



CITY COUNCIL WORK SESSION AGENDA

Legislative Session Meeting

COUNCIL MEETING WILL BE ONLINE ONLY

Due to the COVID-19 precautions, the Council Meeting will be held online and is planned to be cablecast on Verizon 21, Comcast 71 and 996 and streamed to www.greenbeltmd.gov/municipaltv.

Resident participation:

Join Zoom Webinar

<https://us02web.zoom.us/j/82504820108?pwd=cVI3R1ZHb0E5dIViSnh5SVI2amd5QT09>

Join By Phone: (301) 715-8592

Password (if needed): 601361

Webinar ID: 825 0482 0108

In advance, the hearing impaired is advised to use Video Relay Services (VRS) at 711 to submit your questions/comments or contact the City Clerk at (301) 474-8000 or email banderson@greenbeltmd.gov.

Tuesday, January 25, 2022

7:30 PM

Legislative Session Meeting

Legislative Session Meeting

[Legislative Program 2022 Booklet.pdf](#)

City Council Work Session Agenda Item Report

Meeting Date: January 25, 2022

Submitted by: Shaniya Lashley-Mullen

Submitting Department: Administration

Item Type: Special Meeting Item

Agenda Section: Legislative Session Meeting

Subject:

Legislative Session Meeting

Suggested Action:

Attachments:

[Legislative Program 2022 Booklet.pdf](#)

LEGISLATIVE PROGRAM

2022

Standing (left to right):

- Ric Gordon
- Silke I. Pope
- Colin Byrd
- Rodney M. Roberts

Seated (left to right):

- Judith F. Davis
- Emmett V. Jordan,
Mayor
- Kristen L. K. Weaver,
Mayor Pro-Tem



CITY OF GREENBELT, MARYLAND

25 CRESCENT ROAD, GREENBELT, MD 20770



January 25, 2022

CITY COUNCIL

Emmett V. Jordan, Mayor
Kristen L.K. Weaver, Mayor Pro Tem
Colin A. Byrd
Judith F. Davis
B. Ric Gordon
Silke I. Pope
Rodney M. Roberts

Senator Paul G. Pinsky
Delegate Anne Healey
Delegate Alonzo T. Washington
Delegate Nicole Williams
County Council Member Calvin Hawkins
County Council Member Todd Turner
County Council Member Mel Franklin
Board of Education Member Joshua M. Thomas

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

Thank you for joining us for the presentation of the City of Greenbelt's Legislative Program for 2022. We always look forward to this meeting and hope you do as well.

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

This year, Greenbelt's top priorities are:

- Greenbelt Road Streetscape Improvements
- Greenbelt Metro Station Improvements
- Food Trucks
- Greenbelt Schools – Greenbelt Children to Greenbelt Schools

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

Sincerely,

Emmett V. Jordan
Mayor

A NATIONAL HISTORIC LANDMARK

PHONE: (301) 474-8000 www.greenbeltmd.gov

CITY OF GREENBELT 2022 LEGISLATIVE PROGRAM SUMMARY

LEGISLATIVE PRIORITIES

■ **GREENBELT ROAD STREETScape IMPROVEMENTS**

Fund the planning and implementation of an SHA Streetscape Improvement Program on Greenbelt Road (MD 193). An Urban Land Institute (ULI) Technical Assistance Panel (TAP) of regional experts met in June 2018 and issued a report. SHA summarized the status of the project in a June 2019 report. In September 2021, SHA committed to address problematic areas along the corridor following a community walk coordinated by Del. Washington.

■ **GREENBELT METRO STATION IMPROVEMENTS**

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

■ **FOOD TRUCKS**

Revise the current legislation to allow municipal authority for food trucks to allow single licensed food truck vendors to operate on City property without being associated with a City sponsored special event or to operate on private property.

■ **GREENBELT SCHOOLS**

With the recent new residential development and pending residential development in Greenbelt, children living in Greenbelt should continue attending schools located in Greenbelt.

DISCUSSION ITEMS

■ **SHORT TERM RENTALS**

Current status of the County's permit program.

■ **CB-73 – SPEED CAMERAS**

What flexibility or new authority does this offer to Greenbelt?

OPPOSITION ITEMS

■ **OPPOSE TRANSFER AND POTENTIAL PRIVATIZATION OF THE BALTIMORE-WASHINGTON PARKWAY**

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

■ **OPPOSE BELTWAY WIDENING**

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

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

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

■ **OPPOSE BUREAU OF ENGRAVING & PRINTING FACILITY AT THE BELTSVILLE AGRICULTURAL RESEARCH CENTER**

The Bureau of Engraving and Printing seeks to build a new facility located on a parcel at the BARC that would replace their facility in DC. The City opposes this proposal.

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GREENBELT ROAD STREETSCAPE IMPROVEMENTS

RECOMMENDATION

Fund the planning and implementation of a State Highway Administration (SHA) Streetscape Improvement Program on Greenbelt Road (MD 193).

BACKGROUND

This project would make Greenbelt Road more of a community “Main Street” and less of a vehicle oriented roadway. It would improve highway safety, traffic operations, pedestrian and bicycle access, land use and recreation, as well as aesthetics along Greenbelt Road from Baltimore Avenue in College Park to Cipriano Road just outside the City limits. Plans for the work were completed by SHA prior to 2002 when the project was placed on hold due to fiscal constraints.

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

Recently, the Cities of Greenbelt, College Park and Berwyn Heights, and Quantum Companies, with support from Urban Land Institute (ULI) and MWCOG, convened a ULI Technical Assistance Panel (TAP) to study the Greenbelt Road corridor. A detailed report is available and a copy of the Executive Summary is included. Also included is a recent status update from the Maryland Department of Transportation (MDOT) on this project resulting from Delegate Washington’s inclusion of language in the State Budget requiring this MDOT report.

The State and County need to make this project a priority so that its chances of being funded by SHA are maximized. As stated during the ULI-TAP discussion, an individual should be able to safely walk or ride a bicycle between the University and NASA. Recent car/pedestrian accidents at NASA’s gate, coupled with pedestrian incidents and safety challenges elsewhere, bolster the need for State and County action.



