

CITY COUNCIL AGENDA

1. Call To Order

2. Roll Call

3. Meditation And Pledge Of Allegiance To The Flag

4. Consent Agenda - Approval Of Staff Recommendations

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

5. Approval Of Agenda And Additions

6. Presentations

o. America Recycles Month Proclamation:

America Recycles Day will be celebrated on November 15. This is the 19th year that a day has been set aside nationally to build consumer demand for recycled products and to educate all Americans about the environmental and economic benefits of reusing and recycling. Erin Josephitis, Environmental Coordinator, will be present to accept the proclamation on behalf of the Greenbelt Advisory Committee on Environmental Sustainability. Ms. Josephitis will also give an overview of this year's America Recycles Month events. (CM)

Documents:

[AMERICA RECYCLES MONTH PROCLAMATION.PDF](#)

o. Local Government Insurance Trust – Police Training Grant Presentation:

The Local Government Insurance Trust (LGIT) has awarded \$1,394 to the City for K-9 handler, instruction and training. Tim Ailsworth, LGIT Executive Director, will present the check and Sergeant Tim White will receive the check on behalf of the Police Department. (MM)

7. Petitions And Requests

(Petitions received at the meeting will not be acted upon by the City Council at this meeting unless Council waives its Standing Rules)

8. Minutes Of Council Meetings

o. * Work Session, July 5, 2016

Documents:

[WS160705.PDF](#)

o. * Work Session, August 1, 2016

Documents:

[WS160801.PDF](#)

o. * Regular Meeting, October 10, 2016

Documents:

9. Administrative Reports

10. *Committee Reports

11. Resource Group Of Kent, Ohio At A Cost Of \$23,900

- 2nd Reading, Adoption

Reference: Resolution
Memorandum, R. Fink, 10/04/2016

The FY 2017 budget allocates funds for a Tree Master Plan to review current practices, tree inventory, and develop a recommended planning and maintenance program to guide the City's tree-related planning decisions over the next five (5) to ten (10) years.

The City issued a Request for Proposals (RFP) for a Tree Master Plan and three (3) responses were received. After review of the proposals and interviews, Public Works staff has identified the proposal from Davey Resource Group as best suited to address the City's needs. The Davey Proposal is \$23,900, which is higher than the budgeted amount of \$15,000. It's expected there will be sufficient departmental savings to cover the additional cost.

Ms. Davis introduced this resolution for first reading at the last meeting. It is recommended the resolution be introduced for second reading and moved for adoption tonight. Richard Fink, Superintendent of Parks, will be present. (CM)

Documents:

[RESOLUTION.PDF](#)
[MEMORANDUM, R. FINK, 10-04-2016.PDF](#)

12. Application For Liquor License Transfer – Gus's World Famous Fried Chicken

Reference: Notice of Public Hearing

An application for the transfer of a Class B(R) Beer, Wine and Liquor License from Sarintra Corporation, t/a Chef's Secret Restaurant, to Terrapin Restaurant Partners, LLC, t/a Gus's World Famous Fried Chicken, 5810 Greenbelt Road.

The City can support, oppose or take no position on this application. Mark Dawegko, Terrapin Restaurant Partners, LLC will be present at tonight's meeting. (CM)

Documents:

[NOTICE OF PUBLIC HEARING.PDF](#)

13. Application For Temporary Liquor License – Friends Of The Greenbelt Museum

Reference: Email. Jen Ruffner, 10/12/16
Event Notice

The Friends of the Greenbelt Museum (FOGM) is holding an event at the Greenbelt Theatre on November 15. The event includes a ticketed reception at 7:00pm and a free public screening of Three Brave Men (1956) at 8:00pm with a discussion to follow.

FOGM would like to serve wine at the reception only. In order to secure a temporary license from the County, FOGM needs a letter from the City granting permission for this activity. Included in Council's packet is a letter from Jen Ruffner, FOGM President, describing the request and the steps they will take to control wine consumption. Ms.

Ruffner will be present at tonight's meeting to answer any questions.

Council direction is sought. (DEM)

Documents:

[EMAIL. JEN RUFFNER, 10-12-16.PDF](#)
[EVENT NOTICE.PDF](#)

14. Maryland Draft Consolidated Transportation Program

Reference: Memorandum, Terri S. Hruby, 10/19/16
Excerpts from Draft Consolidated Transportation Program, FY 2017-
2022
Draft Letter, 10/25/16

The City has received the Draft FY 2017– 2022 Maryland Department of Transportation Consolidated Transportation Program (CTP). There is a staff level review session scheduled for October 26, 2016. The annual tour meeting is scheduled for November 10, 2016 at 2:00 p.m. at the County Administration Building in Upper Marlboro

The FY 2017 – 2022 CTP totals \$14.4 billion, compared to \$15.7 billion in last year's program. In summary, \$224.1 million worth of new projects have been added to the CTP. For Greenbelt, there are no significant program changes from the last year's CTP. The Greenbelt Metro Station continues to be funded with additional funds allocated to address additional infrastructure and mitigation costs associated with future planned development. The Purple Line continues to be funded. The MD 201 Extended Project and the I-95/I-495 Capital Beltway widening feasibility study continue to be on hold.

The CTP includes an estimated \$184.5 million in funding for bicycle and pedestrian related projects. The program continues to include funding for segment one of the US 1 Improvement project and construction monies are budgeted beginning 2019. Funding for Prince George's County Local Bus Program continues to be included. The MD 193-Greenbelt Road Streetscape project is not included in the CTP. This project was placed on hold in 2002 and, in previous years, City Council has requested that the County and the State designate this project as a priority and allocate funding towards planning.

Staff has prepared a draft letter addressed to Transportation Secretary Pete Rahn, for City Council's consideration. If any new information arises from the upcoming staff level meeting with State and County representatives, staff will consult with City Council prior to finalizing the letter (TH)

Documents:

[MEMORANDUM, TERRI S. HRUBY, 10-19-16.PDF](#)
[EXCERPTS FROM DRAFT CONSOLIDATED TRANSPORTATION PROGRAM, FY 2017-2022.PDF](#)
[DRAFT LETTER, 10-25-16.PDF](#)

15. Letter To Maryland National Capital Park And Planning Commission – Zoning Rewrite Module 3 Review

Reference: Draft Letter
Staff Comments

Prince George's County has completed its public presentation of the revised Zoning Ordinance and Subdivision Regulations. The City Council has reviewed both documents, broken down into three Modules. Module 3 was most recently reviewed by City Council at

a work session on October 5.

Overall, Module 3 was complimented as reflecting an improved series of procedures – easier to review and understand. While Module 3 reflects an improvement in the administrative procedures of the zoning ordinance, there are concerns that remain for the city. A specific concern relates to a provision which would amount to 60% of zoning applications being subject to an administrative, internal review. This would deny the public the opportunity to be informed about zoning, subdivision and development proposals, as well as the right to comment and be heard on these applications. Protection of the public's access to the development review process should be equal to all other considerations as the zoning and subdivision regulations are considered.

A letter summarizing the major points of Council concerns, together with a detailed listing of comments, is included for Council review. It is recommended that the City Council approve this letter and direct that it with the detailed comments be forwarded to the Maryland-National Capital Park and Planning Commission. (CC)

Documents:

[DRAFT LETTER.PDF](#)
[STAFF COMMENTS.PDF](#)

16. Council Reports

17. * Letter Of Support – New Deal Café

Reference: Letter

The New Deal Café is seeking new financing and funding sources that will enhance its capacity to provide services. They have requested a letter of support from Council to include with any applications for grant funding and financing resources.

Approval of this item on the consent agenda will indicate Council's intent to approve the letter. (CM)

Documents:

[LETTER.PDF](#)

18. * Designation Of Voting Delegate And Alternate For The National League Of Cities

Reference: Email, S. Osborn, 10/13/2016

The National League of Cities (NLC) has asked the City to designate voting and alternate voting delegates to the Annual Business Meeting which will be held on November 19, 2016, at the City Summit in Pittsburgh, Pennsylvania. Approval of this item on the consent agenda will designate Mayor Jordan as the voting delegate, Mayor Pro Tem Davis as the first alternate, and Mr. Putens as the second alternate. Approval of this item would also authorize the City Clerk to so notify the NLC. (CM)

Documents:

[EMAIL, S. OSBORN, 10-13-2016.PDF](#)

19. * Reappointments To Advisory Groups

Reference: Reappointment Surveys

The following individuals have indicated their willingness to continue to serve on City

Advisory Groups.

Marie Silvia Miller	Advisory Planning Board
Stanley Zirkin	Public Safety Advisory Committee
Jeremy Tuthill	Youth Advisory Committee

Approval of this item on the consent agenda will indicate Council's intent to appoint the members to new terms. (CM)

20. * Resignation From Advisory Group

Reference: Email, A. Montes, 10/12/2016

Annie Montes has submitted her resignation from the Forest Preserve Advisory Board. Approval of this item on the consent agenda will indicate Council's intent to accept Ms. Monte's resignation with regret. (CM)

21. MEETINGS

Reference: Chart, Stakeholder/Regular Meetings
Master Calendar

Executive Session: At its last meeting, Council scheduled an Executive Session to discuss a personnel matter on Monday, October 31, 2016, at 8:00 p.m. in the Council Room. Since that time, there has been interest expressed in changing the time of this meeting to 7:30 p.m.

The following motion is required to change the time of this meeting: I move that Council change the time of the October 31, 2016, Executive Session in the Council Room from 8:00 p.m. to 7:30 p.m. Council will hold this closed meeting in accordance with the General Provisions Article 3-305(b)(1) of the Annotated Code of the Public General Laws of Maryland to discuss a personnel matter. (CM)

Executive Session: An Executive Session has been requested by the City Manager to discuss a personnel matter – conduct interviews for the City Manager position. It is recommended this meeting be scheduled for Sunday, November 13, 2016, at 9:00 a.m. in the Council Room of the Municipal Building.

The following motion is required to schedule the Executive Session: I move that Council schedule an Executive Session on Sunday, November 13, 2016, at 9:00 a.m. in the Council Room of the Municipal Building. Council will hold this closed meeting in accordance with the General Provisions Article 3-305(b)(1) of the Annotated Code of the Public General Laws of Maryland to discuss a personnel matter. (CM)

Executive Session: An Executive Session has been requested by the City Manager to discuss upcoming collective bargaining negotiations. It is recommended this meeting be scheduled for Monday, November 21, 2016, immediately following the 8:00 p.m. work session scheduled for that evening.

The following motion is required to schedule the Executive Session: I move that Council schedule an Executive Session on Monday, November 21, 2016, immediately following the 8:00 p.m. work session scheduled for that evening. It will be held in the Council Room of the Municipal Building. Council will hold this closed meeting in accordance with the General Provisions Article 3-305(b)(9) of the Annotated Code of the Public General Laws of Maryland to discuss matters relating to collective bargaining negotiations. (CM)

Regular Meeting of November 14, 2016: It is anticipated that a second day of meetings and interviews related to the City Manager search will occur on November 14, 2016. As a result, it is recommended that the regular meeting scheduled for this date be canceled.

Council direction is sought. (CM)

Regular Meeting	Mon.	0/24	8:00 pm
Four Cities Meeting (Greenbelt)	Wed.	0/26	7:30 pm
Advisory Group Appreciation Dinner (CC)	Sun.	0/30	5:00 pm
Executive Session - Personnel	Mon.	0/31	7:30 pm
Interview for Advisory Group (Planning Office)	Wed.	1/02	7:40 pm
Work Session – Voting Age/Mandan Road Basketball Courts (CC)	Wed.	1/02	8:00 pm
No Meeting – General Election	Mon.	1/07	
Work Session – Roosevelt Center Merchants Association (CC)	Wed.	1/09	8:00 pm
Regular Meeting	Mon.	1/14	8:00 pm
NLC Conference	Wed.- Sat.	1/16 -19	
Work Session – Police Body Camera Briefing	Mon.	1/21	8:00 pm
No Meeting	Wed.	1/23	
Regular Meeting	Mon.	1/28	8:00 pm
Work Session – TBD (CC)	Wed.	1/30	8:00 pm

PROCLAMATION

WHEREAS, each year the United States generates more than 254 million tons of municipal solid waste, which is about 4.4 pounds per person per day; and

WHEREAS, although the nation has achieved an overall recycling rate of 34.3%, much more can be done, especially in waste reduction, composting, the reuse of products and materials, and the purchasing of recycled products and packaging; and

WHEREAS, Greenbelt has achieved a recycling rate of 53% through its many dynamic and successful recycling programs, such as residential curbside collection, two recycling centers, electronics recycling, tree lumber recycling, and yard waste composting; and

WHEREAS, to focus the nation's attention on the importance of building consumer demand for recycled products and to educate all Americans about the environmental and economic benefits of recycling, businesses, industries, government agencies, nonprofit organizations, and individuals are joining together to celebrate America Recycles Day 2016 and to encourage all citizens to renew their pledge to reuse and recycle more and to buy more recycled products; and

WHEREAS, America Recycles Day is celebrated nationally on November 15, Greenbelt celebrates with many events held during the entire month.

