long-standing project to widen this intersection (the “BK Miller Intersection”), per the County Master Plan of Transportation and Maryland State Highway Administration (SHA) plans to widen Brandywine Road from 2 lanes to 4 lanes, as stipulated in County Master Plans.

The County is excited to work closely with the State in advancing opportunities of mutual benefit. We look forward to further collaborating with the Maryland Department of Transportation to support a comprehensive multimodal transportation program. Expeditious advance of the noted priority projects will strengthen Prince George’s County, the region, and the State of Maryland. We thank you for your partnership.

Sincerely,

Angela Alsobrooks
County Executive

Thomas Dernoga
County Council Chair

The Honorable Thomas E. Dernoga, Chair, Prince George’s County Council
The Honorable Wala Blegay, Vice-Chair, Prince George’s County Council
Tara H. Jackson, Chief Administrative Officer, Office of the County Executive
Joy A. Russell, Chief of Staff, Office of the County Executive
Floyd E. Holt, Deputy Chief Administrative Officer, Office of the County Executive
Michael D. Johnson, Director, Department of Public Works and Transportation
Oluseyi A. Olugbenle, Deputy Director, Department of Public Works and Transportation
Peter A. Shapiro, Chair, Prince George’s County Planning Board, M-NCPPC
Suzann M. King, Acting Director, Prince George’s County Planning Department, M-NCPPC
Samantha Biddle, AICP, Deputy Secretary, Maryland Department of Transportation
Joe McAndrew, Assistant Secretary, Maryland Department of Transportation
Bill Tyler, Director, Department of Parks and Recreation, M-NCPPC
William Pines, Administrator, Maryland Department of Transportation, State Highway Administration
Holly Arnold, Administrator, Maryland Transit Administration
Heather Murphy, Director of Planning and Capital Programming, Maryland Department of Transportation
Victor Weissberg, Major Projects Manager, Department of Public Works and Transportation

Attachments (2)

**PRINCE GEORGE'S COUNTY
2023 PRIORITY PROJECTS LIST
MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS**

**CRITERIA FOR PRIORITY STATE PROJECTS WITHIN
PRINCE GEORGE'S COUNTY**

The Maryland State Coordinated Transportation Program (CTP) Priority Projects List (the “List”) is developed by staff of the Prince George’s County Department of Public Works and Transportation (DPW&T) in consultation with the staff of the Maryland-National Capital Park and Planning Commission (M-NCPPC). The List is based on the collective input received by our partner agencies and internal analysis. The CTP List is forwarded to the Prince George’s County Executive and Prince George’s County Council for review, approval, and transmittal to the Maryland Department of Transportation (MDOT) through a joint signature letter. Criteria used to prioritize the CTP List are as follows:

Safety Improvements – Employing the Safe Systems approach, each project is evaluated to determine the safety enhancements to be achieved for all users, with priority towards vulnerable road users, in response to data and determined needs.

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

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

Transit – Each project is evaluated to determine the project's contribution to enhanced multi-modal choices and mobility to improve transit services with emphasis on connecting people to places while addressing sustainability.

Equity - Each project is evaluated to determine address of equity, utilizing existing metrics including, but not limited to Equity Emphasis Areas, Areas of Persistent Poverty, and Historically Disadvantaged Communities.

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

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

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

STATE TRANSIT PROGRAMS AND PROJECTS IN PRINCE GEORGE’S COUNTY

A. **Transit Expansion and Funding:**

1. **Purple Line**

Ensure timely and expeditious completion of construction of this vital project which is critical for New Carrollton to Bethesda access, mobility, regional connectivity and economic development. Maintain corridor aesthetics, safety and existing road and sidewalks during construction. Advance safety and spot improvements, with emphasis on intersections during construction.

2. **TheBus/LOTS Funding/ZEB Transition**

Modernize, Maintain and Expand Community-Based Bus Services to address unmet or underserved transit demands (i.e., enhanced service for National Harbor / South County, Areas of Persistent Poverty, Equity Empasis Areas and Historically Disadvantaged Communities). Enable development and implementation of an innovation driven Vision Plan, conversion to zero emission buses (ZEB) and associated infrastructure, planning for a new facility and re-organization of services to provide a more effective and efficient system which will require enhanced Locally Operated Transit System (LOTS) funding Any funding distribution or criteria changes should not be primarily centered on existing service. Equity and aspirational growth to meet local needs should be considered.

3. **WMATA Funding**

Maintain and enhance system improvements to deliver effective transit throughout the County and Region with emphasis on maintaining MetroBus and MetroRail service in the County, including, high-capacity transit routes, enhanced investment in TOD / Joint Partnerships, improved connectivity between activity centers. Advance and adequately fund recommendations from the WMATA Better Bus Initiative. The County appreciates partnering with WMATA to improve bus transit connectivity and securing additional state and federal investments to implement a strong, lasting system that safely, efficiently and equitably serves Prince Georgians.

4. Southern Maryland Transit

Expand fixed guideway transit services. Branch Avenue Metrorail Station south along the MD 5 / US 301 Corridor to Charles County to relieve congestion in Prince George's County utilizing programmed funding and the authorized mechanism. The Project needs to be entered into the first phase of NEPA and advanced through the planning and design process. State mandates need to be implemented.

5. Bus Rapid Transit/High Capacity Transit

Advance further Study of expanded fixed guideway / bus rapid transit services using as the recent feasibility Study that identified five corridors for further study / Purple Line Extended / Transit Beltway as the basis. BRT routes studied in the DEIS for the paused section of the I-495 / I-270 Managed Lanes project must proceed along with similar treatment of transit in the American Legion Bridge Corridor. Important for equity, mobility and sustainability as is vital for connecting communities.

6. Fixed Guideway Transit/Blue Orange Silver Study

Connect transit from the Blue Line in Virginia to National Harbor via the Woodrow Wilson Bridge (WWB) and to Suitland and or Branch Avenue to provide for more robust transit connections between Maryland and Virginia. High capacity transit should be a part of the VDOT / DRPT 1-95 / I-495 Southside study currently underway.

7. MARC

Expand and enhance service along (Cornerstone / Growth & Investment Plan) *the MARC Camden and Penn Lines* and continued through service at Union Station connecting to Virginia Rail Express (VRE). Restore funding for the MARC Cornerstone / Growth and Investment Plan, as well as accelerated improvements for the Penn and Camden Lines (including major initiatives at New Carrollton and station / platform work at Laurel).

B. Transit Oriented Development:

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

Five critical TOD's in the County are not a part of the State's Designated List, The County requests that the following be expeditiously added and emphasized for funding:

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

In addition, it is essential that the following State Designated TOD's receive funding and emphasis:

- New Carrollton Transit Station
- Greenbelt Metro Station
- Branch Avenue Metrorail Station
- Bowie MARC Station
- Southern Avenue Metro Station
- Laurel MARC
- Naylor Road Metro

II. STATE HIGHWAY ADMINISTRATION (SHA) PRIORITY PROJECTS

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

A. Construction Priorities:

1. I-95 / I-495 at Medical Center Drive Widening / Interchange and Blue Line Corridor Improvements	<i>Provide funding to:</i> (1) Improve interchange capacity/reduce congestion; (2) Improve corridor connectivity and
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	mobility; (3) Improve safety for vehicles, bicycles, and pedestrians; and (4) Promote economic development serving as a gateway for Downtown Prince George's County. Advance improvements for all Blue Line Corridor Stations to support the County platform for economic development including an iconic bike-ped facility connecting the west side of I-495 to the Largo Metro / Medical Center Campus as part of the Central Avenue Connector Trail.
2. MD 210 – Piscataway Highway/Indian Head Highway Interchange and Intersection Improvements (Next interchange could be redesigned and constructed in accommodations.) Phase II: Palmer Road / Livingston Road Phase III: Oxon Hill Road / Old Fort Road	<i>Advance redesign and construction of remaining intersections to relieve existing and projected congestion, as well as support economic development. Promote alternatives to relieve congestion and improve safety for all modes including bike-ped facilities in the corridor.</i>
3. US 1 – Baltimore Avenue Roadway Reconstruction Phase I: College Avenue to I-95/I-495 Phase II: MD 193 to Hollywood Rd. Phase III: Hollywood Road to I-95/I-495	<i>Complete construction on Phase I and fund completion of planning and advance design of Phase II / III into construction to improve safety, provide streetscaping for community revitalization, improve transit access, bicycle and pedestrian safety and upgrade the Cherry Hill Road intersection.</i>
4. I-95 / Greenbelt Metro Access	<i>Provide necessary State / other construction funding for completion of the full interchange from I-95 / I-495 to the Station and support mixed use development around the Station. Improvements and funding are critical for the potential GSA / FBI Headquarters.</i>
5. MD 5 / US 301 to Charles County Lane Interchanges and Widening Surratt's Road Burch Hill Road (A-65)	<i>Provide funding to advance planning, design and construction of this major multi-modal corridor project to relieve congestion to Charles County line, improve safety for all modes provide accommodation for bicyclists and</i>

	pedestrians and enhance economic development.
6. MD 197 – Collington Road (US 50 to MD 450)	<i>Advance planning and design and provide funding for construction.</i> Improve safety, support roadway widening and economic development and provide safe bicyclist and pedestrian crossing treatments.
7. MD 717 / Water Street Bridge and Roadway Reconstruction	<i>Fund and advance completion of construction.</i> Improve safety in the Upper Marlboro area by raising MD 717 out of the floodplain.
8. MD 202 – Landover Road at Brightseat Road	<i>Advance planning, design and construction</i> Critical improvement for development of the former Landover Mall site.
9. MD 450 – Annapolis Road (Stonybrook Drive to MD 3)	<i>Advance design completion and fund construction.</i> Improve safety, support streetscaping, relieve congestion and enhance economic development.
10. MD 223 – Woodyard Rd./ Piscataway Rd. (MD 4 to Steed Rd.) Roadway Widening Bike/Ped Side Path	<i>Advance planning, design and construction.</i> Improve safety; relieve congestion; economic development; improve bicycle and pedestrian facilities. Advance critical improvements at intersection with Brandywine Rd./Old Branch Ave.
1.	
11. US 301 – MD 197 Interchange (To be constructed in phases)	<i>Re-engage and advance design & construction with the opening of the new Nice Bridge.</i> Improve safety relieve congestion in this rapidly developing commercial area and improve bicycle and pedestrian facilities.

