

# City of Greenbelt

## City Manager's Report

### Week Ending June 18, 2021

1. Please note that a confidential email regarding personnel matters was sent on Tuesday. Included separately please find a confidential memo on other matters.
2. Attached is a draft letter to Governor Hogan urging him to reinstate unemployment benefits. **Please provide feedback to either Tim or Anne Marie by Wednesday, June 23.**
3. Also attached is a draft letter to the county Department of the Environment regarding the increased tipping fee. **Please provide feedback to either Tim or Anne Marie by Wednesday, June 23.**
4. A draft letter to WMATA requesting a waiver of review fees for the Greenbelt Station Hiker/Biker Trail is attached. **Please provide feedback to Terri Hruby by noon on Tuesday, June 22.**
5. Copies of the letters sent on Tuesday to Senators Cardin and Van Hollen and Congressman Hoyer in opposition to the Maglev are also attached.
6. Also attached is Business Data At-A-Glance from the Economic Development Coordinator. The document was updated, per council's request, to show vacancy rates for both the county and region.
7. Tonight's Moonlit Movie will be moved to another area near the Aquatic and Fitness Center area; there is a conflict with a baseball game. To prepare, Public Works has been cleaning up the former Candy Cane Lane/horseshoe area. Staff is also preparing for the July 4<sup>th</sup> Celebration.
8. Enjoy the Juneteenth activities scheduled throughout the weekend at area parks, gardens, and Beltway Plaza Mall. This includes the Moonlit Movie, Black Panther, this evening. Rain date is tomorrow. Another copy of the schedule is included separately. The schedule is also available on the City website.
9. Staff anticipates proposing a budget and schedule of operations next year to incorporate a City Juneteenth holiday in 2022. Multiple departments are working this Juneteenth celebration weekend. Some of these departments would continue to do so in the future. This includes Police, Public Works, Recreation, and the City Manager's Office (public information staff). Thank you to everyone, including the Black History Committee.
10. Please also find included separately, a copy of business closures, both temporary and permanent. Council previously received this list and is informed of any openings and closings that come to the City's attention. Please note that Willy K's is now open. Likewise, advertisement is underway for leased office space in the former doctor's facility at Roosevelt Center (Granite Building).
11. The City Treasurer received confirmation via the State's contractor that the City's ARPA fund application is complete.

12. Summer Camp starts on Monday! Thank you to all staff from Public Works to Recreation who are preparing today and throughout the weekend.
13. Working with GILA and Beltway Plaza representatives on outreach services until Dr. Park returns. Information has been provided regarding the County relief funds. Planning staff has also emailed relief funding and vaccination information to apartment management/ownership.
14. Workers Compensation and electricity service agreements are being finalized.
15. Received the Government Alliance on Race and Equity (GARE) regional racial equity cohort information from Metropolitan Washington Council of Governments (MWCOG). Staff is reviewing the material about the 11-month program.
16. Thank you to Scott Crawford for producing films, including on topics like the County bike share program.
17. Continued review and interviews for the position of Public Information Officer and Coordinator.
18. Attended the Council work session on Economic Development Recovery and the League of Women in Government monthly board meeting.
19. **Assistant City Manager**
  - a. Met with Economic Development Coordinator, Charise Liggins.
  - b. Met with Di Quynn-Reno and toured the Community Center.
  - c. Met with Megan Young and toured the museum.
  - d. Met with Jim Sterling and toured Public Works and city facilities.
  - e. Attended Council regular and work session meetings.
  - f. Worked with CRAB prepping for their Forums.
  - g. Drafted letters for City Manager and Council review - unemployment, school boundary and tipping fee.
20. **Human Resources**
  - a. Participated in discussion of workers' compensation carriers with Finance and HR staff and made recommendations to the City Manager.
  - b. Prepared census for the American Benefits Group, the city's COBRA provider.
  - c. Rolled out electronic onboarding for all new hires. Much of the paperwork is now filled out electronically and stored directly into employee's electronic personnel files.
  - d. Onboarded 5 new classified full time employees.
  - e. Attended orientation to scan new hire's I-9 documents directly into electronic personnel files.
  - f. Completed interviews for the Public Information and Communications Coordinator.
21. **City Treasurer/Finance**
  - a. On leave. However, joined a webinar held by the State's Department of Management and Budget geared to provide information about the distribution of the local coronavirus recovery funds. A host of information was shared including the announcement of the Hagerty Consulting group hired to assist the State in managing the distribution process. Exchanged several email messages with a Hagerty representative who has confirmed the City's application process to receive ARP funds is now complete.