NOW, THEREFORE, I, Emmett V. Jordan, by the authority vested in me by the citizens and City Council of Greenbelt, hereby proclaim November 2016 to be

AMERICA RECYCLES MONTH

in Greenbelt and encourage all our residents to increase their recycling efforts and their purchasing of recycled products, as these are effective ways to make a difference in our environment, preserve our natural resources, reduce our landfill needs, and improve the quality of life for present and future generations.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Greenbelt, Maryland, to be affixed this 24th day of October 2016.

EMMETT V. JORDAN, Mayor

ATTEST:

Cindy Murray, City Clerk

WORK SESSION OF THE GREENBELT CITY COUNCIL held Tuesday, July 5, 2016, to discuss the Economic Development Study.

Mayor Jordan started the meeting at 8:00 p.m. The meeting was held in the Council Room of the Municipal Building.

PRESENT WERE: Councilmembers Judith F. Davis, Konrad E. Herling, Leta M. Mach, Silke I. Pope, Edward V. J. Putens, Rodney M. Roberts and Mayor Emmett V. Jordan.

STAFF PRESENT WERE: Michael McLaughlin, City Manager; Terri Hruby, Assistant Director of Planning; and Cindy Murray, City Clerk.

ALSO PRESENT WERE: Stewart Eisenberg and Molly O'Connell, Hyattsville Community Development Corporation; Kap Kapastin, Beltway Plaza; Susan Walker, Greenbelt Community Development Corporation; Patricia Walters, Greenbelt Station Development; Caitlin McGrath, Greenbelt Theatre and Roosevelt Center Merchants Association; and others.

Ms. Hruby said she has been working with Mr. Eisenberg and Ms. O'Connell of Hyattsville Community Development Corporation (HCDC) on the development of an economic development toolkit for the City. She said HCDC had met with Councilmembers, residents and business owners, held community sessions with the business community and interest groups, and interviewed other economic development professionals in the region, to determine what economic development programming will work best for the City.

Mr. Eisenberg and Ms. O'Connell provided a PowerPoint presentation. They reviewed economic development programming actions already taken to show City support of its business sector, such as resource and marketing materials, interactive maps, business directory and property database information. Ms. O'Connell said this information is available on the City's website.

Mr. Eisenberg discussed what economic development actions have worked in other areas, such as a commercial façade improvement grant program, development facilitation and tax credits. He mentioned that police services are one of the best "tools" municipalities can offer. He said a number of municipalities in Prince George's County are active in economic development including the Cities of Bowie, College Park, Hyattsville, Laurel and New Carrollton.

Mr. Eisenberg reviewed the following recommendations for the City.

1. Business Outreach

a. Goals

- i. Promote and build upon the Business Toolkit*
- ii. Create closer relationships with existing business and property owners*
- iii. Build confidence in Greenbelt as a place to invest*
- iv. Attract new businesses and employers*

b. Outcomes

- i. More frequent communication between City and businesses*
- ii. Identifying where resources may be needed*

- iii. *City becomes the go to partner for its business community*
 - iv. *Opens further collaboration opportunities between City and employers*
 - v. *Build B-2-B network, the business version of neighborhood and community development*
2. *Development Facilitation*
- a. *Goals*
 - i. *Build new and better relationships with the development community*
 - ii. *Address City's long term needs and interests proactively*
 - iii. *Leverage private investment to achieve municipal goals*
 - b. *Outcomes*
 - i. *Completed project that fulfills a City need and brings new investment, tax base expansion*
 - ii. *Invites relationship building and collaborative interactions with development community*
 - iii. *Strengthens staff and resident stakeholder vesting in the development process*
 - iv. *Attracts new residents*
3. *Public/Private Partnership*
- a. *Goals*
 - i. *Develop a mutually acceptable path forward*
 - ii. *Adopt a comprehensive plan for future mixed-use at Beltway Plaza*
 - iii. *Transform an underperforming site to vibrancy*
 - iv. *Revenue generation for City and property owner*
 - v. *Achieve a mix of uses on a current single-use site*
 - vi. *Improve City's demand and supply capacity*
 - vii. *Build confidence in the City for investment*
 - b. *Possible Outcomes*
 - i. *Comprehensive plan for Beltway Plaza*
 - ii. *Accelerated redevelopment at Beltway Plaza*
 - iii. *Build capacity for the mall to be regionally competitive*
 - iv. *Build capacity for public transit and increase of City's tax base with new housing opportunities*

In conclusion, Mr. Eisenberg and Ms. O'Connell said the City needs to:

1. *Define a clear, concise vision and goals for economic development and consistently promote and utilize said vision;*
2. *Engage with the business and development community proactively;*
3. *Address City's economic development needs through programming designed to address multiple goals; and*
4. *Empower staff to pursue economic development outcomes.*

There was discussion regarding 18 examples of municipal economic development goals provided by Mr. Eisenberg and Ms. O'Connell. They stressed the importance of setting the goals in order to move forward with economic development. Mr. Eisenberg said he recommended Council define three (3) major goals.

The meeting ended at 11:15 p.m.

Respectfully Submitted

*Cindy Murray
City Clerk*

DRAFT

WORK SESSION OF THE GREENBELT CITY COUNCIL held Monday, August 1, 2016, for the purpose of getting an update on the Buddy Attick Park Parking Lot-Green Redesign Plan.

Mayor Jordan started the meeting at 8:10 p.m. The meeting was held in the Council Room of the Municipal Building.

PRESENT WERE: Councilmembers Judith F. Davis, Konrad E. Herling, Leta M. Mach, Silke I. Pope, Edward V. J. Putens, Rodney M. Roberts and Mayor Emmett V. Jordan.

STAFF PRESENT WERE: Michael McLaughlin, City Manager; Jessica Bellah, Community Planner; and Shaniya Lashley-Mullen, Administrative Assistant.

ALSO PRESENT WERE: Sharon Bradley, Bradley Site Design, and Bill Orleans.

Ms. Bellah explained that this is a follow up to Council's work session on April 20, 2016, on the Buddy Attick Park Parking Lot-Green Redesign Plan.

Ms. Bradley presented a PowerPoint presentation detailing the revised plans for the Buddy Attick Park Parking Lot-Green Redesign project. She said the revision includes increasing the total number of parking spaces from 92 to 99, with 26 compact spaces and six (6) ADA spaces. The revision also included enhancements to the two entrances to the Park, extension of the walkway, a kiosk and signage. Ms. Bradley said that concerns identified at the last work session (education, plantings in the parking lot, beautification of the park) are incorporated in the revised plans.

Ms. Bradley advised that since the work session she has met with the Greenbelt Advisory Committee on Environmental Sustainability, the Advisory Planning Board and the Park and Recreation Advisory Board, to present the plan and obtain their input. She advised that all the groups were supportive of the project, but recommended bike accessibility and improvements to Buddy Attick Park beyond the parking lot be considered.

Ms. Bellah said the current design exceeds available funding for the project. Ms. Bellah explained that staff has determined which elements of the project could be introduced as funding becomes available, essentially creating a phased project.

Council indicated its general support of the project. Mr. Roberts expressed concerns about the removal of the White Pine trees and their replacement with American Redbud trees. He said American Redbud trees are known to have diseases, such as cankers, and generally don't live very long. Mr. Roberts recommended that the White Pine trees be replaced with a larger tree, such as Oak, to provide shade for the future.

Ms. Bellah mentioned the City was under a time restriction to use the Chesapeake Bay Trust Grant funding that was awarded for this project. She indicated that an extension request could be submitted.

After further discussion, Council requested staff and the consultant revise the plans to bring the scope of the project within budget and incorporate Council's comments into the design.

Informational Items

Councilmembers briefly discussed the National Night Out events that will be held on Tuesday, August 2, 2016.

Ms. Davis reported that she had been appointed to the Maryland Municipal League (MML) Legislative Committee.

Ms. Mach reported that she was appointed to the MML Communication Committee.

Ms. Mach advised she heard on Channel 7 News that the wood chip playground surfacing (also called engineered wood fiber) is a popular choice at most playgrounds but is not Americans with Disabilities Act (ADA) compliant. She requested staff review this concern.

Several other informational items were discussed.

The meeting ended at 9:55 p.m.

Respectfully Submitted,

*Shaniya Lashley-Mullen
Administrative Assistant*

REGULAR MEETING OF THE GREENBELT CITY COUNCIL held Monday, October 10, 2016.

Mayor Jordan called the meeting to order at 8:01 p.m.

ROLL CALL was answered by Councilmembers Judith F. Davis, Konrad E. Herling, Leta M. Mach, Silke I. Pope, Edward V. J. Putens, Rodney M. Roberts and Mayor Emmett V. Jordan.

ALSO PRESENT were Michel McLaughlin, City Manager; David Moran, Assistant City Manager; John Shay, City Solicitor; and Cindy Murray, City Clerk.

Mayor Jordan asked for a moment of silence in memory of residents Cheryl Rudd and Gregory Miller. Mr. Roberts then led the pledge of allegiance to the flag.

APPROVAL OF CONSENT AGENDA: It was moved by Ms. Davis and seconded by Mr. Herling that the consent agenda be approved. The motion passed 7-0.

Council thereby took the following actions:

Minutes:

Work Session, August 3, 2016
Work Session, August 29, 2016
Regular Meeting, September 12, 2016
Regular Meeting, September 26, 2016
Work Session, September 28, 2016
Interview, October 5, 2016
Approved as Presented

Memorandum of Understanding – City and Greenbelt Access Television: Council approved the Memorandum of Understanding between the City and Greenbelt Access Television (GATe) as proposed.

Red Light Cameras: Council approved the installation of red light camera program at the intersections of Greenbelt Road and Hanover Parkway and Greenbelt Road and Kenilworth Avenue as proposed.

Appointments to Advisory Groups: Council appointed Alejandra Benmen to the Greenbelt Advisory Committee on Environmental Sustainability and Rev. Ray Raysor to the Community Relations Advisory Board.

APPROVAL OF AGENDA: It was moved by Ms. Pope and seconded by Mr. Putens that the agenda be approved. The motion passed 7-0.

PRESENTATIONS:

Cooperative Month Proclamation: Mayor Jordan read a proclamation declaring October as National Cooperative Month. He recognized the following representatives of the City's cooperatives in attendance and provided each with a copy of the proclamation: Joe Gareri, Greenbelt Consumers Cooperative; Stefan Brodd, Greenbelt Homes, Inc.; Sylvia Lewis, *Greenbelt*

News Review; Anna Bedford-Dillow, Greenbelt Nursery School; and Ed James, Greenbelt Federal Credit Union. Mayor Jordan noted that a proclamation will be provided to the New Deal Café also.

Ms. Lewis, Greenbelt News Review, provided information on cooperative month events scheduled during October.

Nonprofit Awareness Week Proclamation: Mayor Jordan read a proclamation declaring October 10 – 15, 2016, as Nonprofit Awareness Week in Greenbelt. He recognized the following representatives of the City’s nonprofits in attendance and provided each with a copy of the proclamation: Caitlin McGrath, Friends of the Greenbelt Theater; George Kochell, Greenbelt Association for the Visual Arts; Lois Rosado, Greenbelt Community Foundation; Susan Walker, Greenbelt Community Development Corporation; Joyce Griffin, Friends of Greenbelt Library; Jen Ruffner and Steve Gilbert, Friends of the Greenbelt Museum; and Marsha Voigt, Help by Phone.