B. Project Planning Priorities:

1. I-95 / I-495 at Medical Center Drive Widening / Interchange Improvements Reconstruction / Blue Line Corridor Improvements	<i>Expediently advance planning, design, and construction.</i> Improve interchange construction and capacity, reduce congestion and provide enhanced safety for vehicles, pedestrians, and bicycles, promote economic development serving as a flagship for the County and provide
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	optimal accommodation for multimodal transportation. Advance planning and design of the Central Avenue Connector Trail in an iconic structure and improvements for all Blue Line Corridor Stations to support the County's platform for economic development.
2. MD 193 – University Boulevard Phase I: US 1 to Hanover Parkway Phase II: County Line to Adelphi Road Phase III: Hanover Parkway to MD 564 (Lanham-Severn Road)	<i>Move all phases into planning.</i> Improve pedestrian, bicycle and vehicular safety, intersection improvements, provide continuous LED street lighting and landscaping and community enhancement – critical as part of the Purple Line. Advance M-NCPPC Study (SPACES) identifying MD 193 Corridor Improvements. Short term improvements at key intersections are critical to address existing safety crisis. Phase III important to create new bike/ped corridor in shoulder, connecting to the WB&A Trail.
3. MD 410 - East-West Highway / Riverdale Road / Veterans Parkway Phase I: MD 212 to US 1 Phase II: MD 212 to MD 650	<i>Complete planning of all phases.</i> Improve safety (road diet), provide streetscaping for community and economic development, provide continuous overhead lighting and side paths on both sides of MD 410, provide safe bicycle and pedestrian crossings, including a signal and safety upgrade for two Sligo Creek Trail crossings (with MD 212 and MD 410) with overhead lighting.
4. MD 4 Corridor, Pennsylvania Ave Widening and Interchange Improvements Suitland Parkway Interchange Dower House Road Interchange relocation & short term improvements. Westphalia Road Interchange	<i>Provide funding to advance planning.</i> Widening and Interchange <i>and construction</i>, relieve congestion, improve safety and enhanced access to employment centers in the MD 4 corridor and for Joint Base Andrews. Expedited construction of the MD 4 at Suitland Parkway Interchange with flyover ramp.
5. MD 458 – Silver Hill Road	<i>Advance into project planning.</i> Improve

MD 5 to Suitland Road Suitland Road to MD 4 MD 4 to Walker Mill Road	safety for all users and provide streetscaping, revitalization and continuous overhead lighting for community intersection improvements. Advance and maintain tactical bus lane treatments.
6. US 50 – John Hanson Highway (MD 704 to MD 197) New Interchange on MD 197 and MD 450	<i>Initiate project planning.</i> Relieve congestion and improve safety.
7. MD 212 – Powder Mill Road (Pleasant Acres Drive to I-95) Roadway and Intersection Reconstruction	<i>Advance into planning.</i> Improve safety and support for economic development.

C. Gateway Beautification Projects:

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

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

D. Urban Reconstruction Priorities:

Funding is needed for projects that improve pedestrian, bicycle, and vehicular safety and provide streetlighting and streetscaping to support the Vision Zero strategy and community enhancement.

1. MD 704, Martin Luther King Highway (Hill Road to MD 450), provide enhanced safety and bike ped corridor as continuation of WB&A trail.

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

E. Vision Zero High Injury Network

Critical to the Vision Zero Safe Systems approach is the emphasis on a data driven solutions. In an effort to prioritize countermeasures, the County developed the High Injury Network (HIN) in partnership with the SHA's Office of Traffic & Safety Office (OOTs). The HIN represents one-mile roadway segments with the highest number of serious and fatal pedestrian and bicycle crashes. The County, as part of Vision Zero strongly encourages the State to focus on the HIN as developed through state data for addressing safety in Prince George's County. A link to the HIN is as follows: [Hin Top 10 For Each \(1\) \(princegeorgescountymd.gov\)](https://princegeorgescountymd.gov/hin-top-10-for-each-1)

F. Bicycle and Pedestrian Corridor Priorities:

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

1. MD 704 (multi-use side path and buffered bike lanes - MD 450/WB&A trail to Hill Road)
2. MD 193 (sidewalks, designated bike lanes and safety improvements from the Montgomery County Line to MD 564, to be done in phases)
 - Phase I: Montgomery County Line to Adelphi Road (incl. SPACES program)
 - Phase II: US 1 to Hanover Parkway
 - Phase III: Hanover Parkway to MD 564, connecting to the WB&A trail.

3. US 1 (DC line to Howard County Line to be done in phases)
 - Phase I: Guilford Drive to I-95 / I-495 (College Ave. to MD 193, currently under construction)
 - Phase 2: Guilford Drive to DC Line (includes the Trolley Trail)
 - Phase 3: Contee Road to Howard County Line
 - Phase 4: I-95 / I-495 to Odell Road
4. Oxon Hill Road / MD 414 / National Harbor – Bike lanes and sidewalk safety improvements; facility and access improvements along MD 414 from MGM / National Avenue to Bald Eagle Road, including improvements for over / under passes and connecting Oxon Hill Cove Park
5. MD 450 (road diet, restriping for designated bike lanes – west of 410, to the Baltimore-Washington Parkway)
6. Bowie Heritage Trail
7. MD 223 (multi-use side path MD 4 to Livingston Road, in phases)
 - Phase I: Steed Road to MD 5
 - Phase II: MD 5 to MD 4
 - Phase III: Livingston Road to Steed Road

G. Park Trails Priorities:

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

1. WB&A Trail Connections (Anne Arundel County to the Anacostia River)
 - Phase I: Bicycle / pedestrian bridge over Patuxent River connecting Prince George's and Anne Arundel Counties
 - Phase II: Cheverly to Bladensburg Waterfront Park (Euclid Street Park to Lloyd Street)
2. Central Avenue Connector Trail (Marvin Gaye Trail / Capitol Heights Metro to Largo Metro)
3. Rhode Island Avenue Trolley Trail Extension
 - Phase I: Armentrout to Farragut Street
 - Phase II: DC Line to Armentrout Drive

4. Suitland Parkway Trail (DC Line to Westphalia Central Park)
5. Little Paint Branch Trail Extension
 - Phase I: Along Old Gunpowder Road (Denim Road to 900 feet north of Denim Road and facility gaps north of Konterra Drive)
 - Phase II: Multi-Use Facility across I-495 / I-95 (Cherry Hill Road)
6. Piscataway Creek Trail (MD 223 to the Potomac River)
7. Oxon Run Trail (Southern Avenue to Naylor Road)
8. Henson Creek Trail Extension (Temple Hill Road to Suitland Parkway) including cross-Beltway access.

City Council Agenda Item Report

Meeting Date: October 9, 2023

Submitted by: Bonita Anderson

Submitting Department: Planning

Item Type: OTHER BUSINESS

Agenda Section: OTHER BUSINESS

Subject:

List of Proposed ARPA Funded Pedestrian and Bicycle Projects

Suggested Action:

Reference: ARPA Proposed Project List, 10/4/23

Staff has developed a proposed spending plan for ARPA-funded Pedestrian and Bicycle Master Plan Implementation. To date, the proposed ARPA Ped/Bike Project List totals \$274,400 out of the allotted \$300,000. Staff considers this a working list that may need modification over time. Cost estimates may evolve for final implementation, particularly as projects move into design and planning.

At its regular meeting on October 4, 2023, the Advisory Planning Board voted to approve the proposed ARPA Ped/Bike Project List (6-0, 1 absent).

Staff recommends that Council approve the proposed spending plan as drafted for ARPA-funded Pedestrian and Bicycle Master Plan Implementation.

Attachments:

[23-1004_ARPA Ped-Bike Project List_Council Review.pdf](#)

Relation to Ped/Bike Master Plan Recommendation(s)	Location	Project Description	Estimated Cost
BIKE-7	Hanover Parkway north from Greenbelt Road to the entrance to ERHS	Install shared-lane markings (sharrows)	\$4,000.00
BIKE-40	Breezewood Drive b/w Cherrywood Lane and Springhill Lane	Install shared-lane markings (sharrows)	\$4,000.00
PED-63	Hanover Parkway @ Huntington Ridge (roundabout)	Install flashing LED pedestrian crossing signage on the east side of the circle at the existing crosswalk	\$2,500.00
PED-63	Hanover Parkway @ Village Park Drive (roundabout)	Install flashing LED pedestrian crossing signage on the north side of the circle at the existing crosswalk	\$2,500.00
PED-31	Springhill Lane @ Breezewood Court	Install a continental-style crosswalk on the north leg of the intersection and curb ramps on both sides of the street	\$2,700.00
PED-64	Southway south of Crescent Road	Install a continental-style crosswalk south of Crescent	\$900.00
PED-57	Ridge Road @ the pathway adjacent to Unit 43F connecting to the playground	Install a continental-style crosswalk and curb ramps on both sides of the street	\$2,700.00
PED-58	Hillside Road north of Crescent Road	Install a continental-style crosswalk with a curb ramp on the west side of the street	\$1,800.00
PED-21	Crescent Road @ Parkway, west of Hillside Road	Install flashing LED pedestrian crossing signage at the existing crosswalk	\$2,500.00
	Hanover Parkway at Mandan Road	Install crosswalks with continental striping across all three legs (thermoplastic); install crossing singage; install stop lines	\$3,000.00
PED-2	Hanover Parkway and Ora Glen Drive	Install push buttons and pedestrian signals for the north leg crosswalk	[NEED ESTIMATE]
PED-2	Hanover Parkway and Ora Glen Drive	Update crosswalk marking to continental on east leg (thermoplastic)	\$900.00
	Hanover Parkway and Greenbrook Drive	Install crosswalk with continental striping across Greenbrook Drive (thermoplastic); install stop/yield lines	\$900.00
	Hanover Parkway and Greenbrook Drive	Install flashing LED signage on the south leg of the crosswalk; update south leg of the crosswalk marking to continental (thermoplastic); install stop/yield lines	\$3,400.00
PED-1	Hanover Parkway, sidewalk between Greenbrook Drive and Hunting Ridge	Complete sidewalk connection, with curb ramps, to the shoulders on east and west sides of the roadway	[NEED ESTIMATE]