## **22. Information Technology**

- a. Attended Verizon webinar for Public Safety
- b. Reviewed proposed Police interview room system with vendor
- c. Attended Smart Broadband Coalition meeting – UMD
- d. Participated in an internal Comcast Negotiation team meeting

## **23. Economic Development**

- a. 7 businesses sent follow-up information as US Chamber Dream Big Awards eligibility criteria.
- b. 7 businesses engaged about COVID-19-related updates.
- c. Connected 2 businesses with Prince George’s County Economic Development Corporation.
- d. Greenbelt Business Recovery Webinar – Strategies for Creating Engaging Client and Customer Experiences
- e. Work Session – Local Economic Recovery
- f. Participated in Public Information and Communications Coordinator interviews.
- g. Sent Business Brief newsletter about US Chamber of Commerce Dream Big business awards.

cc: Department Heads

Tim George, Assistant City Manager

Dawane Martinez, Human Resources Director

Bonita Anderson, City Clerk

June 21, 2021

The Honorable Lawrence J. Hogan  
Governor of Maryland  
100 State Circle  
Annapolis, Maryland. 21401-1925

Dear Governor Hogan:

On behalf of the Greenbelt City Council, I want to voice our opposition to ending the enhanced pandemic federal unemployment benefits put in place at the beginning of the COVID-19 pandemic. Specifically, we urge you to extend the following programs:

- Federal Pandemic Unemployment Compensation (FPUC), which provides an additional \$300 per week
- Mixed Earners Unemployment Compensation (MEUC)
- Pandemic Emergency Unemployment Compensation (PEUC)
- Pandemic Unemployment Assistance (PUA)

While the State of Maryland has reached the benchmark set by President Biden of vaccinating 70% of adults, Prince George's County has only fully vaccinated 41% of residents, and just under 50% have received at least one dose. The numbers in Prince George's County continue to fall but we are not out of the woods yet. Continuing the unemployment assistance programs will be very important in helping our residents as they themselves try to emerge from this pandemic.

The City of Greenbelt strongly urges the State of Maryland to extend the unemployment benefits, at least through the summer, to continue to provide assistance to those communities where vaccinations are still needed.

Sincerely,

Colin A. Byrd  
Mayor

cc: City Council  
Senator Paul Pinsky  
Delegate Anne Healey  
Delegate Alonzo Washington  
Delegate Nicole Williams

June 21, 2021

Andrea L. Crooms  
Acting Director  
Prince George's County Department of the Environment  
1801 McCormick Drive  
Largo, MD 20774

Dear Ms. Crooms:

On behalf of the Greenbelt City Council, thank you for extending the date of the tipping fee increase for disposal of standard solid waste from July 1, 2021 to October 2021. The Council is opposed to applying the fee increase with such little notice.

As you know, many municipalities in Prince George's County operate on a July-June fiscal year. As such, many of us begin our budget preparations in January, have budget meetings in the Spring, and finalize our budgets in May for June adoption. Receiving notice of an 18.6% rate increase or other significant fee changes so late in the process makes it impossible to include the revised rates/fees in the regular budget review and adoption process. Note that the City's Sustainability Coordinator asked about tipping fee increases in February, when the City budget was being developed. This increase was not identified until mid-June. When the change goes into effect this October, the City of Greenbelt, among others, will have to do a budget amendment to accommodate the higher fees.

The Greenbelt City Council strongly urges Prince George's County to defer the increase in landfill fees until FY23, beginning July 2022. We further request that any future increases in fee structure or a reduction for the landfill rebate be presented to the municipalities in the beginning of the calendar year in order to be included in the budget preparation process.