Several of the representatives provided information on nonprofit events scheduled during the month.

PETITIONS AND REQUESTS: None.

MINUTES: None

ADMINISTRATIVE REPORTS: Julie McHale, Director of Recreation, reported on upcoming Recreation events including the Health Fair, Halloween Parade and FallFest.

COMMITTEE REPORTS: None

LEGISLATION:

A Resolution to Authorize the Negotiated Purchase of a Tree Master Plan from Davey Resource Group of Kent, Ohio at A Cost of \$23,900

Mayor Jordan read the agenda comments.

Ms. Davis introduced the resolution for first reading.

REIMBURSEMENT TO GREENBELT INTERGENERATIONAL VOLUNTEER EXCHANGE SERVICES (GIVES) FOR INSURANCE COVERAGE: Mayor Jordan read the agenda comments.

Jean Cook, Chair of Greenbelt Intergenerational Volunteer Exchange Service (GIVES), explained that for many years, it was thought that GIVES was insured under the City’s policy but this was not the case. She noted GIVES had been very fortunate in its 22 years of operation that there had never been a need to file a claim. Ms. Cook said it had been very difficult to obtain insurance for GIVES due to the nature of the volunteer organization that provides in-home and transportation services to individuals in need.

Ms. Pope moved that Council approve the City’s reimbursement of \$950 to the Greenbelt Intergenerational Volunteer Exchange Service (GIVES) for the cost of general liability insurance for the organization. Mr. Putens seconded.

Ms. Davis amended the motion to indicate that the funds would be a grant to GIVES. Ms. Pope and Mr. Putens both accepted the amendment.

Ms. Davis explained that funding for the insurance reimbursement will likely be an annual need and by including it as a grant, it would be included in the annual proposed budget and would be considered when grants are reviewed.

The motion passed 7-0.

REVISED CONTRIBUTION/RECOGNITION GROUP POLICY: Mayor Jordan read the agenda comments.

Greg Varda, Assistant Director of Recreation, reviewed the proposed revisions to the Contribution/Recognition Policy.

Mr. Varda explained that a Grant Review Panel would evaluate the applications. Mr. Putens noted the need to have scoring criteria.

Mayor Jordan said he would like to see an opportunity for residents with grant experience, who may not be serving on an advisory group, to evaluate the applications. He suggested increasing the size of the review panel from five (5) to seven (7) members.

In response to a question from Mr. Roberts, Mr. Varda explained that the review panel would evaluate all community group applications and make a recommendation to Council regarding the allocation of funds. He noted this would be similar to what the Arts Advisory Board and Park and Recreation Advisory Board has done in previous years.

Ms. Davis said the staff support memorandum did an excellent job of explaining the recommendation of a five (5) member review panel. She said if the panel size doesn't work going forward, it can be reviewed and changed as needed in the future.

Mr. Herling said he was not opposed to having someone with grant experience on the review panel and suggested the panel be increased to six to include a grant person.

Ms. Mach said she thought the proposed policy was well thought out and would work very well. She suggested the City work with the policy for at least a year before make any changes.

Ms. Mach moved that Council approve the changes to the City's Recognition and Contribution Group policy as proposed. Ms. Pope seconded.

Mayor Jordan moved that Council amend the motion to increase the size of the review panel to seven (7) members. Mr. Herling seconded.

Ms. Davis suggested residents with grant experience could be encouraged to apply to serve on an advisory group, many of which are in need of members. She added that residents can attend any advisory group meeting or review panel meeting and offer their expertise.

The motion for the amendment failed 3-4. (Davis, Roberts, Mach, Pope)

The original motion passed 7-0.

RECRUITMENT BONUS – POLICE OFFICERS: Mayor Jordan read the agenda comments.

Mayor Jordan asked if the bonus could be made available to residents as well as City employees. Mr. McLaughlin said yes.

In response to a question from Ms. Davis, Mr. McLaughlin explained that recruitment bonuses and signing bonuses have started to reappear in other jurisdictions due to the intense competition for the recruitment of new police officers. He said it is not recommended signing bonuses be instituted at this time.

Mayor Jordan moved that Council approve a \$500 recruitment bonus for one year to any City employee or resident who recruits someone to successfully (completes all appropriate academy or comparative training, as well as field training) becomes a Greenbelt Police Officer. Ms. Pope seconded.

The motion passed 7-0.

COUNCIL REPORTS: Councilmembers commented on their attendance at the following events.

Recreation Department Fashion Show – Ms. Davis

Roosevelt Center Merchants Association meeting – Mayor Jordan, Ms. Davis and Mr. Putens

Sustainable Maryland Certified Executive Committee Meeting – Ms. Davis

25th Anniversary Celebration Reception Greenbelt Aquatic and Fitness Center – Mayor Jordan, Ms. Davis, Mr. Herling, Ms. Mach, Ms. Pope and Mr. Putens

Opening Reception and Tour Anacostia Trails Heritage Area Maryland Milestones Heritage Center – Mayor Jordan, Ms. Davis, Ms. Mach and Mr. Putens

Central Maryland Transportation and Mobility Consortium Meeting – Ms. Davis

Fall Best of Coffee House, Eleanor Roosevelt High School Music Department – Ms. Davis

Senior Citizens Advisory Committee Open Forum – Mayor Jordan, Ms. Davis, Mr. Herling, Ms. Mach, Mr. Putens and Mr. Roberts

Public Safety Advisory Committee Security Camera Public Forum at Greenbriar – Mayor Jordan, Ms. Davis and Mr. Putens

2016 Wine Gala, Greenbelt Rotary Club – Mayor Jordan, Ms. Davis, Mr. Herling and Mr. Putens

International Walk to School Day – Mayor Jordan and Mr. Putens

Breast Cancer Walk at Springhill Lake Elementary – Ms. Pope

Beltway Plaza Table Tennis Tournament – Ms. Mach and Ms. Pope

Chesapeake Education, Arts & Research Society (CHEARS) Cleanup Event – Mr. Putens

Friends of New Deal Café Arts Show Reception for Barbara Simon at New Deal Café – Mayor Jordan and Mr. Herling

Electric Vehicle Infrastructure Council Subcommittee Meeting – Mr. Herling

Advisory Committee on Education Grant Writing Course for Teachers – Mayor Jordan
(Conducted Course)

Men Make a Difference Day at Greenbelt Elementary School – Mayor Jordan

Literacy Luau at Greenbelt Elementary School – Mayor Jordan

Judge Northrop's Lecture at Greenbelt Courthouse – Mayor Jordan

MEETINGS: Council reviewed its meeting schedule.

Executive Session: Ms. Davis moved that Council schedule an Executive Session on Monday, October 31, 2016, at 8:00 p.m. in the Council Room of the Municipal Building. Council will hold this closed meeting in accordance with the General Provisions Article 3-305(b)(1) of the *Annotated Code of the Public General Laws of Maryland* to discuss a personnel matter.

Mr. Herling seconded.

ROLL CALL:	Ms. Davis	-	yes
	Mr. Herling	-	yes
	Ms. Mach	-	yes
	Ms. Pope	-	yes
	Mr. Putens	-	yes
	Mr. Roberts	-	no
	Mayor Jordan	-	yes

ADJOURNMENT: Ms. Mach moved to adjourn the meeting. Mr. Putens seconded. The motion passed 7-0.

Mayor Jordan adjourned the regular meeting of Monday, October 10, 2016, at 9:40 p.m.

Respectfully submitted,

Cindy Murray
City Clerk

"I hereby certify that the above and foregoing is a true and correct report of the regular meeting of the City Council of Greenbelt, Maryland, held October 10, 2016."

Emmett V. Jordan
Mayor

Introduced:
1st Reading:
Passed:
Posted:
Effective:

RESOLUTION NUMBER XXXX

A RESOLUTION TO AUTHORIZE THE NEGOTIATED PURCHASE OF A TREE MASTER PLAN FROM DAVEY RESOURCE GROUP OF KENT, OHIO AT A COST OF \$23,900

WHEREAS, Greenbelt residents greatly value the community's trees and the City is committed to the protection and planting of trees; and

WHEREAS, in recent years, the City has conducted a street tree inventory and a wood lands assessment; and

WHEREAS, a large number of street trees, particularly Bradford Pears, will be lost due to age or work related to improving the reliability of the regional electric distribution system; and

WHEREAS, the City's FY 2017 budget allocates funds for a Tree Master Plan to review current practices and tree inventory and develop a recommended planning and maintenance program to guide the City's tree-related planning decisions over the next five (5) to ten (10) years; and

WHEREAS, a Request for Proposals (RFP) was issued for this work and three (3) responses were received; and

WHEREAS, the proposal received from Davey Resource Group of Kent, Ohio, was determined to be best suited to address the City's needs. NOW, THEREFORE,

BE IT RESOLVED by the Council of the City of Greenbelt, Maryland, that the City Manager is authorized to contract with Davey Resource Group for a tree master plan in accord with its proposal dated September 19, 2016, at a cost of \$23,900.

PASSED by the Council of the City of Greenbelt, Maryland, at its regular meeting of October 24, 2016.

Emmett V. Jordan,
Mayor

ATTEST:

Cindy Murray, City Clerk

**City of Greenbelt Maryland
Memorandum**



To: Michael McLaughlin, City Manager *MPM*
Via: James Sterling, Director of Public Works
From: Richard Fink II, Superintendent of Parks & Grounds
Date: 10/4/2016
Re: City of Greenbelt – Tree Master Plan RFP Recommendation

Summary:

The Department of Public Works has a work item for Fiscal Year 2017 to develop a Tree Master Plan for the City of Greenbelt. The Plan will provide a holistic review of current practices and tree inventory, develop a recommended planning and maintenance program, and will reinforce the City's ongoing commitment to the protection and planting of trees.

RPP Process:

On June 17, 2016, the City of Greenbelt posted a Request for Proposals to the Maryland E-Market Place, soliciting bids for a Tree Master Plan. The RFP submission deadline was August 1, 2016 at 3:00pm. A pre-proposal meeting was held on July 8, 2016 at 9:00 am was attended by a total of 7 individuals representing 6 firms. Three of these firms submitted proposals for the Tree Master Plan.

The Public Works Department interviewed the two lowest bidders, Sav-A-Tree and Davey Resource Group. Sav-A-Tree was interviewed on September 8, 2016 and Davey Resource Group was interviewed on September 9, 2016. Both were asked a prescribed set of questions which is included with this Memo.

On September 16, 2016, Sav-A-Tree declined to continue in the process, and the Department of Public Works began negotiating with Davey Resource Group. The original proposal of \$26,350 was negotiated down to \$23,900 to include a total of 5 stakeholder meetings instead of 10. At this time, it was also negotiated to include an additional public outreach component that was missing in the first submission. The updated proposal is included with this memo.

Davey Resource Group has a proven track record of developing Tree Master Plans and strategic tree planning processes across the United States. They developed the benchmark "TreePittsburgh" strategic urban forest plan, and have also developed tree master plans for the cities of Charlotte, NC and Rochester, NY. Davey Resource Group is a founding partner with the United States Forest Service who developed i-Tree tools software suite, a platform that will be used to assess Greenbelt's tree canopy.

Recommendation:

It is recommended that the City of Greenbelt select Davey Resource Group to develop its Tree Master Plan for a total cost of \$23,900. The Public Works Department also recommends the Master Planning process move forward independent of the Forest Preserve Assessment timeline. In the Spring of 2017, PEPCO will be providing the City tree credits and replacements from 2015 and 2016 Vegetation Management work, and the Public Works Department would like to utilize the completed Tree Master Plan to better inform planting decisions. Davey Resource Group is aware of the ongoing Forest Preserve Assessment planning, and will take into consideration any suggestions that result from the process.



A Division of The Davey Tree Expert Company

September 19, 2016

Corporate Headquarters

1500 North Mantua Street

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Richard Fink II, Parks & Grounds Superintendent
City of Greenbelt
Finance Department
25 Crescent Road
Greenbelt, Maryland 20770

RE: Tree Master Plan Revision #2

Dear Mr. Fink:

Thank you speaking with me last week about the revisions we made to Davey Resource Group's proposal for Greenbelt's Tree Master Plan. Following up on our conversation on Friday, September 16, 2016, we are able to include a condensed, graphically rich "public version" of the plan within our current budget. Our revised proposals follows. We hope that we can work with Greenbelt to plan for the future of Greenbelt's tree canopy.