Relation to Ped/Bike Master Plan Recommendation(s)	Location	Project Description	Estimated Cost
	Hanover Parkway, east side path between Schrom Hills Park and Greenbrook Drive	Pave gravel section of path	[NEED ESTIMATE]
PED-63	Hanover Parkway @ Huntington Ridge (roundabout)	Update crosswalk marking to continental (thermoplastic); install stop/yield lines	\$900.00
PED-63	Hanover Parkway @ Village Park Drive (roundabout)	Install stop/yield lines	\$900.00
BIKE-4	Hanover Parkway between Megan Lane and Greenbrook Drive	Install markings and signage to improve bicycle access and safety on approach to roundabouts	[NEED ESTIMATE]
BIKE-3	Hanover Parkway between Good Luck Road and Megan Lane	Mark existing shoulders as buffered bicycle lanes	[NEED ESTIMATE]
	Hanover Parkway between Village Park Drive and Megan Lane	Install flashing LED signage for crosswalk; update crosswalk marking to continental (thermoplastic); install stop/yield lines	\$3,400.00
	Hanover Parkway between Megan Lane and Spring Manor Drive	Install flashing LED signage for crosswalk; update crosswalk marking to continental (thermoplastic); install stop/yield lines	\$3,400.00
	Hanover Parkway between Megan Lane and Spring Manor Drive	Install crosswalk with continental striping across Spring Manor Drive (thermoplastic); install stop/yield lines	\$900.00
	Hanover Parkway at Green Manor Place and Green Crescent Court	Install crosswalks with continental striping across all four legs (thermoplastic); install crossing singage; install stop/yield lines	\$4,000.00
	Between 35 and 33 Ct. Ridge Road	Install a continental-style crosswalk and curb ramps on both sides of the street.	\$2,700
	33 Ct. Ridge Road	Remove up to 10 on-street parking spaces to improve sight distance from the driveway entrances; install flexible bollards >3.5' high to shadow out the driveway openings further from the edge of the curb	[NEED ESTIMATE]
PED-57	33 Ct. Ridge Road	Install a continental-style crosswalk with ramps across Ridge to connect bus stops; update bus boarding pad on 33 Ct. side to ADA standards	\$3,000.00
PED-57	31-33 Ct. Ridge Road	Remove up to 2 on-street parking spaces (one on east side and one on west side) for access to sidewalk on east side	[NEED ESTIMATE]
	Ridge Road - from Southway to Westway	Install three (3) raised crossings at existing crosswalks; continental striping and raised crossing markings	\$30,000.00
	Green Ridge House (22 Ridge Road)	Update pedestrian signals to include countdown timers	[NEED ESTIMATE]

Relation to Ped/Bike Master Plan Recommendation(s)	Location	Project Description	Estimated Cost
	Ridge and Southway	Install 30" flashing LED stop signs (4)	\$1,000.00
BIKE-14	Ridge Road from Westway to Lastner	Install shared-lane markings (sharrows)	\$18,800.00
* Ridge Road: PED-20, PED-22, PED-24, PED-25, PED-55, PED-57, BIKE-14 * Lastner Lane: BIKE-29 * Greenhill Road: PED-60, PED-61, BIKE-28	* Ridge Road - from Lastner Lane to Westway * Lakeside Drive - from Lakecrest Drive to Crescent Road * Lastner Lane - from Ridge Road to Crescent Road * Greenhill Road - from Crescent Road to Research Road	Implement GPI proposal which includes data collection, site visits for applicable roadways and intersections, traffic calming recommendations, public outreach, and a summary report	\$70,000.00
	Various	General engineering services	\$40,000.00
BIKE-31	Path between Crescent Road and Turner Place	Widen and repave path by SHA offices	[NEED ESTIMATE]
PED-19	Crescent Road @ St. Hugh's	Hardwire the current solar-powered RRFB signs	[NEED ESTIMATE]
BIKE-15	Crescent Road from Westway to Parkway	Install shared-lane markings (sharrows) - need to determine number	\$5,200.00
BIKE-16	Crescent Road from Parkway to Northway	Install bicycle lanes and shared-lane markings (sharrows) - need to determine number	[NEED ESTIMATE]
PED-26	Ivy Lane @ Cherrywood Lane	Install RRFB at the west leg of the crosswalk; update south leg of the crosswalk marking to continental (thermoplastic); install stop/yield lines for west leg crossing	\$20,900.00
	Cherrywood Lane north of Springhill Drive	Install RRFB at the existing crosswalk; north of the Springhill Rcreation Center; install stop/yield lines for west leg crossing	\$20,900.00
PED-30	Intersection of Springhill Lane and Market Lane	Install crosswalks at Springhill Lane and Market Lane (west and south legs)	\$1,800.00
PED-31	Intersection of Springhill Lane and Breezewood Court	Install crosswalks, curb extensions, and curb ramps on Springhill Lane and Breezewood Court to create a crossing between Springhill Drive and Breezewood Drive and to connect bus stops	[NEED ESTIMATE]

Relation to Ped/Bike Master Plan Recommendation(s)	Location	Project Description	Estimated Cost
BIKE-18	Lakecrest Drive from Greenbelt Road to Lakeside Drive	Install shared-lane markings (sharrows)	\$1,600.00
BIKE-22	Gardenway from Crescent Road to eastern terminus	Install shared-lane markings (sharrows)	\$2,000.00
BIKE-26	Hillside Road from Crescent Road to Northway	Install shared-lane markings (sharrows)	\$2,000.00
BIKE-38	Edmonston Road from Greenbelt Road to Springhill Drive	Install shared-lane markings (sharrows)	\$6,000.00
BIKE-41	Springhill Lane between Breezewood Drive and Springhill Drive	Install shared-lane markings (sharrows)	\$3,200.00

Total Estimated Cost	\$274,400.00
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***The total cost is not to exceed \$300,000. Staff considers this a working list that may need modification over time, particularly as projects move into design and planning, cost estimates may evolve for final implementation. ***

City Council Agenda Item Report

Meeting Date: October 9, 2023

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: OTHER BUSINESS

Agenda Section: OTHER BUSINESS

Subject:

ARPA Status Update

Suggested Action:

Reference:

Memorandum, T. George, 10/06/2023

ARPA Funding Priorities

Since ARPA funding was allocated in August/September of 2022, City staff has been working diligently on the 58 ARPA projects, initiatives, and purchases. At the time of the initial allocations, the funding need was requested based on estimates and quotes, many of which were received prior to or during the pandemic. Since that time, pricing has changed, both upwards and downwards, on many of the estimates provided.

Based on these changes, and other factors, the senior team reevaluated the ARPA projects to estimate what would likely be spent before the Dec 2024 deadline.

Staff has assembled a list of priority items for consideration for ARPA re-allocations funds.

Enclosed in the Council packet is the status update on the ARPA allocations.

Attachments:

[ARPA Grant Programs Update 10-6-2023 v2.pdf](#)

[ARPA Funding Priorities Council Workession 8-29-22 v9 10-6-23.pdf](#)

CITY OF GREENBELT, MARYLAND

OFFICE OF THE CITY MANAGER

25 CRESCENT ROAD, GREENBELT, MD. 20770



To: Josué Salmerón
From: Tim George
Date: 10/6/2023
RE: ARPA Update and Reallocation Priority List

OVERALL ARPA APPROVED PROJECTS

58 projects/initiatives approved - \$22.889M

Under Development – Projects or initiatives that staff is currently moving forward on, either developing scope/specs for the project, evaluating proposals or preparing to bring before City Council for approval
Amount: **\$5,235,000**

Ongoing – Projects for which approval has been granted and the projects/initiatives are under contract or purchases are forthcoming
Amount: **\$8,311,500**

Hold – Projects initially approved that are waiting on staff action or that staff is recommending be reallocated.
Amount: **\$521,000**

Completed –
Amount: **\$6,515,000**

Total Funding Committed: \$20,583,000

Potential funding to be allocated/re-allocated: \$2,429,000

<i>Lost Revenue expended/committed (est):</i>	<i>\$8,804,000</i>
<i>Lost Revenue allocation remaining:</i>	<i>\$1,196,000</i>

REALLOCATION OPPORTUNITY

Since ARPA funding was allocated in August/September of 2022, City staff has been working diligently on the 58 ARPA projects, initiatives, and purchases. At the time of the initial allocations, the funding need was requested based on estimates and quotes, many of which were received prior to or during the pandemic. Since that time, pricing has changed, both upwards and downwards, on many of the estimates provided.

Based on these changes, and other factors, the senior team reevaluated the ARPA projects to estimate what would likely be spent before the Dec 2024 deadline. While all of the projects are still important to undertake, some may not be accomplished in time to meet the funding deadline. The attached spreadsheet shows each ARPA project, the original Council-approved allocation, and the realistic estimate of what will be expended/committed by the deadline. The net result from that review and

analysis was a “surplus” of approximately \$2.35M in ARPA funding that can be reallocated to other projects/initiatives.

Staff has assembled a list of priority items for consideration for ARPA re-allocations funds. The priority funding items below were selected: 1) to meet critical City needs, 2) that allow the City to continue to meet existing resident service needs, and 3) that align with City Council goals and outcome areas. Note the list below is sorted first by priority, and within each priority, alphabetically by department.

As you will see, there are more projects on the list than excess funding available. In reallocating funding, we must also be aware of how much unrestricted “lost revenue” is available vs. reallocation priorities. Based on our current estimates, there is approximately \$1.2M in “available” lost revenue allocations. In the table below, there are approximately \$2.75M in priorities that would fall under the lost revenue category. By priority level, there are \$1.3M in Level 1 projects, \$1.4M in Level 2, and \$500K in Level 3 projects.