Sincerely,

Colin A. Byrd  
Mayor

cc: The Honorable Angela Alsobrooks  
The Honorable Todd M. Turner  
City Council  
Nicole Ard, City Manager  
Jim Sterling, Public Works Director  
Tim George, Assistant City Manager  
Marilyn E. Naumann, C.P.M., Associate Director  
Bruce M. O'Dell, Disposal Section Manager

DRAFT

June 17, 2021

Mr. Paul C. Smedberg, Chair  
WMATA Board of Director  
Washington Metropolitan Area Transit Authority  
600 5<sup>th</sup> Street, N.W.  
Washington, DC 20001

Re: Greenbelt Station Hiker/Biker Trail

Dear Mr. Smedberg:

The City of Greenbelt has been working closely with WMATA staff over the last several years on the planning, design, engineering and permitting of a hiker/biker trail that will provide a direct connection from the Greenbelt Station South Core residential development to the Greenbelt Metro Station. The trail will also improve connectivity to transit for residents of Berwyn Heights and the City of College Park.

The City has forged a partnership with the developer of the Greenbelt Station South Core project, Woodlawn Development Corporation, to assist in the design, permitting and construction of this critical connection. Woodlawn Development Corporation has committed to paying \$512,000 dollars toward the project, while the City has pledged over \$2 million towards the design, permitting and construction of this public trail. As a portion of the trail will be located on WMATA property, the City and Woodlawn have been working closely with WMATA staff in the Office of Joint Development and Adjacent Construction (JDAC).

Unfortunately, this project continues to grow in cost (\$2.5± Million), with utility design being complicated/challenging and significant costs associated with constructing the trail to conform with WMATA standards. The City is appreciative of the support that the Office of JDAC has provided to the City and looks forward to continued collaboration to see this project through to construction. However, the City has serious concerns about fees being assessed for WMATA staff time associated with project review in addition to the fees for eventual permitting and construction

To date, WMATA's JDAC has invoiced Woodlawn \$107,000 in review fees and it is anticipated additional fees will be assessed, both during engineering and construction, as the project is only at 65% percent engineering. However, understanding that Woodlawn's contribution is a fixed and finite amount, the burden of paying the WMATA review fees and any other increases in project cost will ultimately fall to the City. Additionally, it should be noted that a significant portion of the WMATA review fees is for utility design to provide electrical and communication service to the security cameras that are being required (and that will be provided and maintained) by WMATA. The City understands WMATA's cost recovery policy regarding review of development on adjacent properties, and is appreciative of the time and effort WMATA staff has dedicated to the project. However, the City finds it is unacceptable for WMATA to assess the City fees to cover the review costs, particularly those associated with the designing of electrical service for new WMATA security cameras.

WMATA stands to directly benefit financially from this project, but more importantly this project strongly supports the mission of WMATA, "To provide safe, equitable, reliable and cost-effective public transit by connecting communities, improving mobility, and stimulating economic development." Mr. Wiedefeld recently stated, "Community access equals opportunity and Metro will deliver on this promise." Not only will the project directly benefit WMATA, but it will also provide transit access to the residents of Greenbelt and communities to the south. The City is asking the Board to support its mission and promise of improving community access to Metro by waiving WMATA's review fees for this project.

If you have any questions, please feel free to contact Terri Hruby, Director of Planning and Community Development, at (301)345-5417.

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Colin A. Byrd  
Mayor

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Emmett V. Jordan  
Mayor Pro Tem

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Judith F. Davis  
Council Member

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Leta M. Mach  
Council Member

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Silke I. Pope  
Council Member



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Edward V.J. Putens  
Council Member

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Rodney M. Roberts  
Council Member

cc: Senator Ben Cardin  
Senator Chris Van Hollen  
Majority Leader Steny Hoyer  
Paul J. Wiedefeld, WMATA GM/CEO  
Gregory Slater, WMATA Board  
Thomas Gram, WMATA Board  
Roselyn Doggett, WMATA  
Greenbelt City Council  
Nicole Ard, City Manager  
Terri Hruby, Director of Planning & Community Development

# CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



June 15, 2021

The Honorable Senator Cardin  
509 Hart Senate Office Building  
Washington, D.C. 20510

Submitted via email to [ben\\_cardin@cardin.senate.gov](mailto:ben_cardin@cardin.senate.gov)

Dear Senator Cardin:

On May 24, your office received the City of Greenbelt's comments in response to the Notice of Availability of the Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation for the Baltimore-Washington Superconducting Maglev Project (SCMAGLEV). Now that the SCMAGLEV DEIS public comment period has concluded, we are writing to reiterate our staunch opposition to the SCMAGLEV. We urge you to join us in opposition to this project.