Davey Resource Group, a division of The Davey Tree Expert Company, is dedicated to the science of urban forestry and has a proven record of developing urban forest and tree master plans using community and staff input, tree inventory data and/or urban tree canopy assessment data, guiding city policies and ordinances, and strategic planning. Davey Resource Group has been developing urban forest master plans for over ten years. We developed the "benchmark" strategic urban forest master plan for TreePittsburgh, the *Pittsburgh Urban Forest Master Plan*. Just recently, we completed three more strategic urban forest master plans for the City of Cleveland, *The Cleveland Tree Plan*, and the *Largo Master Urban Forest Plan* for City of Largo, Florida. We also created a master plan for Miami Lakes, Florida and are currently working on master plans Charlotte, North Carolina as well as with The Village Mamaroneck, New York, Mount Hope Cemetery in Rochester, New York, and New York Tree Trust for Greening Greenpoint in Brooklyn, New York. All plans involved community outreach, data analysis, city and stakeholder input, and long-term strategic planning.

In addition to our master plan development, we have been assessing urban forests since the 1940s when we inventoried public trees in Oswego, New York. We estimate that we have assessed well over 3 million trees since Davey Resource Group was founded. And, Davey Resource Group is a founding partner with the United States Forest Service of i-Tree Tools software suite. i-Tree is public domain software used to estimate the benefits trees provide to a community. Since i-Tree's release in 2006, Davey Resource has been involved with its ongoing development and support.

Davey Resource Group has a diverse team of dedicated planning staff who will help Greenbelt set goals and objectives for its urban forest and develop strategies that will promote tree maintenance and proper tree planting, streamline operations, as well as promote the environmental value community trees provide. The team assembled for this project includes Rachel Comte, Shirley Vaughn, Joe Gregory, and Will Ayersman. Ms. Comte was hired by Davey Resource Group last year to be our dedicated master plan developer. Her background includes 15 years' combined experience in project management, strategic marketing, consulting, and urban planning in the private and public sectors. After starting in project management and marketing in Washington, DC, for a prominent business lobby, and later holding positions in the private sector in online marketing and serving at the White House as a Special Projects Officer, Ms. Comte transitioned into the urban/environmental planning sector, working for a regional planning commission in comprehensive planning development as well as in code and zoning development,

Mr. Richard Fink II, Superintendent of Parks & Grounds
City of Greenbelt
September 19, 2016
Page 2.

and worked with a non-profit to clean and plant abandoned urban lots to fend off blight and crime while spurring development. The addition of Ms. Comte to Davey Resource Group has rounded out our master plan development team and made us even stronger. Davey Resource Group is dedicated to the science of urban forestry, has qualified staff with years of experience managing trees for communities through analysis of data and information, has proven master plan successes, and looks forward to the opportunity to work with Greenbelt to develop a tree master plan that will streamline operations and keep Greenbelt a leader in environmental stewardship.

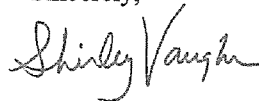
There are many advantages of working with Davey Resource Group on this project including:

1. Davey Resource Group created the “benchmark” urban forest master plan, *Pittsburgh Urban Forest Master Plan*. The City of Greenbelt can work directly with the company that developed the benchmark plan rather than another firm using our methods and attempting to replicate our successful work.
2. Davey Resource Group understands the science of urban forestry and the benefits trees provide to the community. We have an urban forestry business unit comprised of arborists, planners, geographic information system (GIS) and information technology (IT) staff, landscape architects, and technicians dedicated to projects such as tree inventories, UTC assessments, tree preservation, plan writing, tree ordinance development, and vegetation management. Our work with the i-Tree Co-operative has given Davey Resource Group a firsthand understanding of the science behind i-Tree and how to utilize all of the software to estimate the benefits trees provide.
3. We also understand the risk trees pose to a community and that a prioritized maintenance program can help reduce the city’s liability.
4. Davey Resource Group’s key staff have worked as a team using strategic planning as well as public outreach to develop urban forest master plans.
5. Our project approach is proven. We know that in order to get where you are going, you must know where you are, how you are doing, and how to get there. Our master plans comprehensively assess urban forest programs and provide strategies that will not only strengthen weaknesses but also will make the entire program stronger.

With our first submission, we provided a copy of the master plan we completed for Miami Lakes, Florida as an example of our work that is similar to that proposed by Greenbelt for this project. This link, https://louisvilleky.gov/sites/default/files/sustainability/pdf_files/louisvilleutcreport-24march2015.pdf, is to a master plan we completed for Louisville, Kentucky that is “graphically rich”.

Thank you for your consideration.

Sincerely,



Shirley Vaughn
Business Developer

Scope of Work

Greenbelt's Tree Master Plan will be a guiding document for the management of Greenbelt's urban forest. It will guide future decisions about tree planting and maintenance, help operations plan for and budget for tree care, and engage the citizens of Greenbelt through urban forestry. The plan will:

- Briefly highlight existing studies, policies, and documents, such as the *Street Tree Inventory*, *Forest Stewardship Plan*, and *Forest Assessment Report*, etc., to ensure they have a consistent message and that make certain that citizens know about them.
- Be influenced by the needs of the trees as well as the community and city staff; Davey Resource Group will not only assess community canopy and use that data in plan development, we will meet with city staff, partners, stakeholders, and citizens to gain their input and realize how the community reacts to trees.
- Explain the value of trees and provide standards for tree removal, valuation, preservation, and tree planting.
- Provide operational information such as a pruning interval matrix by species and associated costs and a tree planting palette and plan.
- Help the city work with partners, such as utility companies, more effectively.
- Enable the city to budget for tree maintenance.
- Highlight findings and recommendations in manner that the Greenbelt citizens can readily view and understand.

The Tree Master Plan will be a concise document that focuses on setting priorities and objectives for city operations while also providing information about how tree canopy affect Greenbelt's environmental health and sustainability.

Davey Resource Group planning staff (Rachel Comte) will make two site visits to Greenbelt to meet with city staff, stakeholders, and the Greenbelt public. We anticipate that at least 3 meetings will be held each visit to discuss urban forest goals, objectives, concerns, and/or recommendations. Three telephone interviews will be completed in addition to the on-site meetings. Ms. Vaughn and Mr. Gregory will be available to meet with city staff as well, during their normal course of business in the D.C. area. And, Ms. Vaughn will attend 2 city council meetings in which the plan is being discussed.

Because of our planning experience and completion of several tree master plans similar in scope to Greenbelt's proposed plan, we anticipate that the proposed number of meetings and telephone calls (8 meetings on site and 3 conference calls) will be adequate to obtain the information needed to successfully complete this project. However, if more time is needed, we will work with the Greenbelt to find a solution that meets their needs. Options for additional meetings include teleconferences and online meetings with Ms. Comte and Mr. Gregory, and in-person meetings with Ms. Vaughn.

The following tables are projections of the tasks that will be performed and the proposed sections of the Tree Master Plan. Please note that plan content may change due to project findings and that the proposed sections are presented to provide the city with an idea of how the final plan could be structured.

Greenbelt Tree Master Plan Program of Work

Plan Sections and/or Activities	Description	Client Responsibility	Time Frame
On-Site Meetings #1 & Field Work (3 Separate Meetings During 1 Site Visit and Field Work)	In person meeting with city staff, stakeholders and possibly the public to: 1. Review project goals 2. Visit and tour areas of reference (if applicable) 3. Get initial stakeholder and public input, possibly scheduling kick-off to coincide with an Advisory Tree Committee (ACT) meeting.	Client to manage all invites, RSVPs, meeting logistics and related meeting expenses for in-person stakeholder and public meeting. Client to provide facilitation. Client to work with DRG to develop stakeholder list.	October-November
Review Data, Plans, Materials, Current Processes & Management Activities in Relation to Meeting Finding (Work Performed Remotely and Via Conference Calls)	Data collection, analysis and research includes: <ul style="list-style-type: none"> Review of prior studies, plans, and resources as they relate to Greenbelt's urban forest (example names here). Existing tree inventory data will be analyzed. Analysis will include age, species, diversity, condition, and other factors that may influence future management. The prior written analysis (fall 2013) will be used to corroborate, update, or conduct further analysis as needed. Review current management practices, assets and technology to begin to develop best management practices appropriate for Greenbelt. This includes policies, budget, tools, planting needs, and more. Calculate tree benefits data using i-Tree Landscapes. 	Client to provide all inventory and other data, including information on existing staff and management work plan, and any other relevant documents.	November-December
Telephone Interviews (3-1 Hour Interviews)	Speak with vested stakeholders about Greenbelt's urban forest needs and concerns.	Client to work with DRG to make introductions for one-on-one interviews.	November-December
On-Site Meetings #2 (3 Separate Meetings During 1 SITE Visit and Field Work as needed)	Review and strategy sessions based on findings and focused on solidifying plan recommendations. The meetings will include one public meeting facilitated by the city, along with individual meetings with the city staff and its stakeholders such as the ACT.	Client to manage all invites, RSVPs, meeting logistics and related meeting expenses for in-person stakeholder and public meeting. Client to provide facilitation.	November-December

Plan Sections and/or Activities	Description	Client Responsibility	Time Frame
Draft Recommendations	Specific long-term and short-term management objectives and recommendations will be drafted and presented to the client, followed by a group discussion on feedback or edits required. Once recommendations are approved, work will begin on drafting the entire plan.	Client responsible for assembling review team and subsequent comments and feedback.	January
Plan Development	<p>The Tree Master Plan will include strategies for:</p> <ul style="list-style-type: none"> • Urban tree management and maintenance processes and tasks. • Partnerships and funding sources. • Park tree maintenance operations. • Infill tree planting. <p>Tasks shall be prioritized with respect to how they may be integrated into Greenbelt's resources and capabilities.</p>	Discuss tree planting opportunities and park maintenance operations; talk about program funding and any known future limitations.	February
Draft Review of Plan	Full plan will include all the elements listed above and take the form of one Word document. A draft will be submitted to Greenbelt for review. Edits will be made, and the final plan submitted for one more review period and subsequent edits by Davey Resource Group. The final version of the plan will be delivered electronically, marking the project's completion.	If the client has a team reviewing the plan, client will combine all comments/feedback into one document before it is sent back to DRG for incorporation.	March
Deliverable	One written plan delivered in Word and PDF format. GIS or other data-based electronic files will be provided if new files are created during the project.		March
Condensed Public Version of Final Plan	One graphic heavy, condensed version of the plan will be created with the general public as the audience. One formal review and then follow up review as necessary is included.		April
Deliverable	One written plan delivered in InDesign or comparable software format and PDF format. GIS or other data-based electronic files will be provided if new files are created during the project.		April
City Council Meetings (2 Meetings)	Attend Greenbelt City Council meetings when plan is presented and on the agenda for approval.	City to work with DRG to select dates that accommodate schedules.	Scheduled by the City

Greenbelt Tree Master Plan Proposed Plan Sections

Tree Master Plan	
<i>Plan Sections</i>	
Purpose and Objective	½ page
Background/Responsible Parties	2 pages Overview of the city, responsible parties, and the ACT
Urban Forest Conditions	4-6 pages Summarize existing tree inventory, urban tree canopy assessment, tree benefits, plantable space, tree related documents, etc. Based on the findings of data analyzed and input gathered from meetings, multiple recommendations will be made to help guide the program over the next 5 to 10 years. Recommendations will be made about:
Urban Forest Recommendations	16-22 pages <ul style="list-style-type: none"> • Where to plant trees (planting plan) • Tree removal standards • Pruning cycle • Tree preservation • Tree valuation • Partnership coordination • Needed management tools
Budget	2 pages A budget will be provided for the maintenance recommended in the plan Create a direct, brief one-pagers about each of the following for the purpose of justification, distribution and reproduction
Appendices or Separate Documents	<ul style="list-style-type: none"> • Tree planting palette • Tree removal specifications (structural/health, utility, view, hardscape) • Tree preservation specifications • Tree valuation specifications • Benefits of Greenbelt's urban tree canopy

Public Version

The condensed, graphically heavy public version of the plan will be based on the content of the final plan and be focused on the general public as its main audience. We envision that public version will be no more than 10 pages in length with the content determined by Greenbelt and Davey Resource Group.