ARPA Reallocation Priority List	Department	Allocation Request	Priority Level	ARPA/LR
Refuse packer (\$500K EV)	DPW	\$300,000	1	LR
Loader (\$300K EV)	DPW	\$250,000	1	LR
HR HRIS	HR	\$85,000	1	LR
Police vehicles (5)	PD	\$330,000	1	LR
Dance studio floor	Rec	\$100,000	1	ARPA
Indoor pool deck repair	Rec	\$250,000	1	LR
Dog park water station	DPW	\$120,000	2	LR
PW equipment shed	DPW	\$75,000	2	LR
Leaf vacuum	DPW	\$100,000	2	LR
Asphalt roller	DPW	\$45,000	2	LR
Portable radios	PD	\$525,000	2	LR
LPR Camera network	PD	\$100,000	2	LR
Message Boards (2)	PD/DPW	\$75,000	2	LR
Pool splash pad	Rec	\$400,000	2	ARPA
Cubical/modular furniture (est)	Admin	\$100,000	3	LR
Small refuse packer	DPW	\$200,000	3	LR
Commercial kitchen upgrades	Rec	\$100,000	3	LR
Shade structures (citywide)	Rec	\$100,000	3	LR
Enhance communication Language/Deaf	Rec	\$10,000	3	LR
TOTAL		\$3,265,000		

Staff is seeking Council direction on the reallocation of excess ARPA funding.

ARPA GRANT PROGRAMS UPDATES

Education Scholarships

- 29 applications approved – \$290,000 funded.

Round 1	First Name	Last Name	School
1	Akexina	Costen	UMD CP
2	Enoch	Edun	UMD CP
3	Faith	Cole	VSU
4	Hailey	Boggs	Towson
5	Ismail	Clark	Train ACE
6	J'Nyah	Malone	Stevenson Univ
7	Jonathan	Hille	Frostburg
8	Jorge	Gomez	PGCC
9	Kamil	Bello	UMBC
10	Kevin	Ponce	Train ACE
11	Lucy	Silver	PGCC
12	Madeline	Paz	Wilmington Univ Delaware
13	Matthew	Harden	Univ Rochester
14	Nina	Brown	Towson
15	Rebecca	Hammer	Fortis College, Landover
16	Suzanne	Clements	UMD CP
Round 2	First Name	Last Name	School
1	Anna Marie	Garcia	Franciscan University, Ohio
2	Anthony	Okoro	Texas A &M
3	Daniella	Rivera	UMD CP
4	Delante	Peete	Bowie State
5	Esther	Sekatawa	Northern VA CC (NOVA)
6	Joy	Reider	UMD CP
7	Rand	Noori	UMD CP
8	Tmnit	Tsegaye	Towson
9	Vashawn	Robinson	PGCC
10	Zoe	Larsen	ST John's College Annapolis
11	Angel	Govan	Delaware State
12	Saniyah	Johnson	Towson
13	Munyu	Njoya	St. John's University

BIRF 3

- 31 applications submitted,
- 10 companies have been awarded to date, \$280,000

1. Greenbelt News Review -	\$30,000
2. Center for Alternate Dispute -	\$30,000
3. Choice Clinical Services -	\$30,000
4. Dental Solutions -	\$30,000
5. Beltway Hardware -	\$30,000
6. New Deal Café -	\$30,000
7. Eric Kruszewski Media -	\$30,000
8. Smajic, LLC -	\$30,000
9. Nu World Green Solutions -	\$20,000
10. Neckties, Dress Shirts, LCC -	\$20,000

Business Capital Infrastructure Grants

- 27 applications submitted
- 5 companies have been awarded to date, \$200,000

1. ENT & Sleep Specialists -	\$50,000
2. LOL Stations -	\$50,000
3. Train ACE -	\$50,000
4. Colette's Café -	\$50,000

Project Name	When Funded	ARPA or Lost Revenue	Council Allocation	Realistic Estimate	Available for Reallocation	Project Status	Project Update
Initial Emergency Allocations							
Rental Assistance	Emergency	ARPA	\$1,300,000	\$1,300,000	\$0	Complete	
Mortgage Assistance	Emergency	ARPA	\$200,000	\$200,000	\$0	Complete	
Business Assistance	Emergency	ARPA	\$500,000	\$400,000	\$100,000	Complete	
Non-profit	Emergency	ARPA	\$150,000	\$150,000	\$0	Complete	
Approved in FY23 Budget							
Premium Pay - ARPA	C-WS	ARPA	\$1,280,000	\$100,000	\$0	Complete	
Premium Pay - LR	C-WS	LR		\$1,180,000	\$0	Complete	
City Wifi Expansion	C-WS	LR	\$10,000	\$10,147	-\$147	Complete	
Animal Control Van (EV)	FY2023	LR	\$45,000	\$31,000	\$14,000	Complete	
Police E-Tickets	FY2023	LR	\$18,000	\$18,000	\$0	Complete	
Police Station Updates	C-WS	LR	\$405,000	\$405,000	\$0	Complete	
Police Vehicles	C-WS	LR	\$300,000	\$300,000	\$0	Complete	
Police Vehicles (Budget)	FY2023	LR	\$725,931	\$725,931	\$0	Complete	
Police Crisis Intervention Counselors	FY2023	ARPA	\$84,820	\$84,820	\$0	Complete	
Administration EV-SUV	FY2023	LR	\$45,000	\$31,000	\$14,000	Complete	
Annual Concrete Infrastructure Repair	FY2023	LR	\$100,000	\$100,000	\$0	Complete	
Annual Road Resurfacing	FY2023	LR	\$900,000	\$900,000	\$0	Complete	
Deep Tine Aerator (Parks)	FY2023	LR	\$22,500	\$22,500	\$0	Complete	
Municipal Building HVAC	FY2023	LR	\$131,000	\$131,000	\$0	Complete	
Tennis Court resurfacing	FY2023	ARPA	\$50,000	\$50,000	\$0	Complete	
Dump Truck (Parks) #406	FY2023	LR	\$72,000	\$115,951	-\$43,951	Complete	
Dump Truck (Public Works) #407	FY2023	LR	\$75,600	\$115,951	-\$40,351	Complete	
Ford Custom Cab (Parks) #124	FY2023	LR	\$71,400	\$121,766	-\$50,366	Complete	
Fuel Management System	FY2023	LR	\$22,000	\$22,000	\$0	Complete	
Building Space Study	FY2023	LR	\$175,000	\$0	\$175,000	Hold	Space study did not recommend specific MB improvements
Conduct an Armory Feasibility Study	C-WS	LR	\$150,000	\$150,000	\$0	Hold	Waiting on the deed transfer
Conduct a Phase 1 Environmental Study of the PG Scrap Property	C-WS	LR	\$20,000	\$0	\$20,000	Hold	Likely pass as a Phase 1 doesn't provide any quality intel
Rollback Truck #121	FY2023	LR	\$75,000	\$121,000	-\$46,000	Hold	Hold for funding availability because the other trucks came in significantly over budget.

Project Name	When Funded	ARPA or Lost Revenue	Council Allocation	Realistic Estimate	Available for Reallocation	Project Status	Project Update
Solar Charging Stations (phone chargers at parks)	C-WS	LR	\$75,000	\$0	\$75,000	Hold	Low priority
Outdoor Pavillion	C-WS	ARPA	\$150,000	\$150,000	\$0	Hold	Waiting on the results of the Park Master Plan
Outdoor Recreation Amenities	C-WS	ARPA	\$100,000	\$100,000	\$0	Hold	Could be folded into the Braden Field project, otherwise will be spent
Space Study Implementation	C-WS	LR	\$325,000	\$175,000	\$150,000	Ongoing	Architect hired and study underway
Healthcare Assistance: Greenbelt Old Family Health	C-WS	ARPA	\$50,000	\$25,000	\$25,000	Ongoing	MOU
Healthcare Vouchers: CCI	C-WS	ARPA	\$400,000	\$400,000	\$0	Ongoing	MOU's with CCI Health, Old Greenbelt Family Health & Luminis executed
Healthcare Vouchers : Luminus	C-WS	ARPA	\$50,000	\$50,000	\$0	Ongoing	MOU with Luminis executed
Higher Education Support Scholarships	C-WS	ARPA	\$500,000	\$400,000	\$100,000	Ongoing	29 grants awarded

Project Name	When Funded	ARPA or Lost Revenue	Council Allocation	Realistic Estimate	Available for Reallocation	Project Status	Project Update
Mortgage Down Payment Assistance	C-WS	ARPA	\$500,000	\$250,000	\$250,000	Ongoing	MOU with MD DHCD & Preferred Title executed and in place
Tree Canopy Grants	C-WS	LR	\$100,000	\$35,000	\$65,000	Ongoing	\$13K awarded to date.
Small Business Grants (BIRF)	C-WS	ARPA	\$700,000	\$700,000	\$0	Ongoing	Applications being reviewed, full expenditure expected
Small Business Grants (BCIG)	C-WS	ARPA	\$500,000	\$500,000	\$0	Ongoing	Applications being reviewed, full expenditure expected
Small Business Grants (Other)	C-WS	ARPA	\$300,000	\$300,000	\$0	Ongoing	Applications being reviewed, full expenditure expected
Workforce Development	C-WS	ARPA	\$150,000	\$150,000	\$0	Ongoing	Applications being accepted
Case Managers & Bilingual Support	C-WS	ARPA	\$350,000	\$350,000	\$0	Ongoing	Anticiapte expending all funds
Child Care Vouchers	C-WS	ARPA	\$400,000	\$300,000	\$100,000	Ongoing	Childcare Centers working with CARES to verify eligibilty of Greenbelt families
Crisis Intervention Counselors	FY2023	ARPA	\$28,549	\$28,549	\$0	Ongoing	Hired Staff