Greenbelt's comments on the DEIS can be found at [www.greenbeltmd.gov/maglev](http://www.greenbeltmd.gov/maglev). These comments, which were endorsed by the City of College Park and the Town of Landover Hills, uncovered 222 pages' worth of errors and omissions in the DEIS. Chief among these are that the Project's ridership estimates and related projections (including travel time savings, induced travel, and reliability benefits) are grossly over-inflated, leading to further inflation of estimated congestion relief and projected revenues. Norman Marshall, President and founder of Smart Mobility, Inc., who assisted the City with our review, found that "the DEIS overestimates travel time savings and reliability benefits by a factor of five or more. Three quarters of the purported economic benefits of SCMAGLEV are travel time and reliability benefits and these are overestimated by a factor of 15 or more. . . . The other significant economic benefits calculations in the DEIS rest both on inflated ridership and on unreliable vehicle miles traveled (VMT) multipliers." As Mr. Marshall states, "The supposed congestion relief for non-SCMAGLEV travelers will not materialize. Instead, construction of the SCMAGLEV will create a two-tier system with a fast ride for the affluent and negative consequences for everyone else." Further, the DEIS does not address who will pay the billions of dollars needed to construct the SCMAGLEV and does not demonstrate that operating and maintenance costs will be offset by revenues, leading to huge unanswered questions regarding the financial viability of the Project and the possible need for public subsidies.

Very concerning to the City is that BWRR, the entity that would design, construct, and operate the SCMAGLEV, is grossly misrepresenting job creation projections in their public advertisements. BWRR advertises job creation that is eight times higher for construction jobs and over thirty times higher for permanent jobs when compared to information in the Draft Environmental Impact Statement prepared for the project by the Federal Railroad Administration. Additionally, the project is not "green". It will increase energy consumption by the equivalent of approximately 88,900 homes per year during operations. It is unclear if the regional transmission organization will be able to meet this increased need or what the impacts on reliability and consumer prices may be.

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

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

[www.greenbeltmd.gov](http://www.greenbeltmd.gov)



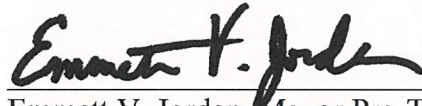
This project will not benefit Greenbelt and other communities and neighborhoods along the proposed route. The Project would harm human health and the environment, destroy parkland, adversely affect the true public transit options that serve the area, and generally reduce the quality of life of your constituents. These negative impacts would disproportionately fall on environmental justice communities along the proposed routes, while the Project would provide benefits to only a small minority of people who are wealthy enough to afford the high fares and fortunate enough to live near one of its stations, of which there are only three.

In summary, this proposed SCMAGLEV project will negatively impact the natural environment and reduce the quality of life for residents of our City and surrounding communities. The inaccurate information and inflated benefits portrayed in the DEIS – as well as the information entirely hidden from public view – has added fuel to years-long local opposition to the SCMAGLEV Project. In our letter to the FRA, we voice staunch opposition to the SCMAGLEV and request that the agency halt its consideration and stop wasting taxpayer dollars on this harmful and unnecessary project. As the people’s representative, we call on you to represent the people’s interests when it comes to the SCMAGLEV. We urge you to join us in supporting the No Build option for this ill-conceived project.