Key Personnel

Davey Resource Group

Rachel Comte, Project Manager

Rachel Comte is a project manager for Davey Resource Group based out of the greater Cincinnati/Northern Kentucky metropolitan area. She is responsible for managing special projects throughout the eastern U.S. and managing large, high-end urban forestry consulting projects including master plan and management plan development and inventory analyses.

Ms. Comte has over 15 years' combined experience in project management, strategic marketing, consulting, and planning in the private and public sectors. After starting in project management and marketing in Washington, DC, for a prominent business lobby, and later holding positions in the private sector in online marketing and serving at the White House as a Special Projects Officer, Ms. Comte transitioned into the urban/environmental planning sector. During this time, she worked for a regional planning commission in comprehensive planning development as well as in code and zoning development, and worked with a non-profit to clean and plant abandoned urban lots to fend off blight and crime while spurring development. She is proficient in GIS and has conducted research on natural resource issues, including the economic impacts of urban waterway restorations, fracking impacts on communities, urban forestry management, land conservation trends, spatial development of cities, and economic impact reporting for municipalities, land banks, private companies, and professional associations. Ms. Comte worked as a landscape designer for five years, has run a volunteer tree inventory/management program, and started a community garden in her own community.

Education

- MA, Urban and Environmental Planning, 2014, University of Cincinnati
- BA, International Politics and Business, 1995, Indiana University at Bloomington
- American University of Rome, 1994

Professional Affiliations

- Board Member, Northern Kentucky Urban & Community Forestry Council
- Member, American Planning Association
- Member, Kentucky Arborist Association
- Volunteer & Member, Mill Creek Watershed Council of Communities

Certifications/Special Training

- International Society of Arboriculture Certified Arborist (OH #6296-A)
- Horticulture and Landscape Design Certificate, 2008, Cincinnati State
- Ohio Certified Nursery Technician, ONLA

Rachel Comte
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Davey Resource Group

Shirley Vaughn, M.S., Regional Business Developer



Shirley Vaughn is a regional business developer and project manager for Davey Resource Group with over 12 years' experience working in the natural resource community. For Davey Resource Group, Shirley works with municipalities, utilities, and not-for-profit organizations developing and administrating urban forestry and ecological projects, including computerized tree inventories, GIS canopy assessments, i-Tree inventories and analyses, and tree preservation plans. Shirley also develops management and planting plans that maximize ecological tree benefits to increase the sustainability of urban areas and augment green infrastructure.

Prior to joining Davey Resource Group, Ms. Vaughn worked for the State of Florida Division of Forestry as an urban forestry grant administrator. For the State, Shirley worked with over 20 communities in Northeast Florida to ensure that they implemented tree planting and maintenance projects correctly. Before working for the State, Shirley worked for Broward County, Florida as a natural resource specialist and park manager. As a natural resource specialist for the County, Shirley worked with a land conservation program that purchased and restored lands in the County to increase greenspace and stormwater absorption. As a park manager, Ms. Vaughn had duties ranging from day-to-day facility and grounds management, to the development of park operations manuals and natural resource and emergency management plans.

Shirley is a Certified Arborist and Municipal Specialist (FL-5512AM) through the International Society of Arboriculture and holds B.S. and M.S. degrees in geology from the University of Iowa. Shirley's geology degrees encompassed hydrogeology, geochemistry, and groundwater geochemistry. Shirley is certified in Natural Lands Management through the University of Florida IFAS and The Nature Conservancy.

Education

- 18 hours of doctoral study, Geology, University of Alabama
- M.S., Geology, University of Iowa
- B.S., Geology, University of Iowa

Certifications/Special Training

- Certified Arborist and Municipal Specialist (FL-5512AM), International Society of Arboriculture
- Certificate of Natural Lands Management, University of Florida IFAS and The Nature Conservancy

Professional Affiliations

- American Planning Association
- American Public Works Association
- International Society of Arboriculture, Ohio Chapter Board Member 2012-2013
- Professional Grounds Management Society

Publications

- "The Benefits of Master Planning Your Urban Forest," APWA Reporter, 79, No. 4. <http://www.apwa.net/Resources/Reporter/Articles/2012/4/The-benefits-of-master-planning-your-urban-forest>, April 2012
- "Sustainable Trees in Roadway Medians," APWA Reporter, 78, No. 4., <http://www.apwa.net/Resources/Reporter/Articles/2011/4/Sustainable-trees-in-roadway-medians>, April 2011

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Davey Resource Group

Shirley Vaughn, M.S., Regional Business Developer

Presentations

AMERICAN PLANNING ASSOCIATION

- Florida Chapter Annual Meeting, "The Benefits of Urban Trees," 2010
- National Conference, "Mitigation Strategies for Urban Reforestation," 2010
- Florida Chapter Annual Meeting, "Social and Ecological Benefits of Urban Trees," 2009
- Florida Chapter Annual Meeting, "Trees Count," October 2008

AMERICAN PUBLIC WORKS ASSOCIATION

- Florida Chapter Annual Meeting, "Award Winning Tree Management," 2013
- North American Snow Conference, "The Best Offense is a Good Defense, Managing Public Trees," 2013
- Florida Chapter Annual Meeting, "Money Does Grow on Trees. Methods to Maximize the Economic and Ecological Benefits of the Urban Forest," 2008
- International Public Works Congress and Exposition, "Growing a Green Future and Restoring an Historic Past: The Audubon Nature Institute's Life After Katrina," 2008
- National Webcast, "The Benefits of Trees," 2008

ARBOR DAY FOUNDATION

- Partners in Community Forestry, "Cover Your Assets," 2011
- Trees and Utilities, "Trees and Energy Conservation," 2009
- Partners in Community Forestry, "Driving Change in Communities with Trees," 2008
- Trees and Utilities, "Back to the Roots. Management Tools to Minimize Tree and Underground Utility Conflicts," 2008

ASSOCIATION OF ZOO HORTICULTURE

- National Conference, "Storm Management Planning," 2009

PROFESSIONAL GROUNDS MANAGEMENT SOCIETY

- Washington D.C. Branch Regional Meeting, "Tree Inventory Protocols," 2012
- Washington D.C. Branch Regional Meeting, "After the GIS Tree Inventory," 2008

STATE URBAN FOREST COUNCILS/HORTICULTURE AND WATERSHED GROUPS

- Florida Urban Forest Council, "Municipal Tree Management Plans, How to Get it Done," 2012
- Georgia Urban Forest Council Annual Meeting, "Multi-Purpose Tree Inventories," 2012
- Mid-Atlantic Horticulture Short Course, "Trees and Stormwater" and "Selecting Quality Nursery Stock," 2012
- Ohio Stormwater Conference, "Engineering Urban Forests for Stormwater Management," 2011
- Georgia Urban Forest Council Annual Meeting, "Assessing Community Trees," 2009
- North Carolina Urban and Community Forestry Council Annual Meeting, "Urban Forest Management Plan Development," 2009
- Tennessee Urban Forest Council Annual Meeting, "Assessing Community Trees" and "Managing Your Community Urban Forest," 2009
- South Carolina Urban and Community Forestry Council Annual Meeting, "Driving Change in Communities with Trees," 2008
- Southeast Watershed Forum, Building Sustainable Communities for the 21st Century, "Trees Count," 2008
- Mississippi Urban Forest Council Regional Meeting, "Urban Forest Site Assessment Techniques," September 2007

Davey Resource Group

Joseph Gregory, M.A., Assistant Manager



As the assistant manager for Davey Resource Group's Natural Resource Consulting team, Mr. Gregory is responsible for providing operational, fiscal, and sales support to all regionally based teams and offices. The Natural Resource Consulting team provides comprehensive consulting services to governments, development companies, and engineering/design firms across several regional offices. Services provided include comprehensive urban forestry consulting, tree preservation planning, wetlands consulting, invasive vegetation control, habitat management, endangered species surveys, and watershed mapping and planning. Mr. Gregory's duties include working with regional teams to staff, train, and perform work to the highest standards for safety, quality, innovation, and professionalism.

Mr. Gregory is a planner and an urban forester by training and has coordinated numerous municipal inventory projects throughout the United States including Orlando, Florida; Elgin, Illinois; Detroit, Michigan; Charlotte, North Carolina; Raleigh, North Carolina; and Pittsburgh, Pennsylvania. He has extensive experience with GIS and GPS technologies, several types of field data collection computers/units, tree inventories, tree inventory management software, urban tree risk assessment, urban tree canopy analyses, and the i-Tree suite of software. He is proficient at writing urban and community forestry management plans, benefit analyses, and urban forest master plans for municipal and non-profit clientele. Mr. Gregory led Davey Resource Group's team that authored the Pittsburgh Urban Forest Master Plan for urban forestry non-profit Tree Pittsburgh and their network of stakeholders.

Mr. Gregory has worked with several municipalities to provide contract forestry services, placing Davey Resource Group urban foresters within municipalities to manage urban forestry program elements such as emerald ash borer management programs, planting initiatives, and storm response. Mr. Gregory also performs landscape plan reviews, tree appraisals, forensic investigations, and serves as an expert witness for urban tree related litigation. Mr. Gregory is a Certified Arborist and Municipal Specialist (OH-1420AM) with the International Society of Arboriculture, holds a Bachelor of Science degree in conservation from Kent State University, and a Master of Arts in geography and urban planning from The University of Akron.

Education

- M.A., Geography and Urban Planning, 2013, University of Akron
- B.S., Conservation, 2001, Kent State University

Certifications/Special Training

- Certified Arborist (OH-1420AM), International Society of Arboriculture
- Municipal Specialist, International Society of Arboriculture
- Occupational Dog Bite Safety, Certified Trainer, 2013
- Davey Personal Excellence and Safety Leadership, 2011
- Up By Roots Workshop, Presented by Jim Urban, 2010
- Municipal Forester Institute, Society of Municipal Arborists, 2006
- Trees, People, and the Law Seminar, The National Arbor Day Foundation, 2004

Civic and Professional Involvement

- Copley Township, Ohio Architectural Review Board, board member
- Cuyahoga River Community Planning Organization, board member
- The International Society of Arboriculture and Ohio Chapter

Joe Gregory
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330-673-5685, ext. 8024

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Davey Resource Group

William D. Ayersman, GIS Analyst



Mr. Ayersman is a Geographic Information Systems analyst with over four years of experience applying spatial analysis and predictive modeling to natural resource issues. Mr. Ayersman has experience and knowledge in the fields of UTC analysis and mapping, forestry resource management, cartography, landscape metrics, and spatial statistics. He joined Davey Resource Group in April 2011.

His daily responsibilities involve remote sensing and image analysis, database and project management, and the creation and design of predictive and suitability models. Mr. Ayersman has been the project lead on urban forestry analysis projects, UTC assessments, and environmental analysis to identify threats and environmental pressures for target tree planting areas. In addition, Mr. Ayersman has played a key role in the development of Davey Resource Group's Ecosystem Benefits Calculator spreadsheet tool which focuses on the urban canopy effects of stormwater, watersheds, and ecosystem cost/benefits when planting new trees. He also assisted in the development of Davey Resource Group's internal Urban Tree Canopy Analysis Cost Estimator tool.

Prior to joining Davey Resource Group, Mr. Ayersman worked as a GIS Analyst for the Natural Resource Analysis Center in Morgantown, West Virginia where he collaborated with WV Department of Natural Resources to obtain goals for a wetland predictive model, conducted watershed and remote sensing analysis, and performed predictive/suitability modeling for invasive species. As a graduate research assistant at West Virginia University, he worked with the USDA Forest Service to design and create a spatial predictive model for the spread of emerald ash borer using GIS as well as a role in applying spatial analysis in order to complete his thesis requirements.