Project Name	When Funded	ARPA or Lost Revenue	Council Allocation	Realistic Estimate	Available for Reallocation	Project Status	Project Update
Greenbelt CARES Services Expansion	C-WS	ARPA	\$1,500,000	\$750,000	\$750,000	Ongoing	
HOA, Rental, and Utility Assistance	C-WS	ARPA	\$1,500,000	\$1,500,000	\$0	Ongoing	9/19/2023, out of funds, reconciling the net. Do not anticipate adding more funds
Non-Profit Grants, Food Assistance	C-WS	ARPA	\$250,000	\$250,000	\$0	Ongoing	Round 1 Complete, preparing for Round 2 - Programmed to be expended by Sept 2024
Network Security Improvements	C-WS	LR	\$185,000	\$180,000	\$5,000	Ongoing	
Security System Improvements	C-WS	LR	\$1,000,000	\$535,000	\$465,000	Ongoing	
Broadband Feasibility Study	C-WS	ARPA	\$80,000	\$125,000	-\$45,000	Ongoing	Bids received. Shoud go to Council in October
Fiber Network	C-WS	LR	\$250,000	\$153,000	\$97,000	Ongoing	Going to Council 9/26

Project Name	When Funded	ARPA or Lost Revenue	Council Allocation	Realistic Estimate	Available for Reallocation	Project Status	Project Update
Bus Stop Safety & Accessibility	C-WS	ARPA	\$300,000	\$150,000	\$150,000	Ongoing	
Commission a Stormwater Drainage Study	C-WS	ARPA	\$200,000	\$200,000	\$0	Ongoing	Engaged CPJ to review the 51 Crescent and GHI issues
Pedestrian / Bicycle Master Plan Implementation	C-WS	ARPA	\$300,000	\$300,000	\$0	Ongoing	@ \$231.4 now, these monies will be expended. Contractors are in place
GAFC Pool Remediation, Sand Filter and Deck work	C-WS	LR	\$500,000	\$500,000	\$0	Ongoing	Excess funding will be used for the sand filter and deck concrete repair
Youth Center Gym HVAC	FY2023	LR	\$70,000	\$35,000	\$35,000	Ongoing	Contract signed, ready to go
Buddy Attick Park Master Plan	C-WS	LR	\$50,000	\$50,000	\$0	Ongoing	Contractor hired, master plan process underway
Electric Bus	C-WS	LR	\$75,000	\$125,000	-\$50,000	Under Development	

Project Name	When Funded	ARPA or Lost Revenue	Council Allocation	Realistic Estimate	Available for Reallocation	Project Status	Project Update
Entrepreneurial Support Programs	C-WS	ARPA	\$150,000	\$150,000	\$0	Under Development	
Marketing Resiliency Campaigns	C-WS	ARPA	\$100,000	\$100,000	\$0	Under Development	
Museum Updates	FY2023	LR	\$25,000	\$25,000	\$0	Under Development	
Code Enforcement Improvements (tablets & In-car printers)	C-WS	LR	\$15,000	\$15,000	\$0	Under Development	
Greenbrook Trails	FY2023	ARPA	\$50,000	\$15,000	\$35,000	Under Development	Need a proposal from CPJ for a land survey to prepare and record the easement, +/- \$15K. Won't be enough time to implement. Project will be far more expensive
Community Center Update, Chillers (and boilers)	FY2023	LR	\$855,000	\$855,000	\$0	Under Development	Issue with the EPA and the allowable refridgerent. Keep on the list until mid 2024
Youth Center HVAC and GAFC Ductwork	C-WS	LR	\$850,000	\$850,000	\$0	Under Development	

Project Name	When Funded	ARPA or Lost Revenue	Council Allocation	Realistic Estimate	Available for Reallocation	Project Status	Project Update
Buddy Attick Park Inclusive Playground	FY2023	ARPA	\$250,000	\$250,000	\$0	Under Development	
Design-build Springhill Lake Recreation Center Addition	C-WS	LR	\$500,000	\$500,000	\$0	Under Development	Seek to reprogram this to general SHLRC recreation upgrades
Ballfields Improvements	C-WS		\$2,350,000	\$2,350,000	\$0		Staff is working to draft specs and RFPs to select vendors
Ballfields: Baseball		ARPA		\$1,000,000	\$0	Under Development	Update and improve the baseball facilities at Braden Field
Ballfields: Schrom/soccer		ARPA		\$1,000,000	\$0	Under Development	Upgrade and improve the soccer field at Schrom Hills Park
Ballfields: Equipment		LR		\$350,000	\$0	Under Development	Purchase necessary equipment to maintain the new fields and facility improvements at Braden, Schrom and throughout the City.
Approved in FY23 Budget							

TOTAL	\$23,011,800	\$20,662,615	\$2,349,185
Remaining ARPA Funding	-\$122,800	\$2,226,385	
Lost Revenue	\$8,238,431	\$8,884,246	
Remaining LR Allocation	\$1,761,569	\$1,115,754	

City Council Agenda Item Report

Meeting Date: October 9, 2023

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: Board and Committee Reports

Agenda Section: OTHER BUSINESS

Subject:

Forest Preserve Advisory Board Report #2023-05 - Proposal to close and reroute trail section along Goddard Branch

Suggested Action:

Ms. Davis requested this item to be added to the agenda.

Attachments:

[FPAB_GoddardBranchReport_2023-05.pdf](#)

REPORT TO COUNCIL

SUBJECT: Proposal to close and reroute trail section along Goddard Branch

DATE: August 6, 2023

The Forest Preserve Advisory Board would like to request that a section of trail in the North Woods be closed due to conditions along the trail that are hazardous to public safety. We would like to close a section of the trail that runs along the west bank of the Goddard Branch. In this area the trail is on a bluff that varies from approximately 6 feet to 10 feet above the stream

BACKGROUND: In November of 2020, a tree fell into Goddard branch, which closed off the east side of the channel and forced water to flow along the left bank. This caused greater erosion on the left bank and a portion of the trail collapsed into the stream. After this occurred, visitors to the Preserve forged a new trail that made a small detour to avoid the missing trail segment.

Since that time, the fallen tree has remained in place and additional woody debris has collected, so that it now forms a partial dam of the stream, forcing more water to the west side of the channel. Erosion has continued and in April 2023, an additional large section of trail collapsed at the downed tree. Furthermore, there are numerous small stretches of trail along the streambank that have been undercut in this general area.



Figure 1. Under cut trail and partial dam along Goddard Branch Trail in the North Woods Tract

RECOMMENDATION: We request that the City Council should authorize and instruct Public Works to take steps to close off the eroding section of the trail. There is an alternate trail which runs to the west of the Goddard Branch trail that would bypass this problematic section. However, this trail is somewhat faint, and some hikers may not know that it exists.

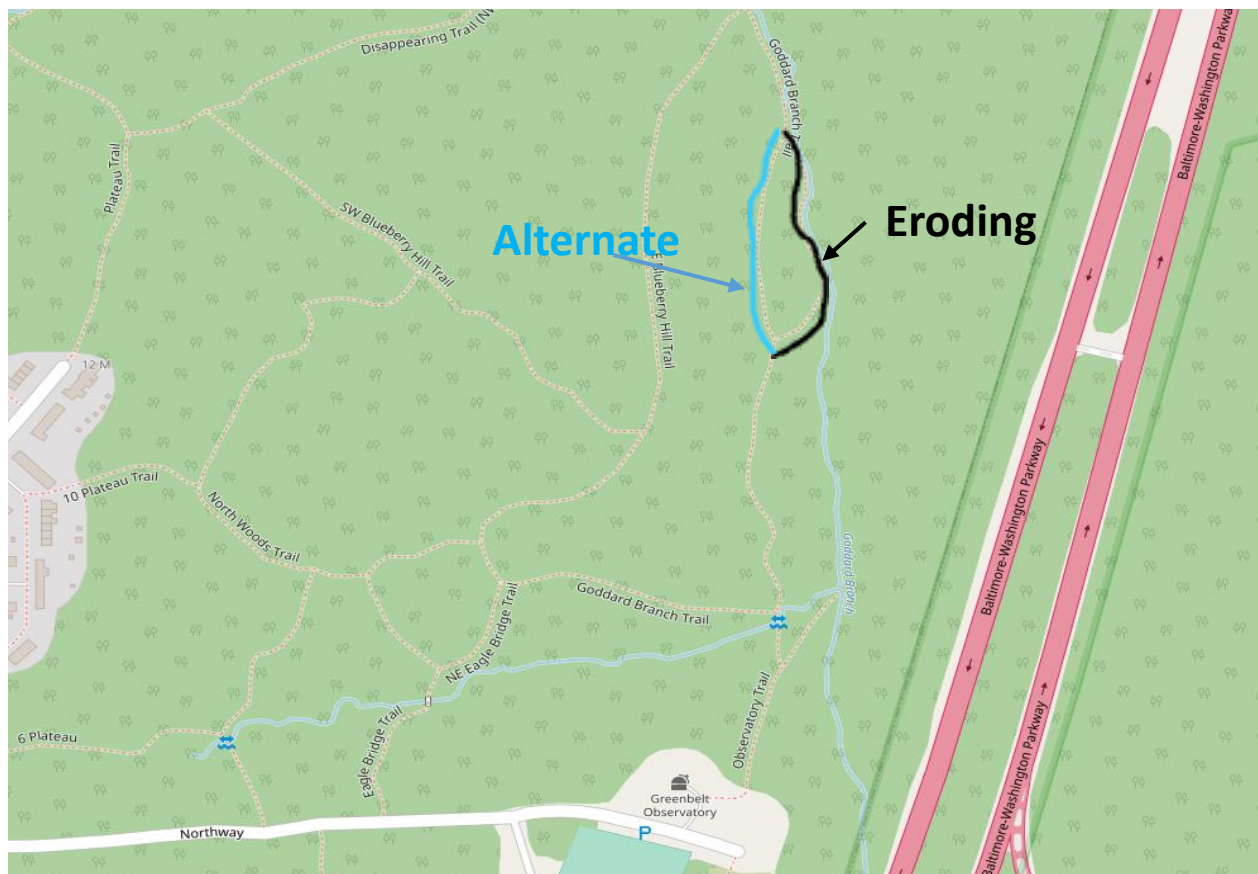


Figure 2. Map of the North Woods Tract indicating the eroding and alternate trail sections.