Sincerely,



Colin Byrd, Mayor



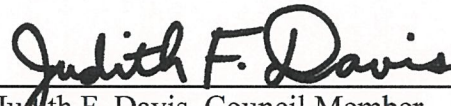
Emmett V. Jordan, Mayor Pro-Tem



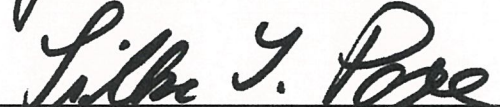
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Silke I. Pope, Council Member

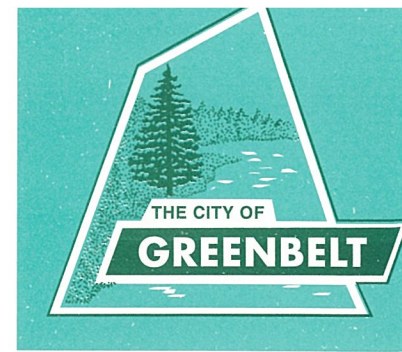


Rodney M. Roberts, Council Member

cc: Governor Larry Hogan  
Secretary Pete Buttigieg, DOT  
Greenbelt City Council  
Nicole Ard, City Manager  
Terri Hruby, Director of Planning & Community Development

# CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



June 15, 2021

The Honorable Congressman Hoyer  
1705 Longworth House Office Building  
Washington, D.C. 20515

Submitted via email to [alexis.covey-brandt@mail.house.gov](mailto:alexis.covey-brandt@mail.house.gov)

Dear Congressman Hoyer:

## CITY COUNCIL

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

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Greenbelt's comments on the DEIS can be found at [www.greenbeltmd.gov/maglev](http://www.greenbeltmd.gov/maglev). These comments, which were endorsed by the City of College Park and the Town of Landover Hills, uncovered 222 pages' worth of errors and omissions in the DEIS. Chief among these are that the Project's ridership estimates and related projections (including travel time savings, induced travel, and reliability benefits) are grossly over-inflated, leading to further inflation of estimated congestion relief and projected revenues. Norman Marshall, President and founder of Smart Mobility, Inc., who assisted the City with our review, found that "the DEIS overestimates travel time savings and reliability benefits by a factor of five or more. Three quarters of the purported economic benefits of SCMAGLEV are travel time and reliability benefits and these are overestimated by a factor of 15 or more. . . . The other significant economic benefits calculations in the DEIS rest both on inflated ridership and on unreliable vehicle miles traveled (VMT) multipliers." As Mr. Marshall states, "The supposed congestion relief for non-SCMAGLEV travelers will not materialize. Instead, construction of the SCMAGLEV will create a two-tier system with a fast ride for the affluent and negative consequences for everyone else." Further, the DEIS does not address who will pay the billions of dollars needed to construct the SCMAGLEV and does not demonstrate that operating and maintenance costs will be offset by revenues, leading to huge unanswered questions regarding the financial viability of the Project and the possible need for public subsidies.

Very concerning to the City is that BWRR, the entity that would design, construct, and operate the SCMAGLEV, is grossly misrepresenting job creation projections in their public advertisements. BWRR advertises job creation that is eight times higher for construction jobs and over thirty times higher for permanent jobs when compared to information in the Draft Environmental Impact Statement prepared for the project by the Federal Railroad Administration. Additionally, the project is not "green". It will increase energy consumption by the equivalent of approximately 88,900 homes per year during operations. It is unclear if the regional transmission organization will be able to meet this increased need or what the impacts on reliability and consumer prices may be.

The project would also destroy key amenities and infrastructure that you and your predecessor, the late Congresswoman Gladys Noon Spellman, have been instrumental in securing within the City. In the early 1990s, you were important in making available over half a million dollars in National Park Service funds to assist the City in purchasing 100 acres of forested land that is now part of the City's Forest

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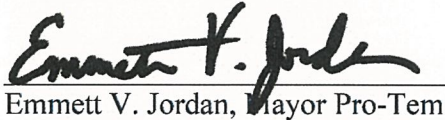
Preserve. In exchange, the City granted the NPS a scenic easement on 60 acres of this land. The Forest Preserve and the NPS easement would be directly and adversely impacted by the SCMAGLEV. Additionally, the DEIS states that the project will result in the closing of the Spellman Overpass, an important piece of pedestrian and bicycle infrastructure linking Greenbelt East and historic Greenbelt, which required the efforts of Congresswoman Spellman and the coordination of the City, the National Park Service, and the Federal Highway Administration over nearly six years to construct.