Education

- M.S., Forestry, West Virginia University
- B.S., Forest Resource Management, West Virginia University

Professional Affiliations

- American Society of Photogrammetry and Remote Sensing (ASPRS)
- Association of American Geographers (AAG)
- Ohio Urban Regional System Association (URISA), Ohio Chapter

Presentations

- Kentucky GIS Conference, "Combining GIS and Urban Forestry to Assist in Lexington's Green Infrastructure," October 2013
- Utility Arborist Association-New York Regional Meeting, "GIS and Remote Sensing Analysis for Utility Mapping," October 2013
- Ohio GIS Conference, "Applying GIS to Analyze Urban Ecosystems in Communities for Green Infrastructure Planning," September 2013
- Esri Forestry Conference, "Integrating GIS Data and Management Systems to Assess Urban Forest Ecosystems," May 2013
- SER-MA Conference. Poster Presentation: "Enhanced wetland detection using feature extraction with topographic derivatives and maximum entropy probabilistic modeling," April 2011
- West Virginia GIS Conference, "Identifying infestation probabilities of emerald ash borer in Mid-Atlantic Region," June 2010

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DAVEY 
RESOURCE GROUP
A Division of The Davey Tree Expert Company

Relevant Experience and References

Davey Resource Group worked for many communities through the country helping them better manage their trees. The following projects describe a few of our recent master plan projects. We will provide more examples of our work and references upon request.

1. Largo Urban Forest Master Plan

Project Description:	Davey Resource Group developed city-wide urban tree canopy assessment to identify current land cover and trends (loss or gain) over the last ten years. These results were used together with stakeholder input and tree inventory data to develop a master plan to assist the City of Largo in better urban forest management.
Owner's Representative:	Rachel Comte
Contact Name:	Philip Christman
Telephone:	727-587-6740
Email:	pchristm@largo.com
Address:	201 Highland Avenue, Largo, Florida 33770
<p><i>Discuss the methods, approach, and controls used on the project in order to complete it in an effective, timely, economical, and professional manner.</i></p> <p>Using data collected on a range of relevant sources (tree canopy data from the UTC, tree inventory data, 311/eGov data on calls for tree service, crime, and socioeconomic data), trends or issues were identified and a work plan was developed to address them. Local stakeholders were engaged via one stakeholder meeting and one-on-one interviews, and a full master plan and shorter summary for public consumption was created.</p>	

2. Miami Lakes Urban Forest Master Plan

Project Description:	Davey Resource Group developed master plan for Miami Lakes that ensured current tree-related programs and codes were up-to-date and effective, and that the city's tree maintenance program was properly funded. Existing tree inventory data, beautification plans, and tree removal and pruning programs were assessed along with existing tree maintenance contracts. That data was used to make recommendations about improving pruning cycles, tree removal and replacement programs, and the overall urban forestry program.
Owner's Representative:	Shirley Vaughn
Contact Name:	Danny Hopkins
Telephone:	305-364-6100
Email:	hopkinsd@miamilakes-fl.gov
Address:	6601 Main Street, Miami Lakes, Florida 233014
<p><i>Discuss the methods, approach, and controls used on the project in order to complete it in an effective, timely, economical, and professional manner.</i></p> <p>Using existing tree inventory data and current city documents, issues were identified and a work plan was developed to address them. The town staff were engaged via telephone interviews and email dialogues.</p>	

3. Cleveland Tree Plan

Project Description:	Five Cleveland partners (the City and 4 local non-profits) banded together to have a city-wide 25-year strategic plan, and 5-year action plan developed with the goal of: 1) providing a unified vision for the future urban forest; and 2) building a clear road map for achieving set goals.
Owner's Representative:	Rachel Comte
Contact Name:	Jenita McGowan
Telephone:	216-664-2405
Email:	JMcGowan@city.cleveland.oh.us
Address:	601 Lakeside Avenue East, Cleveland, Ohio 44114
<p><i>Discuss the methods, approach, and controls used on the project in order to complete it in an effective, timely, economical, and professional manner.</i></p> <p>Working with the local project advisory team, Davey Resource Group held three professionally facilitated stakeholder meetings, performed over 30 one-on-one interviews, and led five progress meetings. The input from these efforts, together with extensive GIS data analysis (canopy data together with socioeconomic, health, and other relevant topics), was used to develop a master urban forestry plan for the City of Cleveland and its partners. The plan includes action sheets clarifying how to implement each action and specifying the lead for each step.</p>	

4. Pittsburgh Urban Forest Master Plan

Project Description:	Davey Resource Group prepared the <i>Pittsburgh Urban Forest Master Plan</i> in collaboration with Tree Pittsburgh (an urban forestry nonprofit organization), its master plan steering committee, the City of Pittsburgh, Jackson/Clark Partners, and the University of Vermont Spatial Analysis Lab. To serve as the foundation for the master plan, the "2012 State of the Urban Forest" was created using Pittsburgh's existing tree inventory and management plan, an i-Tree Streets benefit analysis, and an i-Tree Eco analysis. Based on the results of a public outreach campaign facilitated by Jackson/Clark Partners, a 20-year vision for the urban forest was developed with guidance from the project team.
Owner's Representative:	Joe Gregory
Contact Name:	Matthew Erb, Tree Pittsburgh
Telephone:	412-781-8733
Email:	matt@treepittsburgh.org
Address:	5401 Butler Street, 2 nd Floor, Pittsburgh, Pennsylvania 15201
<p><i>Discuss the methods, approach, and controls used on the project in order to complete it in an effective, timely, economical, and professional manner.</i></p> <p>Strategic planning provided the framework for developing the <i>Pittsburgh Urban Forest Master Plan</i>. Davey Resource Group worked with project partners to understand what the city had, what they want, how they get there, and measure how they are doing. Goals and recommendations were established to guide this vision based on five keystones of urban forest management—connect, engage, manage, plan, and project.</p> <p>Davey Resource Group's senior urban foresters analyzed the current conditions of Pittsburgh's urban forest and examined current and emerging urban forestry management issues. Spatial analysis and mapping of the urban forest were essential elements of the master plan. Detailed maps of Pittsburgh's 91 neighborhoods were created to illustrate areas where urban tree canopy was deficient or abundant and in need of protection.</p> <p>Davey Resource Group presented case studies to build on lessons learned from successful regional programs and to describe techniques to support local implementation. Plan recommendations were designed to be implemented as a coordinated effort by all public and private entities responsible for planting, protecting, and managing trees.</p>	

Mr. Richard Fink II, Superintendent of Parks & Grounds
City of Greenbelt
September 19, 2016
Page 14.

The *Pittsburgh Urban Forest Master Plan* may be viewed on the Tree Pittsburgh website, <http://treepittsburgh.org/urban-forest-master-plan>.

Effective and continual communication with project partners along with the use of project tracking tools by Davey Resource Group's senior project manager ensured project tasks were completed on time, within budget, and resulted in a quality deliverable.

Company Profile

The following information describes Davey Resource Group, our relevant experience, and key staff members who will be assigned to this project.

Davey Resource Group, a Division of The Davey Tree Expert Company

Davey Resource Group is the consulting division of The Davey Tree Expert Company and will be responsible for completing the project.

Established in 1992, Davey Resource Group offers urban and utility forestry management and natural resource consulting services throughout North America. Headquartered in Kent, Ohio, Davey Resource Group is the leader in urban forestry and has provided expert consulting to a broad range of clients, including municipalities, parks, cemeteries, golf courses, utilities, and the private sector. We have a team of International Society of Arboriculture (ISA) certified arborists, geographic information system (GIS)/information technology (IT) specialists, and highly-trained scientists and field staff with the knowledge, experience, and technology to help Greenbelt succeed in managing and understanding your community forest.

As mentioned above, Davey Resource Group is a division of The Davey Tree Expert Company. The Davey Tree Expert Company has five main services lines—the Davey Institute, Residential Tree and Lawn Care Services, Utility Services, Commercial Tree Care and Grounds Management, and Davey Resource Group. The Davey Company has been in operation since 1880 and has grown to 8,000 employees and is one of the 15 largest employee-owned companies in America.

The following briefly describes other service lines of The Davey Tree Expert Company.

The Davey Institute

Among our proud accomplishments is The Davey Institute, which was launched in 1909 to initiate scientific research in arboricultural practices and to train employees how to better plant and maintain trees. Almost 100 years later, The Davey Institute remains a leader in scientific advancements and education, ensuring the company's service lines provide the industry's highest quality service. The Davey Institute also has training facilities and a fully-equipped diagnostic laboratory.

The Davey Institute along with Davey Resource Group are technical advisors and transfer agents for the i-Tree project. i-Tree is an ongoing public/private urban forestry research project in collaboration with the USDA Forest Service, National Arbor Day Foundation, Society of Municipal Arborists, and the International Society of Arboriculture.

Residential Tree and Lawn Care Services

The Davey Tree Expert Company has provided a wide range of tree, shrub, and lawn care services to homeowners for more than 130 years. Our residential services throughout the United States and Canada include tree, shrub, and lawn fertilization, insect and disease management, tree removal, large tree moving, landscaping, and many other specialty services. We also share our expertise with our customers on topics such as vegetation health care, watering recommendations, and planting techniques.

Utility Services

Utility companies that work with The Davey Tree Expert Company have learned that our combination of quality, integrity, and efficiency is truly the best approach. The Davey Tree Expert Company provides custom consulting solutions, efficient line clearance work, and timely resource mobilization during severe weather events for utility customers.

Commercial Tree Care and Grounds Management

We are one of North America's largest commercial landscape management companies, and we take pride in managing award-winning properties and tackling the toughest grounds care challenges. The Davey Tree Expert Company has been the preferred landscape service provider on some of the country's most prestigious grounds, including The Pentagon, Arlington National Cemetery, and the headquarters of media giant Gannett Co. and its USA TODAY offices.

Company Financial Status, Structure, and Project Resources

The following briefly describes our Company's financial status, organization, and resources needed and available for this project.

Financial Status

The Davey Tree Expert Company is a financially strong company as evidenced by our 130-year history. Upon request, a copy of our most recent Annual Reports and the United States Securities and Exchange Commission Booklet will be made available for the city's review.

Company Structure

The Davey Tree Expert Company is governed by a CEO, COO, and Board of Directors. Listed below are Company Officers who are authorized to bind the firm. In addition to executives and directors, The Davey Tree Expert Company has management, administrative, technical, IT, GIS, and field staff as well as research scientists.



THE DAVEY TREE EXPERT COMPANY
1500 North Mantua Street
Kent, OH 44240

Directors and Officers May 18, 2016

Board of Directors:

Karl J. Warnke.....	Chairman and Chief Executive Officer
Patrick M. Covey.....	President and Chief Operating Officer
Donald C. Brown.....	Executive Vice President, Finance & Administration, and CFO, FedEx Freight
J. Dawson Cunningham.....	Retired CFO, Roadway Corporation
William J. Ginn.....	Executive Vice President, Conservation Initiatives, The Nature Conservancy
Douglas K. Hall.....	Retired President and CEO, MDA Federal, Inc.
Sandra W. Harbrecht.....	President and CEO, Paul Werth Associates
John E. Warfel.....	Retired President, Westfield Financial Corporation

Officers:

Karl J. Warnke.....	Chairman and Chief Executive Officer
Patrick M. Covey.....	President and Chief Operating Officer
Joseph R. Paul.....	Executive Vice President, Chief Financial Officer and Secretary
James F. Stief.....	Executive Vice President, U.S. Residential Operations
Steven A. Marshall.....	Executive Vice President, U.S. Utility Operations
Dan A. Joy.....	Executive Vice President and General Manager, Commercial Landscape Services and Operations Support Services
James E. Doyle.....	Executive Vice President and General Manager, Davey Tree Expert Co. of Canada, Limited
Lawrence S. Abernathy.....	Vice President and General Manager, Davey Tree Surgery Company
Gregory M. Ina.....	Vice President and General Manager, The Davey Institute and Employee Development
Brent R. Repenning.....	Vice President and General Manager, Davey Resource Group
Mark J. Vaughn.....	Vice President and General Manager, Eastern Utility Services
Nicholas R. Susic.....	Vice President and Controller
Christopher J. Bast.....	Treasurer
Thea R. Sears.....	Assistant Controller
Majorie L. Conner.....	Assistant Secretary and Counsel

Project Resources

The resources needed and available for this project include qualified, experienced urban forestry, GIS, project management, and planning staff, and marketing and communications experts. Davey Resource Group has the staff available who have the expertise required to compile, analyze, and present the information and data about Greenbelt's urban forestry program in a concise, direct, and useful plan.