Kevin Carpenter-Driscoll of public works has indicated that Public Works can place temporary signs, similar to campaign hard signs, to indicate that the trail is closed, and that hikers should take the alternate trail instead. Furthermore, at the locations where the trails split, dead branches can be placed on the close trail to further indicate it should not be used.

City Council Agenda Item Report

Meeting Date: October 9, 2023

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: OTHER BUSINESS

Agenda Section: OTHER BUSINESS

Subject:

Authorizing City Manager to purchase an Event Stage for Various City Events

Suggested Action:

Reference:

Memorandum, J. Salmeron, 10/06/2023

Invoice

After 25 years of diligent service, the City's risers, used for special events, have now been deemed unsafe. This urgent safety concern came to light when the public works team conducted inspections in preparation for the Blues Festival. While renting risers for City-sponsored events remains an option, ownership is more cost-effective than continual rentals. It is essential to consider the purchase of a new stage for the Roosevelt Center's upcoming and city-sponsored events.

It is recommended that the City Council authorize the purchase of the new event stage for \$16,352.58 to be paid with the ARPA fund designated for Outdoor Recreational Amenities.

Attachments:

[2023.10.06_Memo_PurchaseofRisers.pdf](#)

[Invoice-141612-2023-10-06T10-58-02.pdf](#)



MEMORANDUM

October 06, 2023

To: Council
From: Josué Salmerón, City Manager
**Re: Authorizing City Manager to Purchase
New Event Stage for Upcoming City Events**

Dear Council,

After 25 years of diligent service, the City's risers, used for special events, have now been deemed unsafe. This urgent safety concern came to light when the public works team conducted inspections in preparation for the Blues Festival. Fortunately, a potential crisis was avoided by renting risers for the event for \$1,900. This scenario was highlighted in a recent letter to the editor of the Greenbelt News Review. While renting risers for City-sponsored events remains an option, ownership is more cost-effective than continual rentals. Given this backdrop, it is essential to consider the purchase of a new stage for the Roosevelt Center's upcoming events and city-sponsored events.

A new, safe stage would guarantee a seamless presentation and overall event success.

Recommendation: I strongly urge the City Council to authorize the purchase of the new event stage at a cost of **\$16,352.58** to be paid with the ARPA fund designated for Outdoor Recreational Amenities. This acquisition will ensure the safety and success of upcoming and future events while proving financially sound in the long run.

Please do not hesitate to contact me with any questions or concerns.

Upcoming Events:

Pumpkin Festival (Friday, Oct 20):

Holiday Tree Lighting (Friday, Dec 1): The Greenbelt Concert Band performance and Santa's visit are central to this event, making the need for risers indispensable.

StageDrop LLC

706 Challenger Way, Forked River, NJ 08731
Tel: 609-971-9200, Fax: 609-971-1650
Web: www.stagedrop.com
Email: sales@stagedrop.com
Tax ID: 46-0977080

Order Date: 10/4/2023

Terms: Prepay

Buyer: Brian Kim

Salesperson: Garnett, 609-971-9200

Billing Address

Attn: Accounts Payable
City of Greenbelt – Public Works
25 Crescent Rd
Greenbelt, MD 20770
United States

Shipping Address

Brian Kim
City of Greenbelt – Public Works
555 Crescent Road
Greenbelt, MD 20770
United States

Order Details

SKU	Item Description	Quantity	Price	Total
PF384I-16X241	ProFlex 16'x24' Indoor/Outdoor Portable Stage Height: 16"-24" Adjustable (Square Legs)	1	\$12,193.78	\$12,193.78
PRX-X-STGX6	ProX Rolling Vertical Storage Cart for 4'W Stage Decks	2	\$469.99	\$939.98
PFSTAIR2	ProFlex 2-Step Fixed Stairs with Handrails for 24" High Stage	1	\$895.99	\$895.99
PF2GR8	ProFlex 8' Stage Guard Rail Package Quantity: 2-pack	3	\$575.99	\$1,727.97
AMSK8X24Black	Ameristage 8' Box-Pleat Stage Skirt For 24" High Staging 101 Systems (8'x24") Skirt Attachment: Do Not Include Skirt Clip or Velcro	7	\$59.99	\$419.93
PFSClip8	ProFlex Skirt Clips for Platforms (8-pack)	7	\$24.99	\$174.93
			Subtotal:	\$16,352.58
Payment Information:			Free Economy Freight Over \$2900:	\$0.00
Payment has not yet been received for this order.			Sales Tax:	\$0.00
			TOTAL BALANCE DUE:	\$16,352.58

THANK YOU FOR YOUR BUSINESS!

City Council Agenda Item Report

Meeting Date: October 9, 2023

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: OTHER BUSINESS

Agenda Section: OTHER BUSINESS

Subject:

Community Questionnaire

Suggested Action:

Reference: Memorandum, T. George, 10/06/2023

At the time of the regular City Election, the City issues a questionnaire to solicit the opinion of residents on City services and issues. The questionnaire is placed at the polling locations, published twice in the Greenbelt News Review, and made available on the City's website.

The questionnaire seeks demographic information on the respondent and the respondent's rating of City services. It also solicits opinions on community issues.

Attached is a memorandum with the proposed questions to be included in the questionnaire. It is recommended that the Council select three of the four questions or recommend others to add to the Community Questionnaire.

Attachments:

[2023 Election Questionnaire Draft Current Questions.pdf](#)

[QUESTIONNAIRE 2023 v1.pdf](#)

CITY OF GREENBELT, MARYLAND

OFFICE OF THE CITY MANAGER

25 CRESCENT ROAD, GREENBELT, MD. 20770



To: Josué Salmerón
From: Tim George
Date: 10/6/2023
RE: 2023 Community Questionnaire: Current Questions

Staff is preparing the 2023 Community Questionnaire for the upcoming election. As you are aware, we generally keep the questions the same throughout the Questionnaire for comparative purposes, except for the Current Questions section, which is updated each election cycle.

For the Current Questions section, we typically have enough room for three questions (depending on how wordy they are) to ask of our residents. After speaking with you and the senior team, there are four potential questions to be considered.

- 1) Should the City continue to operate an animal shelter? (Y/N) If yes, should resources be allocated to expand the facility/staff?
- 2) Are you interested in participating in the City's Diversity, Equity & Inclusion efforts? (Y/N) If yes, via: Town Hall __, Focus Group __, Survey__ Direct contact__?
- 3) What is the preferred use of the Greenbelt Armory site: New city hall__, GVFD station__, recreation facility__, other__?
- 4) The City is conducting a Master Plan for Buddy Attick Park, what new features or amenities would you like to be considered? _____

We will need Council to select three of the four questions above, or recommend others, to add to the Questionnaire at their Oct 9 Regular meeting.

GENERAL COMMENTS

1. Describe what you like most about the Greenbelt community.
-
2. Describe what you like least about the Greenbelt community.
-
3. What improvements to the City or new City programs would you suggest?
-
4. What improvements or new City programs could make the mail-in voting process easier to use, or entice you to use it next election?
-
5. Other Comments:
-

THANK YOU

FOR HELPING US TO SERVE YOU BETTER!

CITY OF GREENBELT
COMMUNITY QUESTIONNAIRE 2023



At election time, residents are asked to take a few minutes to complete the following questionnaire. The information obtained will be useful to the newly elected City Council and City staff. Your confidential responses will be consolidated in a report for general distribution. If a question is not applicable, please leave it blank. Please place completed questionnaires in the box provided at the polling location or send it to the City Office at 25 Crescent Road, Greenbelt, Maryland 20770.

GENERAL INFORMATION

1. Residency - Type

_____ Apartment

_____ Townhouse

_____ Condominium

_____ GHI

_____ Detached Single Family Home
2. Residency - Neighborhood

_____ Greenbelt East (east of Baltimore-Washington Parkway)

_____ Greenbelt West (west of Kenilworth Avenue)

_____ Center City (between Kenilworth & B-W Parkway)
3. Do you?

_____ Own

_____ Rent
4. Age:

_____ Under 18

_____ 45-60

_____ 18-29

_____ 61-74

_____ 30-44

_____ 75+
5. How many years have you lived in Greenbelt?

_____ Less than 1 year

_____ 11-20 yrs.

_____ 1-5 yrs.

_____ 21-30 yrs.

_____ 6-10 yrs.

_____ More than 30 yrs.
6. Employment Status (Please check all that apply.)

_____ Full-Time

_____ Part-Time

_____ Unemployed

_____ Retired

_____ Stay at home parent

_____ Work from home

_____ Student

_____ Multiple Jobs
7. Where do you work?

_____ Greenbelt

_____ Prince George’s County

_____ Baltimore

_____ Washington, D.C.

_____ Montgomery County

_____ Other
8. Please prioritize (1-3) your top three modes of transportation?

_____ Personal Automobile

_____ Metrorail

_____ Carpool/Vanpool

_____ MetroBus

_____ Bicycle

_____ TheBus

_____ Taxi/Uber/Lyft

_____ Walking

_____ Greenbelt Connection

_____ Other

CURRENT QUESTIONS

1.
2.
3.

PUBLIC SAFETY

1. Please rate your satisfaction over the last 2 years with the following services.
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____ Police Presence

_____ Police Responsiveness

_____ Dispatcher Responsiveness

_____ Overall Police Performance

_____ Overall Police Employee Competence

_____ Police Attitude & Behavior Towards Residents

_____ Animal Control

_____ Traffic Control

_____ Fire & Rescue

_____ Parking Enforcement
2. Do you have any concerns about safety and security within Greenbelt? If so, please list:
3. If you have contacted the Police in the last 2 years, was the employee polite and courteous?