TECHNICAL ASSISTANCE PANEL REPORT

Creating a Future for Greenbelt Road/MD-193

WASHINGTON, DC

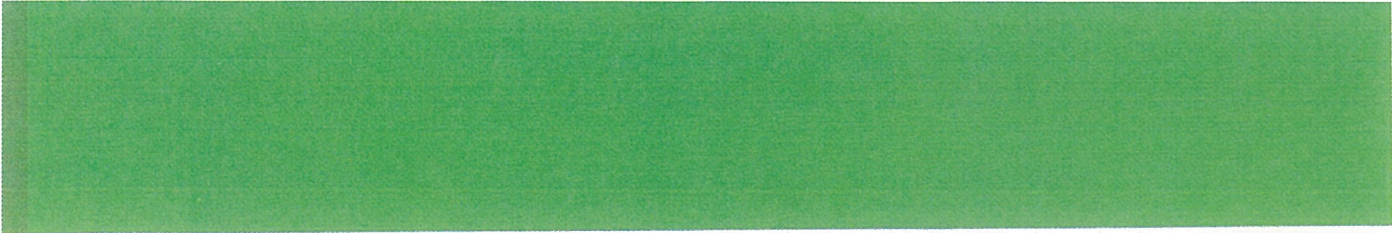
SPONSORED BY:

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

June 4-5, 2018



Washington



Executive Summary

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

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

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

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

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

**A Report to the Maryland General Assembly
Senate Budget and Taxation Committee and
House Appropriations Committee**

Regarding

Report on Transportation Capital Projects – Legislative Priorities

July 2019

Maryland Department of Transportation

Maryland Department of Transportation –
Report on Transportation Capital Projects – Legislative Priorities (2019 JCR, pp.76-77)

I. Background

The Maryland Department of Transportation (MDOT) is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life's opportunities. This mission drives MDOT's decisions and guides the Transportation Business Units to make the most efficient use of scarce resources. MDOT has adopted a data-driven approach to advance its goals through measuring, evaluating, and re-evaluating its performance and results. It is through these performance-based lenses that funding decisions are made at all our Transportation Business Units (TBUs) and that comprise the Consolidated Transportation Program (CTP).

In the Maryland General Assembly Joint Chairman's Report on the Fiscal Year 2020 Operating Budget, the Committees identified several transportation projects and asked that the Maryland Department of Transportation (MDOT) prepare a report which contains:

- the current status and schedule of the project;
- expected benefits of the project;
- the total cost for the project, with costs categorized by project phase;
- the funded status of the project;
- the prioritization of the project in the county's most recent priority letter, if applicable;
- the project's score under the Chapter 30 of 2017 scoring model, if applicable;
- challenges in moving the project forward, if applicable; and
- potential options to accelerate the project schedule.

The report includes information for the following projects:

- Southern Maryland Rapid Transit;
- addition of a new stop on the MARC Camden Line at Cheverly;
- streetscape improvements on MD 193 from MD 201 to US 1;
- widening of MD 197;
- completing improvements to US 1 (Segment 1) in College Park by 2023;
- conversion of the Arena Drive/I-495 interchange to a diverging diamond interchange;
- MD 202 and Arena Drive; and
- a study of the use of red light and speed cameras in Maryland to include:
 - (1) a comparison among jurisdictions using red light and/or speed cameras of the revenue raised and the impacts they have had on accident levels, and
 - (2) a discussion of other technologies that could be employed to improve road safety.

Maryland Department of Transportation –
Report on Transportation Capital Projects – Legislative Priorities (2019 JCR, pp.76-77)

II. Maryland Department of Transportation State Highway Administration Projects

Project: MD 193 Streetscape from MD 201 to US 1

- **Current Status:** This would be a new project. The Urban Land Institute, in partnership with Town of Berwyn Heights, City of Greenbelt, and City of College Park, completed a technical assistance report for a 6.8-mile section of MD 193 from Adelphi Road to Mandan Road in June 2018.
- **Expected Benefit:** Improved accommodation of bicyclists and pedestrians, improved connectivity between various modes and destinations, improved aesthetics, and an overall change in the character of the land use from auto-dependent to land use that better accommodates all modes.
- **Total Cost:** TBD.
- **County Priority:** #2 Project Planning priority (Phase 1 - Montgomery County Line to Adelphi, Phase II US 1 to Hanover Parkway).
- **Chapter 30 Score:** Was not requested to be scored.
- **Challenges:** This project is currently the second priority for Project Planning starts for Prince George's County
- **Options to Accelerate:** Funding from Prince George's County and/or other stakeholders could help move the project forward. Move the project higher on the County priority letter.

Project: MD 197 Kenhill Drive to MD 450

- **Current Status:** The project is currently approximately 10% designed. MDOT SHA is modifying the alignment to reduce the costs and improve the safety and accessibility for bicyclists and pedestrians.
- **Expected Benefit:** Widening to increase capacity and improve safety and accessibility for bicycles and pedestrians.
- **Total Cost:**
 - Project Planning - \$1.6M - Completed
 - Preliminary Engineering - \$10.6M – Funded (\$1.3M unfunded)
 - Right of Way- \$8.1M (unfunded)
 - Utilities - \$11M (unfunded)
 - Construction - \$70-75M unfunded)
- **County Priority:** #4 Construction Priority and #6 overall County Priority
- **Chapter 30 Score:** 4.57 (Ranked #25 out of 42)
- **Challenges:** Noise mitigation, right of way acquisition, and utility relocation costs.
- **Options to Accelerate:** Currently revising the alignment to reduce costs and improve safety for pedestrians and bicyclists. This will make the project more competitive for funding future phases. The project needs to move higher than #4 on the construction category of priority letter.

Maryland Department of Transportation –
Report on Transportation Capital Projects – Legislative Priorities (2019 JCR, pp.76-77)

Project: US 1 College Park

- **Current Status:** Phase 1 of the project is anticipated to advertise in late July 2019 with construction beginning in Spring 2020. Preliminary utility work is currently underway. Anticipated to be complete in Fall 2023.
- **Expected Benefit:** Improve traffic operations, pedestrian circulation, and safety.
- **Total Cost:**
 - Phase 1
 - PE - \$8.5 M - Completed
 - RW - \$8.2M – Funded
 - Construction - \$19.9M - Funded
- **County Priority:** #2 Construction Priority and #3 overall priority.
- **Chapter 30 Score:** Phase 1 of the project did not need to be scored as it is already funded for construction. Phase 2 and 3 were not requested to be scored.
- **Challenges:** Significant utility relocations for all phases
- **Options to Accelerate:** MDOT SHA has worked with our partners and now anticipating completion of phase 1 by 2023, up from 2024 previously. Further phases will need to be coordinated with needs of the #1 County priority (MD 210).

Project: I-495/I-95 Arena Drive Reconfiguration

- **Current Status:** This would be a new project. A local developer has started initial planning activities.
- **Expected Benefit:** This project would support the new regional medical center and growth in downtown Largo.
- **Total Cost:** TBD
- **County Priority:** #1 Project Planning Priority and #13 overall priority
- **Chapter 30 Score:** Was not requested to be scored.
- **Challenges:** Changes to access to/from I-95/I-495, NEPA document requirements
- **Options to Accelerate:** Funding from the developers and/or County would help move the project into the project planning phase.