Pricing

Data Collection, Research, Stakeholder Meetings and Interviews	\$ 11,400.00
On-Site Meetings #1 with Rachel Comte (1 City Staff Meeting, 1 Stakeholder Meeting, and 1 Public Meeting in Greenbelt: All Meetings Advertised, Arranged, and Facilitated by the City of Greenbelt)	\$3,000
Research and Development and Meetings Planning and Summaries; GIS Analysis of Existing Data	\$4,800
On-Site Meetings #2 with Rachel Comte (1 City Staff Meeting, 1 Stakeholder Meeting, and 1 Public Meeting in Greenbelt: All Meetings Advertised, Arranged, and Facilitated by the City of Greenbelt)	\$3,000
3 Stakeholder Interviews Conducted Via Telephone or Online Meeting	\$600
Tree Master Plan	\$ 12,500.00
Develop Outline and Recommendations	\$3,000
Draft Plan - Full Version (Include map making and some GIS or AutoCAD Work)	\$7,000
Comment Period	\$500
Edits to Final Plan (2 Rounds)	\$1,000
Condensed Public Version of Plan (1 Round of Formal Edits)	\$1,000
City Council Meetings (2 Meetings with Vaughn in attendance)	\$0
TOTAL FINAL COST	\$ 23,900.00

November 22, 2016

NOTICE IS HEREBY GIVEN: that applications have been made with the Board of License Commissioners for Prince George's County, Maryland for the following alcoholic beverage licenses in accordance with the provisions of Article 2B.

TRANSFER

Kenneth Davis, President/Secretary/Treasurer, for a Class A, Beer and Wine License for the use of Oxon Run, Inc., **t/a Weis Markets**, 12100 Central Avenue, Mitchellville, 20716, transfer from, Oxon Run, Inc., t/a Food Lion, Kenneth Davis, II, President/Secretary/Treasurer.

Atty: Leanne Schrecengost, Esquire Opp: _____

Judy Lee, President/Secretary/Treasurer, for a Class A, Beer, Wine and Liquor License for the use of Multi-Bil II, Inc., **t/a Cox's Liquors**, 7200 Martin Luther King Highway, Landover, 20785, transfer from Cox's Liquors, Inc., t/a Cox's Liquors, Su Jung, President/Treasurer, Ok Jung, Vice President/Secretary.

Atty: Matthew Gorman, Esquire Opp: _____

Hirabhai Patel, Managing Member for a Class A, Beer, Wine and Liquor License for the use of Plaza Beverages MD, LLC, **t/a Plaza Liquors**, 6439 Marlboro Pike, District Heights, 20747, transfer from Pramukh Management, LLC t/a Plaza Liquors, Mina Patel, Member.

Atty: Robert Kim, Esquire Opp: _____

Nadol Hishmeh, President, Christopher Hishmeh, Secretary, Fuad Hishmeh, Treasurer, for a Class B, Beer, Wine, and Liquor License for the use of Olive Lounge, Inc., **t/a OLIVE on Main**, 504-506 Main Street, Laurel, 20707, transfer Olive Brothers, LLC, Nadol Hishmeh, Managing Member, Christopher Hishmeh, Member, Fuad Hishmeh, Member.

Atty: Matthew Gorman, Esquire Opp: _____

Yi Zhang, President/Secretary/Treasurer, for a Class B(R), Beer, Wine and Liquor License for the use of Fuji Mountain Steakhouse, Inc., **t/a Fuji Mountain Steakhouse**, 4237 Branch Avenue, Temple Hills, 20748, transfer from Fuji Mountain Steakhouse, Inc., t/a Fuji Mountain Steakhouse, Wing Lam, President/Secretary/Treasurer, Maria Schline-Watson, Assistant Recording Secretary.

Atty: Linda Carter, Esquire Opp: _____

Mark Dawejo, Managing Member, for a Class B(R), Beer, Wine and Liquor License for the use of Terrapin Restaurant Partners, LLC, **t/a Gus's World Famous Fried Chicken**, 5810 Greenbelt Road, Greenbelt, 20770, transfer from Sarintra Corporation, t/a Chef's Secret Restaurant, Suttichai Raungtriphop, President, Choukryah Mekawi, Vice President, Sirinat Raungtriphop, Secretary.

Atty: Linda Carter, Esquire Opp: _____

Pardeep Kaur, President/Secretary/Treasurer, for a Class B+, Beer, Wine and Liquor License for the use of A1 Discount Liquors, Inc., **t/a A-1 Restaurant and Liquor Store**, 7910 Martin Luther King Highway, Glenarden, 20706, transfer from A1 Discount Liquors, Inc., t/a A-1 Restaurant and Liquor Store, Surjit Gosal, President/Secretary/Treasurer.

Atty: Robert Kim, Esquire Opp: _____

NEW

Philip Sardelis, Managing Member/Authorized Person, for a new Class B(BLX), Beer, Wine and Liquor License for the use of Sardis Chicken IX, LLC, **t/a Sardis Pollo A La Brasa**, 4001 Town Center Blvd., Bowie, 20716.

Atty: Linda Carter, Esquire Opp: _____

Jose Escobar, President/Secretary/Treasurer, for a new Class B, Beer and Wine License for the use of German's Corporation, **t/a La Chiquita Carry Out and Restaurant**, 6211 Belcrest Road, Unit B101, Hyattsville, 20782.

Atty: Matthew Gorman, Esquire Opp: _____

Glenda Sanchez, President/Secretary/Treasurer, for a new Class B, Beer and Wine License for the use of Sophia Market, Corp., **t/a Mundo Market**, 5000 Edgewood Road, College Park, 20740.

Atty: Keith Showstack, Esquire Opp: _____

A hearing will be held at 9200 Basil Court, Room 410, Largo, Maryland 20774, 10:00 a.m., Tuesday, November 22, 2016. Additional information may be obtained by contacting the Board's Office at 301-583-9980.

BOARD OF LICENSE COMMISSIONERS

Attest:
Kelly E. Markomanolakis
Administrative Assistant
October 17, 2016

David Moran

From: Jen Ruffner <jagmuse@icloud.com>
Sent: Wednesday, October 12, 2016 9:26 PM
To: David Moran
Cc: Megan Young; Caitlin McGrath
Subject: Request for a Temporary Liquor License

David -

The Friends of the Greenbelt Museum will be holding an event at the Old Greenbelt Theatre on November 15, 2016. We will be showing the film Three Brave Men at 8 p.m. This is a free public showing. Prior to the film, we would like to hold a private reception, at which we hope to be able to serve wine. Here are the full details of the reception:

Pre-Film Reception
November 15, 2016

7:00 - 7:45 p.m.

Approximately 40-60 people anticipated.

Cost - \$25 per person (with some invited guests) Menu - Wine, hors d'oeuvres, soft drinks We will be serving the wine, rather than making it freely available. We anticipate using small cups to ensure no one overdoes it. It is a short time frame, so folks are unlikely to be able to consume too much alcohol. If the servers have any question as to the age of a guest, they will request proof of age to ensure there is no underage drinking. The alcohol will only be consumed in theater, and will not be served once the event opens to the general public.

In order to obtain the temporary liquor license from the liquor board, we need a letter from the City giving us permission to hold the event at the Theatre. I understand that Megan has provided you with a draft letter, and that this will need to go before the City Council at their October 24 meeting. Please let me know if you require any additional information.

Thank you for your assistance!!

Jen



Water Event at Museum House, 10B Crescent

The Museum's historic house at 10B Crescent will be closed until further notice as we recover from a water event. When staff and volunteers arrived on site Sunday, October 2, they discovered water on the first floor. Upon further inspection, it appeared that the water had condensed to the ceilings throughout the house, then dripped back down onto surfaces, furnishings etc. Staff had been at the house Wednesday afternoon, so this event occurred between Wednesday evening and Sunday morning.

The City Public Works Department and GHI staff were on the scene quickly. We are told that the source of the leak was a plumbing issue under the kitchen sink, which has now been fixed. A restoration company arrived later in the day and set up fans and dehumidifiers to address the water in the house. Museum staff, Board



Save the Date for Museum Event November 15, 2016

Please save the date for an upcoming special event hosted by the Museum: **An Evening with Judge Howard Chasanow**. Tuesday, November 15, 2016, we hope you'll join us for a special celebratory screening of the Greenbelt-inspired film, *Three Brave Men* (1956). The Honorable Judge Howard Chasanow, the son of Abraham Chasanow, (played by Ernest Borgnine in the film), will join us for a pre-film reception and post-screening discussion. 7pm - Ticketed reception with light refreshments, \$25 (tickets available soon at www.greenbeltmuseum.org). 8pm - Screening, open to the public, donations welcome! All proceeds support the Museum's expansion to 10A Crescent. Old Greenbelt Theatre, 129 Centerway, Greenbelt, MD 20770.

**CITY OF GREENBELT, MARYLAND
MEMORANDUM**

TO: Michael P. McLaughlin, City Manager *MPM*
FROM: Terri S. Hruby, Assistant Planning Director
DATE: October 19, 2016
SUBJECT: State Consolidated Transportation
Program, FY 2017-2022

Staff is scheduled to attend a pre-tour staff level meeting held by the Maryland Department of Transportation on the *Draft Consolidated Transportation Program (CTP) for Fiscal Years 2017-2022* on October 26, 2016. The annual fall CTP tour meeting is scheduled for November 10, 2016 at 2:00 PM in the County Council Conference Room (Room #2027), County Administration Building, 2nd Floor.

This year's draft CTP has \$ 224.1 million worth of new projects, compared to last year's CTP that had \$454.8 million worth of new projects. The majority of new projects were added to the Construction Program and total \$219.1 million in funding.

The State's priorities, which are explained in the CTP are as follow: 1. Facilitate Economic Development and Jobs, 2. Freight, 3. Transit Oriented Development, 4. Provide a Safe and Secure Transportation Infrastructure, 5. Provide an Efficient, Well Connected Transportation Experience, 6. Use Resources Wisely, 7. Deliver Transportation Solutions and Services of Great Value, 8. Be a Good Neighbor and 9. Be a Good Steward of our Environment. Attached for your information are selected pages from the CTP that pertain to the City's interests.

Highlights from the CTP of interest to the City are:

- Full Interchange at Greenbelt Metro Station – The CTP states that engineering is underway and construction is expected to begin in budget year 2018. The projected total cost of the project is \$167.1 million, up \$15 million from last year's CTP due to additional infrastructure improvements and mitigation needs associated with future development.
- Purple Line – The solicitation process is underway to select a concessionaire to design, build, finance, operate and maintain the project. The total estimated project cost decreased by \$343 million due to a reduction in project scope and adjustments to private investment as a result of a public private partnership. Construction funding is shown through 2021.

- US 1, Baltimore Avenue Reconstruction (Phase 1) - This project involves the reconstruction of US 1 from College Avenue to I-95. Engineering and right-of-way acquisition are underway, and monies for construction are budgeted beginning Budget Year 2019. Phase 2 and 3 remain on hold.
- I-95/I-495, Capital Beltway Widening and Managed Lanes – This is a study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge. This project remains on hold with no monies budgeted for FY2017-FY2022.
- MD 201 Extended (Kenilworth Avenue)/US 1 – This project involves a study to determine the feasibility of widening MD 201 and US 1 from I-95/I-495 to north of Muirkirk Road. This project is remains on hold with no monies budgeted for FY2017-FY2022.
- Prince George’s County Local Bus Program – Consistent with last year’s CTP, there is a total of \$4 million budgeted over the next six years for the Prince George’s County Local Bus Program. Programmed funding includes monies for capital improvements to bus stops throughout the County.
- Bicycle and Pedestrian Related Projects – The Maryland Department of Transportation has various funding programs for bicycles and pedestrian. The total FY 2017-2022 funding for pedestrian and bicycle programs is \$184.5 million, compared to \$201.4 million in last year’s CTP. Several programs are administered as competitive grant programs, such as the Bikeways Network Program, the Sidewalk Program, Safe Routes to School Program and Bikeshare Program. At this time there are no projects identified for Greenbelt.
- Sound Barrier Program – The CTP includes \$10.5 million for the construction of sound barriers in Budget Year 2017 and \$6.1 million for Budget Year 2018. Funding for future years is being deferred.