_____ Yes

_____ No
4. Did the police employee assist you satisfactorily?

_____ Yes

_____ No

_____ Don’t Know
5. Please list any suggestions for improving police services, under Other Comments #5 on Page 4.

PUBLIC WORKS

1. Please rate your satisfaction over the last 2 years with the following services.
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____ Street Maintenance	_____ Street Lighting
_____ Street Cleaning	_____ Snow Removal
_____ Sidewalk Maintenance	_____ Crosswalks
_____ Park Maintenance	_____ Bike Lanes
_____ Refuse Collection	_____ Recycling
_____ Mowing/Flower & Tree Planting	
_____ Building Maintenance	
_____ Bus Stops	
_____ Greenbelt Connection	

2. If you have contacted Public Works in the last 2 years, was the employee polite and courteous?
_____Yes _____No

GREENBELT CARES/SOCIAL SERVICES

1. Have you or your family utilized any of the services listed below (#3) in the last 2 years?
_____Yes _____No

2. Did you know that the City provides the services below?
_____Yes _____No

3. If yes, please rate your satisfaction with the services.
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____ Counseling (individual, family or group)	
_____ Crisis Intervention Counseling	_____ Tutoring
_____ Job Bank	_____ GED Program
_____ Babysitting Workshop	
_____ Assistance in Living (GAIL) Program	

4. If you plan to remain in your home as you age, which of the following might you require:

_____ Online Advice & Support
_____ Home Modifications
_____ Activities for Homebound
_____ 1st Floor Bathroom
_____ Other: _____

5. How soon would you need these services?
___ Now ___ 1-3 Years ___ 4-7 Years ___ 8+ Years

COMMUNITY DEVELOPMENT/CODE ENFORCEMENT

1. Have you had contact with City Community Development/Code Enforcement Staff (inspection, permit, tall grass, structure complaint, etc.)?
_____Yes _____No

2. Was the Community Development/Code Enforcement employee polite and courteous?
_____Yes _____No

3. Did the Community Development/Code Enforcement employee assist you satisfactorily?
_____Yes _____No

EDUCATION

1. If you have school age children, please rate the schools they currently attend.
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____ Greenbelt Elementary
_____ Springhill Lake Elementary
_____ Dora Kennedy French Immersion
_____ Magnolia Elementary
_____ Greenbelt Middle School
_____ Eleanor Roosevelt High School
_____ Home Schooling
_____ Other _____

2. Using the same scale in #1 above, please rate the Prince George’s County School System overall. _____

3. Please rank the following statements.
(5=Strongly Agree, 4=Agree, 3=Neutral, 2=Disagree, 1=Strongly Disagree)

_____ The City should continue to provide Science & Reading Clubs
_____ The City should continue to provide grants to Greenbelt schools
_____ County taxes should be increased to fund education

GREENBELT MUSEUM

1. Have you or a member of your household visited the museum or attended a museum activity in the past 2 years? _____Yes _____No

RECREATION

1. Please rate your satisfaction with any City facilities which you or your family have used.
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____ Aquatic & Fitness Center	_____ Parks
_____ Athletic Fields	_____ Trails
_____ Community Center	_____ Dog Park
_____ Springhill Lake Rec. Center	_____ Skate Park
_____ Youth Center	_____ Playgrounds
_____ Other _____	

2. Please rate your satisfaction with any City activities which you or your family have attended:
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____ Fitness Classes	_____ Pre-School Classes
_____ Youth/Adult Classes	_____ Camp Programs
_____ Visual Art Programs	_____ Senior Programs
_____ Performing Art Programs	
_____ Aquatic Programs	
_____ Special Events (Artful Afternoons, Fall Fest, July 4th, Winter Lights Festival, Celebration of Spring, etc.)	
_____ Other (Please Specify): _____	

3. Please check any programs which you or a member of your household are likely to attend within the next 2 years. (Check all that apply)

_____ Pre-school Activities	
_____ Children’s Afterschool Activities	
_____ Children’s Weekend Activities	
_____ Children’s Drop-in Activities	
_____ Home School/School Enrichment Activities	
_____ Family Recreation Activities – Weekends	
_____ Adult Classes or Leagues	
_____ Senior Activities	_____ Drop-in Activities
_____ Special Events (Artful Afternoons, Fall Fest, July 4th, Winter Lights Festival, Celebration of Spring, etc.)	

PUBLIC INFORMATION

1. How would you prefer to receive information about City programs and services? (Please rate your use from 1-10; 1=top preference)

_____ Greenbelt TV	_____ Mail
_____ City Newsletter	_____ E-mail
_____ Greenbelt News Review	_____ Facebook
_____ Greenbeltdmd.gov	_____ YouTube
_____ Washington Post	_____ WTOP (Radio)
_____ Local TV News	_____ Posters/Flyers
_____ Other _____	

PUBLIC INFORMATION (Con’t)

2. Please rate your satisfaction with Greenbelt’s efforts to publicize and broadcast official information and City events?
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

3. Do you use the City’s website at www.greenbeltdmd.gov?
_____Yes _____No

If so, what for?

_____ Watch Meetings	_____ Calendar
_____ Watch Videos	_____ Documents
_____ Other: _____	

4. What services would you like to see on the City website?

5. Have you used the video streaming/on-demand section of the City website? _____Yes _____No

6. Have you watched any of the programming, including Council meetings, offered on the City’s Municipal Access channel over the past 2 years? _____Yes _____No

7. Do you watch the public access channel known as Greenbelt Access Television (GATE)? _____Yes _____No

CITY SERVICES AND TAXES

1. How do you rate the value of City services and programs for your tax dollars? (5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor) _____

2. Are City services fairly distributed throughout Greenbelt?
_____Yes _____No [Provide Comments on Page 4.]

3. The City has limited ability to raise revenues other than through property taxes or fees. In light of this fact, would you support a tax rate increase in order to:

- Maintain current City services/programs _____Yes _____No
- Increase City services/programs _____Yes _____No
- Provide fair compensation to employees _____Yes _____No
- Participate in green initiatives (greenhouse gas reduction, solar power, battery powered equipment, etc.) _____Yes _____No

4. In general, should City services be (choose one):
_____ Kept at the same level _____ Reduced
_____ Increased

5. If the City had to reduce services/programs, which ones would you suggest and why?

City Council Agenda Item Report

Meeting Date: October 9, 2023

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: OTHER BUSINESS

Agenda Section: OTHER BUSINESS

Subject:

* Appointment to Reparations Commission

Suggested Action:

The Reparations Commission has been informed that two members have withdrawn from participation: Konrad Herling was appointed to fill a vacancy on the Greenbelt City Council, and Pamela Taylor has moved out of state.

On Tuesday, September 19th, the Commission voted unanimously to recommend to the Greenbelt City Council the advancement of Commission alternates Gail C. Crichlow and Mark Wilson to full voting commissioners. Both alternates have attended meetings regularly and participated in the work and discussions.

Approval of this item on the consent agenda will indicate the Council's approval to appoint Ms. Crichlow and Mr. Wilson to the Reparations Commission.

Attachments:

City Council Agenda Item Report

Meeting Date: October 9, 2023

Submitted by: Bonita Anderson

Submitting Department: Recreation

Item Type: OTHER BUSINESS

Agenda Section: OTHER BUSINESS

Subject:

* Greenbelt News Review Lease Agreement

Suggested Action:

Reference: Greenbelt News Review Lease Agreement

The Greenbelt Community Center leases use of space at the facility to a number of tenants. The annual lease the City holds with the Greenbelt Cooperative Publishing Association, Inc. for the News Review located in Room 100 of the facility is due for renewal January 1, 2024.

Included in Council's packet is a copy of the Lease Agreement for review. It is recommended the lease agreement be approved.

Approval of this item on the consent agenda will indicate Council's approval of the lease agreement.

Attachments:

[Lease Agreement.pdf](#)

Greenbelt Recreation Department
City of Greenbelt, Maryland

GREENBELT COMMUNITY CENTER

GREENBELT NEWS REVIEW LEASE AGREEMENT

THIS AGREEMENT, is hereby made this ____ day of _____ 2023, by and between the City of Greenbelt, Maryland, a municipal corporation of the State of Maryland, hereinafter referred to as the “City”, and Greenbelt Cooperative Publishing Association, Inc., hereinafter known as the “Tenant”.

WHEREAS, the City is the owner of the building known as the Greenbelt Community Center (hereinafter the “Center”), located at 15 Crescent Road, in the City of Greenbelt, Prince George’s County, Maryland; and

WHEREAS, the City leases space in the Center to a variety of users; and

WHEREAS, Greenbelt Cooperative Publishing Association, Inc. has leased space in the Center for several years and desires to continue to lease space in the Center; and

WHEREAS, the City desires to lease space in the Center to Tenant under the terms and conditions set forth herein and the Tenant desires to lease space from the City under the terms and conditions set forth herein.

1. Term. The term of this Agreement shall be for three years commencing at 12:01 a.m. on January 1, 2024 and terminating at 11:59 p.m. on December 31, 2027.

2. Payment. The Tenant shall pay to the City the sum of \$539.31 per month payable monthly in advance at the Center Office by the 1st of each month. A late fee of 10% shall be assessed if payment is received five days or more after the due date. If payment is not received on or before ten days after the due date, the City may, at its option, terminate this Agreement.

3. Security deposit. Tenant hereby agrees that the City will hold its previously paid one month security deposit in the amount of \$350.00 through the term of this Agreement.

4. Payment Increase. The Tenant shall be subject to a yearly rent increase equal to the previous year’s Consumer Price Index rate for the Washington Metropolitan Area. However, Tenant may request a waiver of the increase, if financial circumstances dictate, with documented proof. A waiver request must be submitted in writing within 30 days of notice of increase.

5. Space. Upon execution of this Agreement, the City shall designate Room 100 consisting of 930 square feet at the Center known as the “News Review Room” as the rented space. The room shall be for the exclusive use of the Tenant with 24-hour access.