Project: MD 202 @ Arena Drive

- **Current Status:** This would be a new project.
- **Expected Benefit:** This project would support growth in Largo.
- **Total Cost:** TBD
- **County Priority:** Not listed.
- **Chapter 30 Score:** Was not requested to be scored.
- **Challenges:** Unknown.
- **Options to Accelerate:** Prince George's County could start a feasibility study to understand the purpose and need for improvements and potential solutions.

Maryland Department of Transportation –
Report on Transportation Capital Projects – Legislative Priorities (2019 JCR, pp.76-77)

III. Project: Red Light and Speed Camera Study

Maryland law authorizes speed cameras (TR §§ 21-809 and 21-810) and red light cameras (TR § 21-202.1) in a variety of situations.

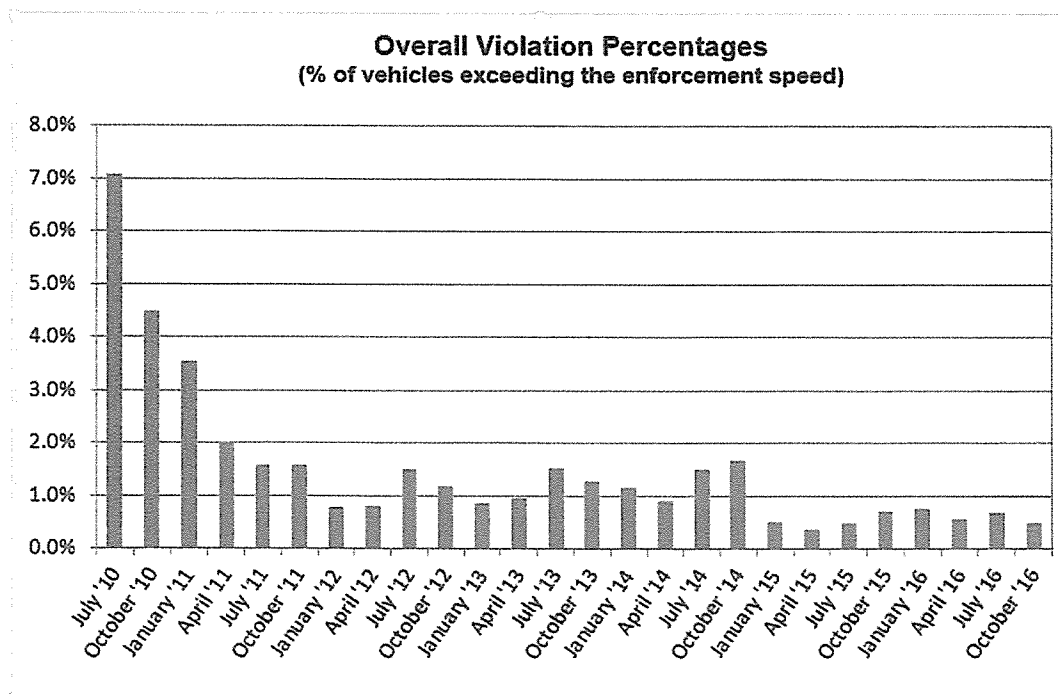
Speed Cameras

The State utilizes the Maryland *SafeZones* program. The Maryland *SafeZones* program was authorized under Maryland law in 2009 to improve safety in construction work zones for workers and travelers. The *SafeZones* program allows the Maryland State Police and Maryland Transportation Authority Police to enforce the speed limit in highway work zones with automated speed enforcement (ASE) equipment.

Since law enforcement began using ASE in highway construction areas, speeding violations in *SafeZones* construction sites have decreased by more than 90 percent. When the program began, approximately seven out of every 100 drivers in the *SafeZones* construction areas were exceeding the speed limit by 12 mph or more; today, fewer than one driver out of every 100 is receiving citations.

In recent years, MDOT has had a record number of projects under construction. This has resulted in an increase in the number of active work zones. While *SafeZones* may not be deployed in every work zone, since the program began no worker fatalities have occurred in work zones where ASE was present. Moreover, on-site workers and project engineers report that they feel safer with the presence of the *SafeZones* ASE program.

The below chart demonstrates the effectiveness of the program:



Maryland Department of Transportation –
Report on Transportation Capital Projects – Legislative Priorities (2019 JCR, pp.76-77)

Also, thirty-eight local jurisdictions have authorized a speed camera program; some have deployed mobile cameras, which further complicates data collection. The laws effecting those programs were updated in 2014, following two years of extensive study and consensus-building.

Each year, local jurisdictions submit an annual report on the use and effectiveness of their speed camera programs. The Maryland Police Training and Standards Commission is required to provide the General Assembly with a report of the information provided by the local law enforcement agencies and local jurisdictions by December 31st of each calendar year.

The most recent report, along with data submitted by each jurisdiction, is attached.

Red Light Cameras

The Federal Highway Administration conducted an extensive study on the effectiveness of red light camera systems in 2005. The study included analysis of red light camera systems in the cities of El Cajon, San Diego, and San Francisco, CA; Howard County, Montgomery County, and Baltimore, MD; and Charlotte, NC. The study concluded that “[t]his analysis, which was based on an aggregation of rear end and right-angle crash costs for various severity levels, showed that RLC systems do indeed provide a modest aggregate crash-cost benefit.”

The study is attached as an appendix to this report.

IV. Maryland Department of Transportation Maryland Transit Administration Projects

Project: Southern Maryland Rapid Transit

- **Current Status:** MDOT MTA completed a Final Alternatives Report (attached), which recommended Bus Rapid Transit, and a set of alternative alignments for further analysis. Project is currently not active.
- **Expected Benefit:** This project would provide more frequent transit service in dedicated right of way along the congested US 301/MD 5 Corridor.
- **Total Cost:**
 - Capital: \$1.1 – \$1.4B
 - Operating: \$35 - \$36M annually
- **County Priority:**
 - Prince George’s County: Priority #3 for transit expansion and funding and #4 overall along

Maryland Department of Transportation –
Report on Transportation Capital Projects – Legislative Priorities (2019 JCR, pp.76-77)

- with MD 5 highway improvements
 - Charles County: Priority #1
- **Chapter 30 Score:** 40 out of 42 projects.
- **Challenges:** Right of way preservation is needed.
- **Options to Accelerate:** The FY 20 budget included language that requires MDOT to fund half of \$5 million for right-of-way acquisition, only if Charles County and Prince George's County provide \$1.25 million each in matching funds. Charles County sent MDOT a letter on April 15, 2019 advising it will not contribute its share of the matching funds, and to date Prince George's County has not advised whether it will provide its share of the matching funds.