This project will not benefit District 5 communities and neighborhoods along the proposed route. The Project would harm human health and the environment, destroy parkland, adversely affect the true public transit options that serve the area, and generally reduce the quality of life of your constituents. These negative impacts would disproportionately fall on environmental justice communities along the proposed routes, while the Project would provide benefits to only a small minority of people who are wealthy enough to afford the high fares and fortunate enough to live near one of its stations, of which there are only three.

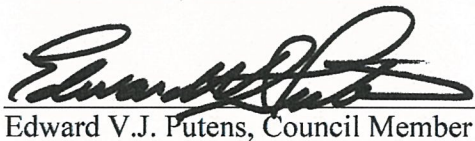
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Sincerely,

  
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

cc: Governor Larry Hogan  
Secretary Pete Buttigieg, DOT  
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Nicole Ard, City Manager  
Terri Hruby, Director of Planning & Community Development

# CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



June 15, 2021

The Honorable Senator Van Hollen  
110 Hart Senate Office Building  
Washington, D.C. 20510

Submitted via email to [chris.vanhollen@vanhollen.senate.gov](mailto:chris.vanhollen@vanhollen.senate.gov)

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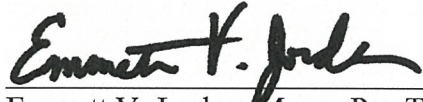
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Sincerely,



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Colin Byrd, Mayor



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Emmett V. Jordan, Mayor Pro-Tem



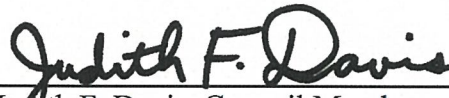
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Leta M. Mach, Council Member



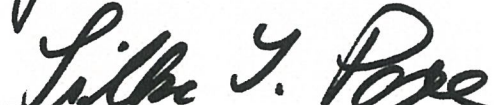
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Edward V.J. Putens, Council Member



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Judith F. Davis, Council Member



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Silke I. Pope, Council Member



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Rodney M. Roberts, Council Member

cc: Governor Larry Hogan  
Secretary Pete Buttigieg, DOT  
Greenbelt City Council  
Nicole Ard, City Manager  
Terri Hruby, Director of Planning & Community Development

# City of Greenbelt Economic Development

## Business Data *At-A-Glance*

<b>Unemployment Rate</b> State/County Data: <a href="#">Local Area Unemployment Statistics (LAUS) - Office of Workforce Information and Performance (OWIP) (state.md.us)</a> ; Federal: <a href="#">THE EMPLOYMENT SITUATION — MAY 2021 (bls.gov)</a>	<b>7.8%</b> 8.0% (County) 6.2% (State) 5.8% (US)
<b>Number of Businesses</b> <i>*Data from Census Business Builder</i>	666*
<b>Businesses by Industry</b>	
Accommodation & Food Services	53
Administrative & Support/ Waste Management & Remediation	45
Arts, Entertainment & Recreation	6
Finance & Insurance	44
Healthcare & Social Assistance	161
Information	18
Other Services	29
Professional, Scientific, Tech Services	198
Real Estate, Rental & Leasing	24
Retail Trade	88
<b>Vacancy Rates</b>	
<b>Office Vacancy Rate</b> <i>Prince George's County Office Vacancy Rate</i> <i>DC-Maryland-Virginia Region Office Vacancy Rate</i>	<b>15.1%*</b> 13.1% 15.4%
<b>Retail Vacancy Rate</b> <i>Prince George's County Office Vacancy Rate</i> <i>DC-Maryland-Virginia Region Office Vacancy Rate</i>	<b>7.8%*</b> 4.8% 5.1%
<b>Commercial Properties for Sale</b> <a href="http://www.loopnet.com">www.loopnet.com</a>	
Buildings	1
Office Condominiums	5

\*Greenbelt Office and retail Vacancy Rate from CoStar on 6/9/21. County and regional office and retail vacancy rate from CoStar on 6/17/21.

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