6. Obligations of the Tenant. The Tenant shall comply with the following obligations and requirements:

- (a) utilize such space allocated to it in the Center by the City;
- (b) keep the premises and fixtures in good order and condition and, at the expiration or other termination of this Agreement, surrender same in like good order and condition, ordinary wear and tear excepted. The Tenant is responsible for providing their trash removal from the building to the garbage area located outside;
- (c) maintain the floor which includes an annual stripping and waxing of entire floor at the Tenant's expense. Tenant shall complete the annual floor maintenance by the last day of March each calendar year. If said work is not complete, the City shall perform the maintenance and the cost thereof will be charged to the Tenant. The charge will include fee from contractor to perform work and an additional fee for the City staff time. The City staff time will not exceed \$225 which is equivalent to six hours of staff salary. The total fee may be paid in full or in incremental payments across of the remainder of said calendar year. The City will notify the Tenant should action be required of the City pursuant to this clause;
- (d) indemnify and save harmless the City from and against any and all claims, suits, damages, costs, losses and expenses arising from the Tenant's negligence or use of the subject premises;
- (e) observe and comply with the regulations of the City as may be prescribed from time-to-time on written notice to the Tenant for the safety, care and cleanliness of the Center and the comfort and convenience of other Tenants;
- (f) obtain all insurance coverage for all personal property, materials and tools, if desired, located at the Center;
- (g) to describe all chemicals, equipment and tools that are to be stored and/or utilized at the Center in Attachment One of this Agreement, which is attached hereto, as necessary, and incorporated herein by reference. The Tenant shall update Attachment One during the course of this Agreement as needed. At no time shall Tenant store any materials that will contravene the City's insurance policy on the Center; and
- (h) apply for and obtain all required County and State permits or licenses and provide the City with copies, if applicable.

7. Insurance. The Tenant shall furnish a Certificate of Insurance verifying the existence of \$100,000.00 in liability insurance coverage required by the City. The Certificate shall name the City as an additional insured and require sixty (60) days advance written notice in the event of modification or termination.

8. Waiver. The City's failure to enforce any provision of this Agreement, any regulation required pursuant to this Agreement, or a breach by the Tenant, shall not be deemed a waiver of any such provision, regulation or breach.

9. Non-liability. The City shall not be responsible for any liability, loss or damage to any personal property of the Tenant located in the Center with the exception of any damage caused solely by city employees or City contractual personnel.

10. Termination. Should either party fail to fulfill the terms of this Agreement the other party may terminate the lease with ninety (90) days written notice. If the City decides to close or needs to stop operating the facility, this Agreement may also be terminated by the City upon notice that is appropriate under the circumstances; however, in no event will such notice be more than ninety (90) days written notice. A fee for the entire month shall be assessed in the event that the Tenant holds over beyond the termination date.

11. Assignments. The Tenant is prohibited from assigning this Agreement or any rights hereunder without the prior written approval of the City.

12. Space Alteration. The Tenant shall not make any structural or substantive alterations or additions to the work space without the prior written consent of the City. The Tenant may attach items to the walls, e.g. photographs or plaques and bookcases or cabinets, and may repaint. Alterations, improvements and changes made by the Tenant shall be performed at the Tenant's sole expense. The cost incurred by the City in fixing any damage to the walls as a result of Tenant attaching items to the walls shall be deducted from Tenant's security deposit.

13. Utilities. The City shall furnish water, gas, sewer, electricity, light, heat and power. The Tenant upon written approval by the City may install telephone, cable television, and other utility service to its work space. The Tenant shall be responsible for any costs associated with the installation and the provision of any additional utility services and for monthly telephone charges.

14. Lost Key Charge. Tenant will be charged for replacement of lost or stolen keys according to the facility key agreement. Tenant must report to City that the key has been lost or stolen.

IN WITNESS WHEREOF, the parties herein have affixed their signatures on the day and year first written above.

WITNESS:

TENANT

Name:

Title:

CITY OF GREENBELT

Name:

Title:

ADDENDUM

The Tenant shall comply with the following obligations and requirements as necessary due to the COVID-19 pandemic:

- (a) Tenant staff, volunteers and visitors are required to complete a health screening upon entering the Tenant space;
- (b) the maximum capacity of Tenant space is determined by Tenant using CDC guidelines;
- (c) Tenant staff, volunteers and visitors are required to wear a face mask covering mouth and nose when traversing in the public spaces of the Center. Masks are required to comply with CDC guidelines;
- (d) Tenant is responsible for sanitation processes in space following CDC guidelines;
- (e) Tenant is responsible for providing personal protective equipment (PPE) to Tenant staff, volunteers and visitors.

COVID-19 obligations and requirements will remain in place as long as the County and State mandates are in effect.

City Council Agenda Item Report

Meeting Date: October 9, 2023

Submitted by: Shaniya Lashley-Mullen

Submitting Department: Administration

Item Type: MEETINGS

Agenda Section: OTHER BUSINESS

Subject:

* Meetings

Suggested Action:

Attachments:

[meetings.pdf](#)

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

10/5/2023 3:52 PM



City Council Meetings & Work Sessions
October – November

No Meeting	Mon.	10/02	
No Meeting	Wed.	10/04	
Regular Meeting	Mon.	10/09	7:30 pm
Work Session – Public Safety Crime Status and Youth Programs	Wed.	10/11	7:30 pm
MML Fall Conference (College Park)	Sun. – Tues.	10/15 – 10-17	
No Meeting	Mon.	10/16	
Work Session – Beltsville Agriculture Research Center (BARC) (Tentative)	Wed.	10/18	7:30 pm
Regular Meeting	Mon.	10/23	7:30 pm
Work Session – City Manager’s Quarterly Update	Wed.	10/25	7:30 pm
Special Meeting/Closed Session – Personnel and Pending Legal Matters	Wed.	10/25	Following WS
Four Cities Meeting (New Carrollton)	Thurs.	10/26	7:00 pm
Work Session – WSSC	Mon.	10/30	7:30 pm
Work Session – TBD	Wed.	11/01	7:30 pm
No Meeting	Mon.	11/06	
City Election	Tues.	11/07	
No Meeting	Wed.	11/08	
Charter Meeting	Mon.	11/13	7:30 pm
Work Session - Luminis Health Doctors Community Medical Center Development Update	Wed.	11/15	7:30 pm
Work Session – TBD	Mon.	11/20	7:30 pm
Work Session – TBD	Wed.	11/22	7:30 pm
Regular Meeting	Mon.	11/27	7:30 pm
Work Session – TBD	Wed.	11/29	7:30 pm

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 Video Relay Services (VRS) at 711 or e-mail banderson@greenbeltmd.gov to reach the City Clerk. Unless otherwise noted, meetings will be held in the Council Chambers in the Municipal Building (MB) at 25 Crescent Road and virtually by Zoom. Zoom meeting information for public participation is posted on the City's website at www.greenbeltmd.gov on the meeting calendar.

Bonita Anderson, City Clerk

A NATIONAL HISTORIC LANDMARK

(301) 474-8000

fax (301) 441-8248
www.greenbeltmd.gov

MD RELAY 711

CITY OF GREENBELT, MARYLAND

25 Crescent Road, Greenbelt, MD 20770-1891



10/5/2023 3:52 PM

Ready to be scheduled:

Townhall Meeting: Virtual Meetings Accessibility
for Blind and Visually Impaired
City Contracting Policy
Walk-way fixture
Verde Apartments
Greenbelt Road Corridor
BARC (*Provided Oct. 18th Date*)
State Highway Administration (Nov.)
Meet and Greet School Board CEO
Board of Education – Building Services and
Boundaries
Prince George's County Council
Council Retreat (*Dec. 2nd tentative*)
Franklin Park Apartment (*Dec.*)

For later scheduling:

Zoning Enforcement
Parkway Apartment Owners/GHI (*parking*)
Northway Fields Master Plan
City Manager Updates (Jan, Pre-budget; July &
Sept/Oct)
Meeting with County on Transportation Plan
Museum Plan
Bernard Penney (*Memorial Donation in honor of
Leonie Penney*)
Potential Bond Referendum/Capital Financing
Cemetery Plans
MARC Train Service/ MDOT
Arts & Entertainment District
EV Chargers Five Year Plan
Fleet Vehicles Ten Year Plan
GHI/Prince George's County (Stormwater issues)

A NATIONAL HISTORIC LANDMARK

(301) 474-8000

fax (301) 441-8248
www.greenbeltmd.gov

MD RELAY 711

City Council Agenda Item Report

Meeting Date: October 9, 2023

Submitted by: Shaniya Lashley-Mullen

Submitting Department: Administration

Item Type: MEETINGS

Agenda Section: OTHER BUSINESS

Subject:

* Stakeholder List

Suggested Action:

Attachments:

[Stakeholder Schedule.pdf](#)

Annual															
Advisory Group Chairs	7/22	7/23													
Franklin Park at Greenbelt Station Mgmt.	12/21	12/22													
Greenbelt Center HOAs	3/23														
Greenbelt East HOAs and COAs/Greenbelt East Advisory Coalition	4/22	6/23													
Greenbelt Homes, Inc.	8/22	8/23													
Greenbelt Station HOA/Verde Apts.	8/22	8/23													
School Board Member	9/21	2/23	8/23												
State Highway Administration	11/20	11/22													
Biennial															
Beltsville Ag. Research Center	8/18	11/22													
Beltway Plaza	9/22														
NASA/GSFC	3/22	4/23													
Greenbelt Business Alliance	10/22														
Greenbelt Park NPS	1/22	3/23													
Greenway Shopping Center	12/20	2/23													
Religious/Spiritual Organizations	6/22														
Twice a Year															
County Council Person and At Large Members	5/23														
Meetings as Needed															
Apartments	4/21														
Comcast/Verizon	3/21														
Greenbelt Office Parks															
Greenbelt Watershed Groups	10/19														
Hotels	8/23														
PEPCO	2/22	09/23													
WSSC	2/22	6/23													
Washington Gas	8/23														
Prince George's Economic Development Corp.	11/21														
Prince George's Planning Board	10/19														
Roosevelt Center Owner	8/20														
University of Maryland	4/15														
WMATA/PGDPW&T (Semi-Annual)	5/22														
Newly Elected/Appointed Officials (Presentation of a Council Regular Meeting)															
County Executive															
School Board CEO															
State's Attorney	1/23														