Project: Brentwood/Cottage City Station (While the JCR request indicated Cheverly, Cheverly is not located along the Camden Line. We believe Cottage City was the intended location)

- **Current Status:** This would be a new project.
- **Expected Benefit:** Direct access to MARC Camden Line Service.
- **Total Cost:** TBD
- **County Priority:** Not Listed in Prince George's County Priority letter.
- **Chapter 30 Score:** Was not requested to be scored.
- **Challenges:** CSX Will not permit the construction of any additional stations along the Camden Line unless another station is decommissioned and closed.
- **Options to Accelerate:** Identify an existing station to close and initiate planning of a station at this location including station area planning, ridership projections and community outreach.

GREENBELT METRO STATION IMPROVEMENTS

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

- **Improve station infrastructure:** The station, which opened in December, 1993, is showing signs of aging and deterioration. Improvements are needed in order to provide quality service to riders and attract future development at the site. Improvements slated for Summer 2020 have been deferred.
- **Increase funding for pedestrian/bike trail connection to Greenbelt Station:** This trail is in the process of finalizing engineering and in various stages of permitting. It is estimated to cost \$2.1 Million and will provide an essential connection for residents in Greenbelt Station and adjacent neighborhoods like Branchville and Berwyn Heights. Additional funding is needed.
- **Upgrade to a full interchange:** Plans to upgrade this interchange were developed during consideration of the FBI Headquarters relocation. This project is critical to any future transit oriented development at the station.

FOOD TRUCKS

RECOMMENDATION

Revise the current legislation to allow municipal authority for food trucks to allow single licensed food truck vendors to operate on City property without being associated with a City sponsored special event or to operate on private property.

Memorandum

TO: Ms. Nicole Ard, City Manager
FROM: Terri S. Hruby, Assistant Planning Director
DATE: August 9, 2021
RE: Food Truck Regulations

County Regulations

Per Prince George's County Code, Mobile Food Units (i.e., Food Trucks) are prohibited on public rights-of-way in the County and on private property except if authorized as participants of a designated Food Truck Hub or as permitted at a stadium, amusement park, in conjunction with a carnival or fair or similar event which has been issued a temporary use permit from Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). In 2015, the County adopted Food Truck legislation establishing Food Truck Hubs. Per County Code a Food Truck Hub requires the participation of at least 2 licensed¹ vendors, a designated hub coordinator and an approved Food Truck Hub license from DPIE. Food Truck Hubs can only be located on the open area or parking lot or public rights-of-way of the following: parks and recreation facilities under the operation and control of the Maryland-National Capital Park and Planning Commission, or areas within one-quarter mile radius of the station entrance of any Metro and MARC stations. County legislation does provide for relief of these location requirements subject to special authorization by resolution of the County Council. County legislation currently limits the number of Food Truck Hub licenses to twelve (12) in the County. According to the County's website, there were several Food Truck Hub licensed in the County but due to COVID-19 there are currently two operating. The remaining let their annual license lapse, including the hub at Capital office Park.

In 2019, the County Council passed CR-73-2019, waiving the need for municipalities to obtain a special resolution for allowing Food Truck Hubs to operate outside of required locations. According to DPIE staff, a municipality who wishes to establish a Food Truck Hub in its jurisdiction must still meet all other requirements, including the following: Obtain a Food Truck Hub license for each location, only allow licensed Food Truck Hub Vendor participation and have a designated Hub Coordinator responsible for the operation and ensuring the food truck hub functions lawfully

City of Greenbelt**Department of Planning and Community Development**

15 Crescent Road, Suite 200, Greenbelt, Maryland 20770

(301) 345-5417 Fax (301) 345-5418

including but not limited to litter, noise and disturbance control. CR-73-2019 also limits municipalities to charging a maximum of \$75 per event per vendor.

Food Truck in Greenbelt

Staff is aware of the interest expressed by at least one food truck vendor to operate within the City of Greenbelt, and while the City has the authority to establish and operate Food Truck Hub Locations outside what is typically allowed by the County, it does not have the authority to waive the County's Food Truck regulations in terms of allowing a single licensed food truck vendor to operate on City property/rights-of-way without being associated with a City sponsored special event or to operate on private property/rights-of-way.

Based on staff's findings, if Council desires to take steps to establish additional opportunities for food truck vendors to operate in the City it recommends one or both of the following approaches: 1) Invite County licensed vendors to participate in City sponsored events, as appropriate, and 2) Host food truck nights at City parks, such as Schrom Hills Park. This second approach is gaining traction throughout the region and are typically well received by communities.

City of Greenbelt
Department of Planning and Community Development
15 Crescent Road, Suite 200, Greenbelt, Maryland 20770
(301) 345-5417 Fax (301) 345-5418

¹ Prince George's County Code requires all mobile food units/food truck vendors to be licensed by DPIE and pass health and fire inspections.

GREENBELT SCHOOLS

RECOMMENDATION

With the recent new residential development and pending residential development in Greenbelt, children living in Greenbelt should continue attending schools located in Greenbelt.

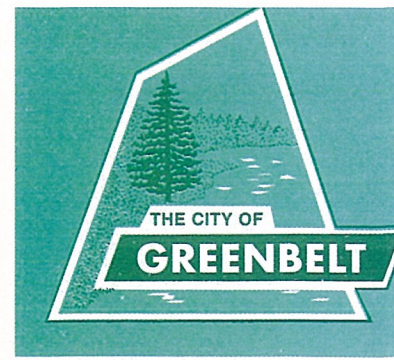
BACKGROUND

The city has long been an advocated for children living in the corporate limits of Greenbelt to attend Greenbelt schools. When the new community of Greenbelt Station began accepting residents, the children living there were assigned to Berwyn Heights Elementary, Greenbelt Middle School and Parkdale High School. In the last couple of years, the children living in Greenbelt Station were reassigned to attend Greenbelt schools – Greenbelt Elementary, Greenbelt Middle and Eleanor Roosevelt High School.

With the recent development of Motiva, by the NRP Group, next to the federal courthouse, and the possible redevelopment at Beltway Plaza, we want to make sure that Greenbelt children continue attending Greenbelt schools.

CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



Mr. Joshua Thomas, School Board Representative
and

Dr. Monica Goldson, Superintendent
Prince George's County Public Schools
Sasscer Administration Building
14201 School Lane
Upper Marlboro, MD 20772

December 10, 2019

Dear Representative Thomas and Dr. Goldson,

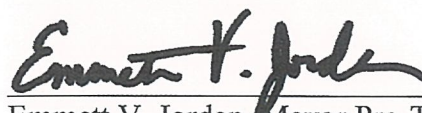
The Greenbelt City Council extends sincere appreciation for your securing placement and transportation for Greenbelt Station Subdivision students to attend Greenbelt Elementary School, Greenbelt Middle School, and Eleanor Roosevelt High School.

Thank you for taking time to meet with the Greenbelt City Council, listen to our residents, and work with the School Board to implement both temporary and longer-term solutions to address a long-standing issue.

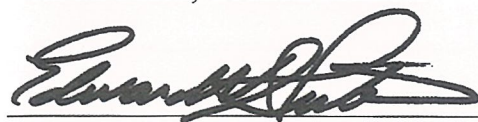
If the City of Greenbelt can be of assistance to you, please do not hesitate to contact City Council or City Manager Nicole Ard. We look forward to continued progress as the City and Prince George's County Public Schools work together to meet the needs of our students and their families.

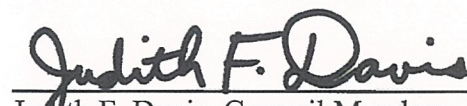
Sincerely,

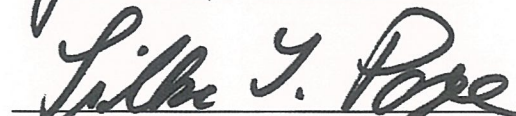

Colin Byrd, Mayor


Emmett V. Jordan, Mayor Pro-Tem


Leta M. Mach, Council Member


Edward V.J. Putens, Council Member


Judith F. Davis, Council Member


Silke I. Pope, Council Member


Rodney M. Roberts, Council Member

A NATIONAL HISTORIC LANDMARK

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

cc: County Executive Angela Alsobrooks
Honorable Todd Turner
City Council
Nicole Ard, City Manager
David Moran, Assistant City Manager
Dr. Liz Park, Director of Greenbelt CARES

DISCUSSION ITEMS

■ **SHORT TERM RENTALS**

Current status of the County's permit program.

■ **CB-73 – SPEED CAMERAS**

What flexibility or new authority does this offer to Greenbelt?

OPPOSE TRANSFER AND POTENTIAL PRIVATIZATION OF THE BALTIMORE-WASHINGTON PARKWAY

RECOMMENDATION

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

BACKGROUND

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

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

The City opposes this plan.

OPPOSE BELTWAY WIDENING

RECOMMENDATION

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

BACKGROUND

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

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

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

The City strongly opposes this widening plan.

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

RECOMMENDATION

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

BACKGROUND

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

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

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

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

The City continues to oppose this project.

OPPOSE BUREAU OF ENGRAVING AND PRINTING AT THEBELTSVILLE AGRICULTURAL RESEARCH CENTER

RECOMMENDATION

The Bureau of Engraving and Printing seeks to build a new facility located on a parcel at BARC. The City opposes this proposal.

BACKGROUND

The Bureau of Engraving and Printing is proposing to build an 850,000-1,000,000 squarefoot manufacturing facility on a 100 acre parcel at the Beltsville Agricultural Research Center (BARC). This facility would replace their existing currency production facility in DC. It would be 30-40 feet in height, house over 1,400 employees and operate 24 hours/day.

There would be significant truck traffic on local two-lane roads (Powder Mill, Edmonston, Odell, etc.), on-site wastewater discharge and security lighting. All of which could negatively impact wildlife, sensitive streams and forested areas, and adjacent residential neighborhoods. This proposed new activity/use would be much more intense than the current uses. New security measures could limit public access to now publicly accessible interior roadways.

Since it began in 1910, BARC is a unique treasure and a significant open space asset that is part of our region's green infrastructure. BARC's mission is to provide the American public with an exceptionally talented, highly interdisciplinary scientific community in the USDA's largest scientific installation, and leverage these resources to envision, create, and improve knowledge and technologies that enhance the capacity of the nation - and the world - to provide its people with healthy crops and animals; clean and renewable natural resources; sustainable agricultural systems; and agricultural commodities and products that are abundant, high-quality, and safe.

BARC, Patuxent Research Refuge, NASA Goddard Space Flight Center and Fort Meade contain the largest expanse of continuous deciduous forest between Boston, Massachusetts and Norfolk, Virginia. These natural buffers are critical in providing clean air and waterways.

Greenbelt strongly believes BARC should be maintained for agricultural research uses only.

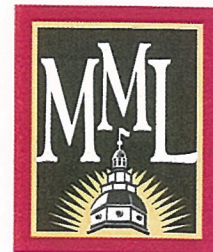
MUTUAL JURISDICTION'S PRIORITIES

Maryland Municipal League

Prince George's County Municipal Association

Metropolitan Washington Council of Governments

2022 MML Legislative Priorities:



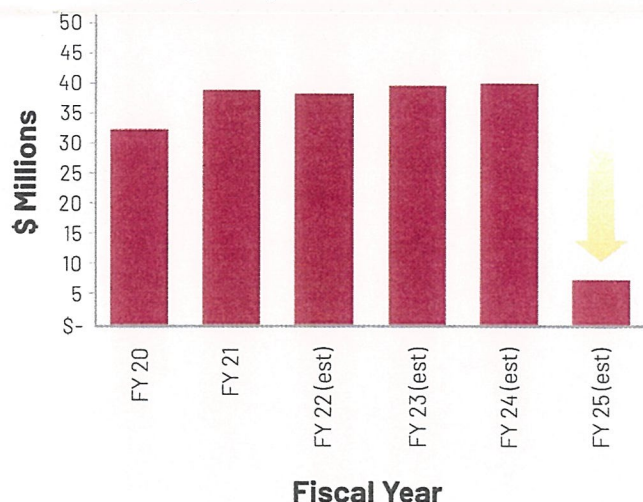
THE
MARYLAND
MUNICIPAL
LEAGUE

- 1 Full and permanent restoration of municipal Highway User Revenue
- 2 Authorization for municipalities to form their own police accountability boards & charging committees (SEE REVERSE)

Priority

1

Highway User Revenue (HUR)



THE BUMP IN THE ROAD

HUR funding was slashed in 2009 after decades of stability. Municipal roadways have been underfunded by more than \$288 million since then, causing local roads to fall into disrepair. Municipalities, counties, and Baltimore City all received an increase in annual HUR distributions from the General Assembly in 2018 (a 2% share for municipalities). However, that higher level of funding is set to expire after FY 2024, and local governments will return to record low funding levels.

Here's how to fix it:

- Eliminate the sunset provision reducing municipal Highway User Revenues after FY 2024
- Fully restore the municipal Highway User Revenue share to 2.6%

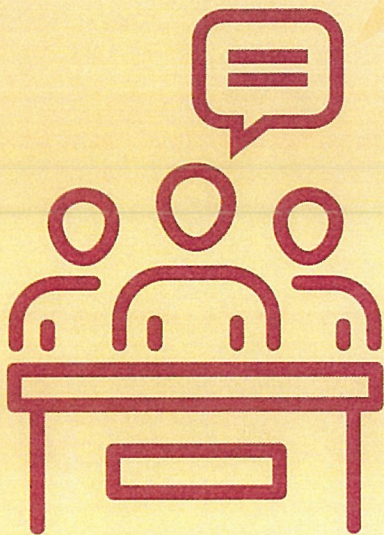


#FixLocalRoads

MUNICIPAL VOICES IN POLICE ACCOUNTABILITY

Municipal residents' voices are underrepresented in the State's new police disciplinary framework. Each county is required to have a Police Accountability Board and establish an administrative Charging Committee to hear complaints against officers of all agencies within the county, including municipal police departments.

Despite the fact that Maryland has more municipal police agencies than county and state agencies combined, the composition and management of these disciplinary bodies is determined exclusively by county representatives, not municipal. The result is a potentially significant delay in responsiveness to citizen complaints and restricted municipal input in the disciplinary process.

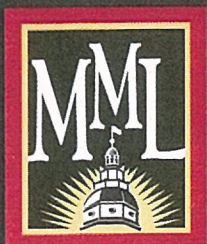


Here's how to fix it:

Revise State law to grant municipalities the authority to establish Accountability Boards and Charging Committees for their police officers using the same criteria currently imposed on counties.

CONTACT OUR TEAM

Scott Hancock	Executive Director	ScottH@mdmunicipal.org
Angelica Bailey	Government Relations Director	AngelicaB@mdmunicipal.org
Bill Jorch	Research & Policy Analysis Director	BillJ@mdmunicipal.org
Justin Fiore	Government Relations Manager	JustinF@mdmunicipal.org
Kevin Connors	Administrative Assistant	KevinC@mdmunicipal.org



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SUGGESTED ITEMS FOR PGCMA LEGISLATIVE PLAN

PGCMA PRIORITIES:

1. State Legislation
 - a. Construction, maintenance and replacement of sidewalks
 - b. Bus stop shelters along State roadways
 - c. Police Reform
 - i. Preservation of local authority on Police Accountability Boards and Charging Committees
 - ii. Legislation/changes pertaining to municipalities
2. County Legislation
 - a. Incorporating Inclusionary Zoning and Accessory Dwelling Units
 - b. County zoning laws
3. County Partnerships
 - a. Expanding access to County Crisis Intervention Services

PGCMA SUPPORT FOR:

1. State Legislation
 - a. MML Priorities
 - i. Restoration of Highway User Revenue Funds
 - b. Establish Juneteenth as a State recognized holiday
2. County Legislation
 - a. Eliminating use of plastic bags and mandating deposit and refunds for glass, plastic bottles and aluminum cans

PGCMA MONITORS:

1. UM Capitol Region Medical Center
 - a. News/Updates
 - b. Access to care
 - c. Funding
2. Redistricting
3. School Boundaries/Changes
4. Blueprint for Education implementation
5. Homelessness prevention

LEGISLATIVE PRIORITIES

Supporting the region's transportation funding, housing, water quality, climate and energy innovation, air quality, human services, public health preparedness, homeland security, food security, infrastructure investment and local government input across all sectors

January 2022



Metropolitan Washington
Council of Governments

LEGISLATIVE PRIORITIES

Adopted by the COG Board of Directors on January 12, 2022

ABOUT COG

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

CREDITS

Editor: Monica Beyrouiti Nunez

Contributing Editors: Steven Bieber, Heidi Bonnaillon, Hilary Chapman, Maia Davis, Jennifer Desimone, Katherine Dyer, Jeff King, Janele Partman, Jennifer Schitter, Lindsay Smith, Kanti Srikanth

COG 2022 Legislative Committee:

Christian Dorsey, Arlington County, COG Board of Directors (Committee Chair)

Reuben B. Collins II, Charles County, Transportation Planning Board

Robert Day, College Park, Metropolitan Washington Air Quality Committee

Deni Taveras, Prince George's County, Climate, Energy, and Environment Policy Committee

Amy Jackson, City of Alexandria, Chesapeake Bay and Water Resources Policy Committee

Andrea Bailey, Prince William County, Human Services Policy Committee

Will Jawando, Montgomery County, Region Forward Coalition

Mary Cheh, District of Columbia, Food and Agriculture Regional Member Policy Committee

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TRANSPORTATION FUNDING, PLANNING, AND CONNECTIVITY

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

Since 2008, the TTF revenue has been insufficient to fund the congressionally authorized surface transportation program. These shortfalls have been closed with transfers from general fund and other short-term measures, including the recently enacted reauthorization for federal transportation spending through the Infrastructure Investment Jobs Act (IIJA). Support addressing this structural deficit and systemic imbalance of the TTF revenues as a top priority to provide certainty of federal funding for the surface transportation program and ensure that any fix to the TTF revenue structure preserves the additional funding for transportation infrastructure included in the 2021 IIJA.

Support Federal Funding for the Region's Metrorail System

The Metrorail system is the centerpiece of metropolitan Washington transportation system and supports the backbone of its economy. Almost half of all federal employees use the Metrorail and bus system to commute to work. The federal government should act to permanently provide its share of both operating and capital funding for the Metrorail system that its employees and the region depend on. Specifically, support making the Passenger Rail Investment and Improvement Act (PRIIA) funding permanent to fund the federal government's annual appropriations for Metro's capital improvement budget and designate additional federal operating funds to enable Metro to implement fare relief programs on its rail and bus services to address inequities experienced by the traditionally underserved transit dependent population.

Support Funding for Next Generation Transportation Systems

The need for a more efficient and safer means of transportation is imperative to help achieve the nation's safety, energy-efficiency, and environmental goals. Electric and Hydrogen fuel vehicles and semi and fully autonomous vehicles are critical elements of delivering safe, efficient, and environmentally sustainable mobility. The private sector has made significant investments to advance the use of vehicles using alternative modes of energy and technology assisted vehicle operations. Significant public sector investments are needed to prepare transportation infrastructure to be able to utilize and support the new technology to build the next generation of transportation systems where travel is more efficient and safe. Support the continuation of federal funding for building electric vehicle infrastructure, beyond the term of the Infrastructure Investment Jobs Act.

Support Traffic Incident Management Improvements

Support state and federal policy changes to improve regional traffic incident management by updating regional agreements to increase the consistency of traffic incident management laws. Specifically, support legal and policy changes to designate transportation incident responders as emergency responders, allowing the use of flashing lights and sirens to get to incident scenes across state lines more quickly. Encourage federal, state, and local governments to negotiate an agreement for funding and deployment of roadway service patrols on federal parkways and other critical major roads not currently benefiting from such patrols.

Support the Visualize 2045 Long-Range Transportation Plan

The region has identified a set of strategies to help improve mobility, accessibility while also contributing to improving regional air quality and help reduce greenhouse gases. These aspirational initiatives endorsed by the region's Transportation Planning Board as part of *Visualize 2045*: Bring jobs and housing closer together; Expand bus rapid transit and transit ways; Move more people on Metrorail; Provide more telecommuting and other options for commuting; Expand express highway network with bus rapid transit and carpools exempt from tolls; Improve walk and bike access to transit; and Complete the National Capital Trail. Support actions at the state and federal level to fund projects and programs and support enactment of policies that help advance the potential improvements of these initiatives.

Support the repeal of current participation limitations on WMATA Board of Directors Alternates

Support the repeal of VA Code § 33.2-1526.1(L) which currently results in a reduction of funding if WMATA Alternate Directors participate in board or committee meetings when directors are present. Subsequent to amendment of this statute, support the amendment of WMATA Bylaws Article II.11 and Article III.3.a, and otherwise as necessary, to allow Alternate Directors to participate in all board and committee meetings irrespective of the presence of the alternate's respective Director. The current limitations on Alternate Directors restricts their ability to access the necessary information and knowledge to effectively serve in their roles as WMATA Board Alternate Directors.

WATER QUALITY PROTECTION

Support Investments in Water Infrastructure

Support sustained and expanded funding for EPA's water quality programs, including the Chesapeake Bay Program and the Water Infrastructure Finance and Innovation Act (WIFIA) and for state programs including grants for local governments and water utilities, state revolving funds (SRFs), and stormwater local assistance funds. Ensure that local water infrastructure investments meet water quality permit load allocations and handle future population and economic growth are protected. Invest in workforce training and development to ensure the availability of skilled workers to fill water sector jobs.

Support Climate and Flood Resiliency Initiatives

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

Ensure Stormwater Regulatory Feasibility

Support actions that provide for a feasible pace for future MS4 stormwater permits and reasonable reporting requirements.

Ensure Local Government Input

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

Support Affordability and Regulatory Flexibility

Support cost-effective scheduling and financing of water quality programs, including streamlining permits, flexibility to achieve nutrient and sediment reduction across wastewater, stormwater, and other sectors, affordability of water, and full funding for agricultural conservation programs.

Support Water Supply Security

Support water quality security and resiliency through research, planning, and programs and drinking water source protection policies and programs to ensure a resilient, reliable and clean drinking water supply for the region.

CLIMATE AND ENERGY INNOVATION & AIR QUALITY PROTECTION

Support Policies to Meet the Region's Climate Goals

Expand funding, programs, and legislation at federal, state, and local levels to help meet the region's medium- and long-term climate change goals. Ensure that local governments are recognized and given opportunities to provide timely and meaningful input on climate and clean energy programs.

Ensure Sustainable Secure Energy Access for All

Advocate for state and federal actions to enhance access to secure, affordable clean energy. Prioritize and protect funding for energy-sector infrastructure to improve affordability, resilience and reliability. Support policies, funding, and incentives for energy efficiency improvements such as microgrids, district energy systems, and clean energy storage technology. Emphasize the need for deployment and workforce development in low-income, energy-burdened, and vulnerable communities to ensure an equitable climate future for all.

Support Aggressive State Renewable Portfolio Standards

State Renewable Portfolio Standards (RPS) are the most successful method of increasing the amount of renewable electricity generated within a grid system and drives greater deployment of renewable energy projects. Protect existing and advocate for more aggressive state RPS and the innovative policies and programs, business models, and funding opportunities that support meeting the RPS, such as supporting a strong REC market, solar carve-outs in RPS policies, offshore wind, Community Choice Aggregation, and community solar opportunities for energy-burdened households.

Expand Clean Energy Innovation, Technology and Finance

Encourage and support investment in energy-sector innovation across sectors to increase energy efficiency and transition to clean energy sources. Expand options for and improve access to clean energy finance at the state and local levels such as green banks. Foster cost effective and efficient market frameworks, reasonable regulatory frameworks, business model innovation incentives and partnerships that expand the adoption of energy efficient and zero energy building codes, building benchmarking, clean energy technologies and infrastructure, and zero-emission vehicles.

Support the Transportation Climate Initiative in designing and taking actions to reduce Greenhouse gases

The region and its member jurisdictions are committed to addressing the adverse impacts of climate change including reducing amount of harmful greenhouse gases (GHG) in our atmosphere. Transportation sector, including air, rail and roadway, is a major contributor of greenhouse gases. Transportation strategies with the potential to reduce the amount of these harmful gases are most successful and effective when implemented across multiple localities, regions, and states. The Transportation Climate Initiative (TCI) is a regional collaboration of 12 Northeast and Mid-Atlantic states and the District of Columbia working to develop implementable programs in the areas of Sustainable Communities, Freight Efficiency, Information and Communication Technology and regional policies such as the Cap and Invest program. The Governors of Maryland and Virginia and the Mayor of the District of Columbia are encouraged to continue their proactive participation in the

TCI to help to reduce GHG emissions in the transportation sector. The legislatures at the federal, state and local levels must make every effort to support implementing the programs as a priority.

Enhance Incentives and Financing Mechanisms for Resilient Infrastructure

Support legislation, incentives, financing, and funding mechanisms to support deployment of grey and green infrastructure resilient to extreme heat, flooding, and other climate hazards. Priority resilient infrastructure initiatives include the establishment of resilience hubs in climate vulnerable communities, improve the resilience of critical infrastructure (transportation, communication, energy and water system assets), equitably address urban heat island, enhance green infrastructure networks, provide for tree planting and preservation on privately owned lands, and implement measures to reduce flood risk in climate vulnerable communities.

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

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

HOUSING AND ECONOMIC RESOURCES

Support Efforts to Equitably Increase the Supply of Housing and Promote Housing Affordability

Support legislation and programs (such as expansion of the nine percent Low Income Housing Tax Credit allocation and increased HOME funding) to preserve and increase the supply of housing and housing choices to address the full spectrum of needs in our region. Ensure that a sufficient supply of housing is preserved and created as outlined in COG's 2030 Regional Housing Initiative targets, that provides a diverse range of housing units, including size and price points that are affordable for our residents in the region's identified Activity Centers. Encourage innovative regulatory reforms that result in the production of a greater variety of housing types and eliminate exclusionary zoning practices. Support legislation, policies, and practices that increase access to opportunity, reverse segregation, and create inclusive communities in concert with efforts to increase supply overall. Support expanded funding for renters, landlords, and moderate-income homeowners caused by hardships of the COVID-19 pandemic and resulting economic recession to keep people stably housed and prevent an eviction and foreclosure crisis.

Support Efforts to End the Experience of Homelessness

Work with federal, state, and local Continuums of Care throughout the region to ensure that the experience of homelessness is rare, brief, and nonrecurring through implementation of a racial equity - informed "Housing First" approach. Support increasing the supply of supportive housing with wrap-around services that promote housing stability and independent living. Voice the need for additional HUD funding for Housing Choice Vouchers to meet the need for permanent housing options as well as robust state and federal resources for local governments to provide necessary supports, such as case management, housing counseling and navigator services to protect vulnerable residents. Support continued financial rental assistance to tenants and landlords to prevent a significant increase in people experiencing homelessness as federal and local eviction moratoriums end.

Support Alignment of Workforce Development and Job Creation

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

Support Local Governments and Activity Centers

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

FOOD SECURITY, HEALTH & HUMAN SERVICES

Strengthen Programs that Support Childhood Nutrition and Well-Being

Build on lessons learned during COVID-19 through the upcoming Childhood Nutrition Reauthorization Act, and other federal, state, and local legislative efforts, to work to make access to school meals free for all students. Extend programs such as Pandemic EBT (P-EBT) and the Summer Supplemental Nutritional Assistance Program (SNAP). Enhance and expand the Women Infants and Children (WIC) Program. Support other policies which reduce childhood poverty and food insecurity. Strengthen farm-to-school programs and investments to connect the region's farmers with schools and childcare facilities. Support policies to provide healthier food and drink options on restaurants' children menus.

Improve Food Security and Healthy Food Access

Support federal, state and local initiatives to increase food and cash assistance to residents in need, including children, college students, adults and seniors. Increase participation in federal benefit programs, streamline program administration and support and evaluate innovative initiatives to serve residents not eligible for federal programs. Make permanent funding increases to SNAP to address food inflation and participants' nutritional needs. Support policies and investments that address disparities in rates of food insecurity in people of color, including Black and Hispanic/Latino households. Increase investments in programs that improve access to local and regional healthy food, including access at food banks and pantries, farmers markets and CSAs, food hubs, grocery, and in food as medicine programs. Recognize the hunting and fishing rights of indigenous people.

Support Small Farmers and Food System Resilience

Address issues such as Heirs Property which contributes to land loss among low-income people. Support local government efforts to increase farmland preservation, protect agricultural soils, and support programs that facilitate land transition to the next generation of small farmers. Center the unique experiences of Black, Indigenous, and People of Color (BIPOC) in legislative proposals, and policy and program development to facilitate greater access to land ownership, capital, and markets. Invest in regional food system infrastructure and capacity to increase resilience.

Support Local Food Entrepreneurs, Businesses, and Workforce Development

Strengthen programs that support entrepreneurialism, workforce development, and living wages in the regional food economy. Invest in local business development and ownership and target those investments to help address long-standing food system inequities faced by communities of color. Create career pipelines for food and agriculture workers and improve the health and safety of work environments.

Support Efforts to Combat Substance Use Disorders

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

Increase Availability of and Access to Mental Health Services

Work with local, state, and federal partners to increase access to and availability of mental health services throughout the region to include psychiatric hospital beds, counseling, telehealth, and other outpatient services; support culturally competent providers from diverse backgrounds; develop communication strategies to combat mental health stigma and promote mental wellness throughout communities; continued expansion of crisis intervention, mental health courts, and diversion programs, where treatment is indicated rather than incarceration, especially for at-risk youth; and re-entry programs to reduce recidivism rates of mental health consumers.

HOMELAND SECURITY AND PUBLIC SAFETY

Public Health Response

Support funding for public health to prevent, prepare for, and respond to public health emergencies and pandemics, such as the COVID-19 crisis. Leverage new and existing funding mechanisms that would provide resources to carry out public health surveillance, reporting, infection control, vaccine distribution, laboratory testing, mass care, planning and exercises, communications and other public health activities. Invest in an adequate workforce capacity and capability to support public health infrastructure. Enact and support the development of more secure supply chain networks, with a focus on vulnerable populations, as it relates to personal protective equipment (PPE) and other life safety equipment used in the response of pandemics.

Support Cybersecurity Preparedness Initiatives

Support cybersecurity programs and initiatives that advance and improve cyber preparedness and response to current and emerging threats. Work with local and state partners to develop resiliency against future cybersecurity attacks and other virtual threats targeted at our citizens and the information technology infrastructure of our communities.

Support Regional Emergency Preparedness

Continue to support emergency response preparedness programs that advance and improve response preparedness to existing and emerging threats. Work with local and state partners to maximize the region's share of federal grant funds and use these funds to promote value added outcomes that continue to increase capacity, capability, and developed standards for regional response in the National Capital Region.

Urban Area Security Initiative (UASI) Funding

The National Capital Region (NCR) receives UASI funding for efforts to address the multi-discipline planning, organization, equipment, training, and exercise needs of high-threat, high-density urban areas, and to assist in building and sustaining capabilities to prevent, protect against, mitigate, respond to, and recover from threats or acts of terrorism using the whole community approach. As funding allocations are assessed, policy makers should recognize the complexity of challenges in the NCR that directly impact Federal government operations and security and support an increase in UASI funding to our region to effectively address the unique nexus of U.S. Federal, state, local, and international operations.

STAFF CONTACT INFORMATION

Legislative Priorities: Monica Beyrouti Nunez, mbeyrouti@mwkog.org, (202) 962-3212

Transportation: Kanti Srikanth, ksrikanth@mwkog.org, (202) 962-3257

Water & Food Security: Steven Bieber, sbieber@mwkog.org, (202) 962-3219

Climate & Energy: Jeff King, jking@mwkog.org, (202) 962-3238

Housing and Human Services: Paul DesJardin, pdesjardin@mwkog.org, (202) 962-3293

Emergency Preparedness: Scott Boggs, sboggs@mwkog.org, (202) 962-3268