The MD 193 – Greenbelt Road Streetscape Project continues to not be included in the CTP. This project should be referenced in the Council’s correspondence to the State Highway Administration on the draft CTP. In addition, staff recommends the City Council send a letter to the County reiterating its request that the MD 193 project become a number one priority of the County.

Staff recommends that the Maryland Draft Consolidated Transportation Program for fiscal years 2017–2022 be placed on an upcoming City Council regular meeting agenda for discussion.

MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The Capital Program includes major and minor projects for the Maryland Department of Transportation ("MDOT" or "Department"), its transportation business units – the Maryland Aviation Administration (MAA), Maryland Port Administration (MPA), Motor Vehicle Administration (MVA), State Highway Administration (SHA), Maryland Transit Administration (MTA) – and related authorities to the Department, including the Maryland Transportation Authority (MDTA) and the Washington Metropolitan Area Transit Authority (WMATA).

In this document, you will find a Project Information Form (PIF) for every major project, which includes project details, financial information and construction status as well as a list of minor capital projects. MDOT works together with residents, local jurisdictions, and local and State elected officials to include projects in the CTP that preserve investments, enhance transportation services, and improve accessibility throughout the State. In order to help Maryland's citizens review this document, the CTP includes a summary of the Department's financing and budgeting process and instructions for reading PIFs.

MDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact MDOT's Office of Diversity and Equity at 410-865-1397.

For the hearing impaired, Maryland Relay 711.

For further information about this document or to order a hard copy, please contact Ms. Melinda Gretsinger at the Maryland Department of Transportation, Office of Planning and Capital Programming toll free at 1-888-713-1414, or locally at 410-865-1288. This document also is available online at: www.ctp.maryland.gov.

For more information on Maryland transportation, please visit us on the web at www.mdot.maryland.gov.

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ESTABLISHING PRIORITIES

This year's CTP reflects the priorities of the Department as embodied in the goals outlined in the MTP, our mission, and the results we aim to achieve. These priorities must address federal and state requirements; local government mandates, interests, and concerns; and customer needs. The mission of the Department of Transportation is to be a *customer-driven transportation leader that delivers safe, efficient, intelligent and exceptional transportation solutions in order to connect our customers to life's opportunities.*

While the existing revenues are going a long way towards addressing many needs, MDOT recognizes that these revenues cannot address every need. Consequently, MDOT will use these resources strategically and efficiently to ensure that transportation investments address the Department's mission and goals, as well as the Department wide results we strive to achieve, including, to:

- Facilitate economic opportunity in Maryland;
- Provide a safe and secure transportation experience;
- Provide exceptional customer service;
- Provide an efficient, well connected transportation experience;
- Use resources wisely;
- Deliver transportation solutions and services of great value;
- Communicate effectively with our customers;
- Be a good neighbor;
- Be a good steward of our environment; and
- Be fair and reasonable to our partners.

Chapter 36, the Maryland Open Transportation Investment Decision Act of 2016, was passed by the Maryland General Assembly and went into effect July 1st. The law requires the use of nine specific goals and 23 specific measures to prioritize major highway and transit projects where all phases exceed \$5 million. The Department of Transportation will evaluate requests for major capital projects based on the State's transportation goals and, where applicable for highway and transit capacity projects, using the criteria outlined in Chapter 36 and report the manner in which each project was assessed in the final CTP. On or before January 1, 2017, the Department needs to adopt regulations. Subsequent to adopting new regulations, the Department will begin to assess projects, using the measures under each goal to assess projects not already moved into the construction phase.



MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation ("MDOT" or "Department") is pleased to present the State's six-year capital investment program for transportation, the Draft FY 2017-2022 Consolidated Transportation Program (CTP).

The CTP is the capital budget outlook and a key part of the State Report on Transportation (SRT) that MDOT publishes each year. The SRT contains three important documents: the Maryland Transportation Plan (MTP), the Consolidated Transportation Program (CTP), and the annual Attainment Report (AR) on Transportation System Performance. MDOT last updated the MTP, a 20-year vision for Maryland's transportation system, and released it in January 2014. The MTP is updated every four to five years through an extensive outreach effort with the public, local jurisdictions, and state agencies to ensure it reflects the needs and priorities of Marylanders. To learn more, visit the MTP website at www.mdot.maryland.gov/MTP. The CTP contains projects and programs across the Department. It includes capital projects that are generally new, expanded or significantly improved facilities or services that may involve planning, environmental studies, design, right-of-way acquisitions, construction, or the purchase of essential equipment related to the facility or service.

Facilitate Economic Opportunity in Maryland

Maryland's transportation system is essential to the State's economy. An efficient transportation system provides a competitive advantage to businesses in a regional, national and global marketplace. Transportation directly impacts the viability of a region as a place that people want to live, work and raise families, all critical to attracting a competent workforce. Transportation infrastructure provides value, and investing in Maryland's transportation system creates jobs and supports Maryland industries and businesses. MDOT works to ensure its investments support a healthy and competitive state economy. It will do this by undertaking projects that improve access to jobs as well as improve freight and commodity flows and the movement of goods and services in and through Maryland.

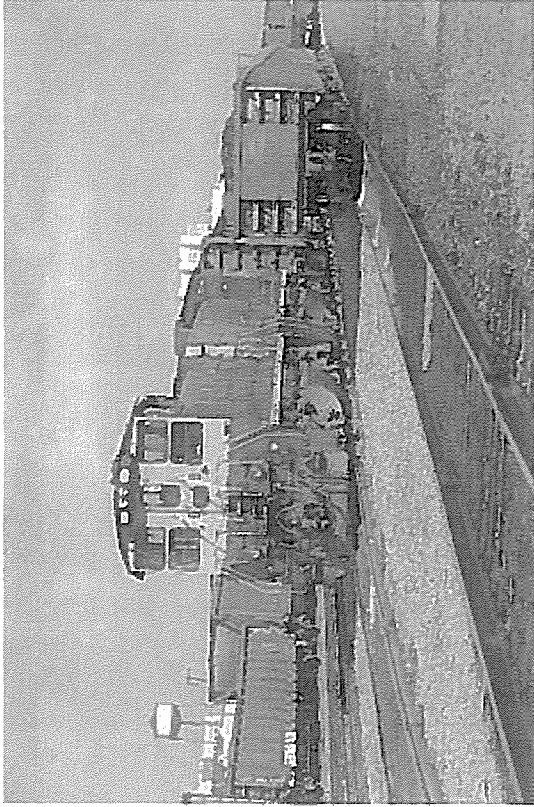
With the completed expansion of the Panama Canal, larger ships are anticipated to do business with East Coast ports that have the necessary infrastructure to handle their size, rather than with West Coast ports. In partnership with Ports America, the Department has completed significant improvements to prepare for these larger ships. In July, the first post Panama Canal larger container ship arrived in Maryland carrying about 8,400 20-foot long containers.

The Hogan-Rutherford Administration has declared Maryland "Open for Business" and continues to challenge MDOT to facilitate economic opportunity and to help create jobs. To do this, MDOT must focus on fixing our highways and bridges and addressing congestion issues all around the State by employing efficient and innovative transportation solutions. Toward that end, this year's CTP continues the implementation of several projects to address long-standing transportation issues across the State. Cost savings and reallocation have allowed the Department to be in the fortunate position to move these projects forward to address many of the State's needs and invest public dollars in the most efficient and cost effective way while supporting economic development and creating or supporting jobs.

Freight

Freight activity in Maryland and throughout the East Coast is expected to double by 2030. Maryland's location at the crossroads of the I-95 corridor and significant rail and marine corridors means that the infrastructure in Maryland is critical to the state, regional, and national economy. As much of Maryland's freight network is shared with passenger or vehicle operations, both freight and passenger growth will exacerbate already congested infrastructure throughout the State. The resulting chokepoints create significant challenges for freight and passenger movement in the region. It is

imperative that MDOT work with local and state officials and freight stakeholders to plan and facilitate the necessary improvements to accommodate freight demand and allow for the cost-effective and safe movement of goods by all modes.



To meet these needs, MDOT is taking an aggressive approach to implement multimodal freight solutions in Maryland and the greater multi-state region. Through planning activities, MDOT is working to cultivate partnerships with neighboring states, freight stakeholders and non-profits. MDOT also participates in freight efforts regionally with groups such as the I-95 Corridor Coalition. Please refer to the CTP Freight Summary Section on page FRT-1 of the CTP. In addition the 2015 Strategic Goods Movement Plan is on MDOT's website at www.mdot.maryland.gov.

Transit-Oriented Development (TOD)

Transit can be most efficient and effective when it serves to connect relatively dense clusters of houses, jobs, and destinations. A development that is "transit-oriented" typically comprises a mixture of land uses configured and oriented to maximize visibility and access to the transit station. TOD projects design street networks and parking to ensure the safety and comfort of pedestrians and bicyclists, while ensuring efficient traffic flow to automobiles, buses and carpools. TOD can help ensure that Maryland residents achieve maximum benefit for their investment in transit and related

transportation infrastructure. By helping to increase transit ridership, TOD can help reduce highway congestion, pollution, and sprawl for the benefit of all Maryland residents.

MDOT works with state, local and private partners to support TOD through: pre-development planning, policy and program support; joint development partnerships; infrastructure investments; and other project support. MDOT has an active program of TOD planning and joint-development projects, spanning multiple jurisdictions and station types. MDOT also works with other agencies and local jurisdictions to help identify additional TOD opportunities and promote transit-supportive land-use policies. *More information on TOD can be found on MDOT's website.*

Provide a Safe & Secure Transportation Infrastructure

MDOT will not compromise on our commitment to continually improve the safety and security of our customers and partners in everything we do. It is critical that we commit to safety and security in our designs, in our construction, as well as how we operate and maintain the State's transportation system. We promote a culture of safety in our business practices and educate our traveling public on good safety behavior and practices. The Department works with our federal and local law enforcement partners on a daily basis to constantly evaluate and implement measures to reduce the vulnerability of Maryland citizens and facilities. With federal and state investments, progress is being made on a variety of fronts.

Reducing highway fatalities and serious injuries on all public streets and highways is a priority of the Department. The Statewide Annual Vehicle Miles of Travel increased to 57.3 billion in 2015 from 56.2 billion in 2014, a 2.0 % increase. The Annual Number of traffic fatalities on all of Maryland Roads increased to 521 in 2015 from 443 in 2014, a 17.6 % increase, which had been the lowest since 1948. The State Highway Administration is continues to identify, and then systematically address safety concerns that arise from congestion and operational issues to improve safety.

Recent investments to enhance public safety and security include projects at BWI Marshall Airport to create state-of-the-art passenger security screening areas between Concourses B and C and between Concourses D and E. These projects are providing for a post-security connection between concourses A, B and C, as well as between concourses D and E (the International Terminal).

On June 25, 2015, Governor Larry Hogan announced construction funding for MD 404 from US 50 to the Denton Bypass, which includes widening of

MD 404 from a two-lane road to a four-lane divided highway with a median to improve safety for a length of 11.3 miles. Procurement began in Winter 2015/2016 and construction should start in Spring 2017 using one Design-Build contract. This is one example of how we are prioritizing important safety projects around the State.

Provide an Efficient, Well Connected Transportation Experience

MDOT will provide an easy, reliable transportation experience throughout the system including enhancing connections and developing world class transportation facilities and services. The users of Maryland highways face some of the nation's worst congestion. This fact has stifled economic development across the State. The Hogan-Rutherford Administration intends to change that and has directed MDOT to address long-standing congestion issues by initiating projects statewide that will serve to increase mobility and move traffic more efficiently. Construction of new highway capacity to accommodate travel has not kept pace with demand.

Congestion results when traffic demand approaches or exceeds the available capacity of the highway network. Traffic demands fluctuate significantly depending on the season of the year, the day of the week, and even the time of day. Further, the capacity, often mistaken as constant, can change because of weather, work zones, traffic incidents, or other non-recurring events. This means MDOT has to be vigilant and flexible and provide solutions that fit the nature of the problem in any given corridor. Projects within this CTP are intended to provide Maryland with the best possible solutions for the current situation and fit within the appropriate context for the problems they are trying to address.

Use Resources Wisely

MDOT receives resources from our customers and they expect excellent products and services in return. In order to better serve our customers, MDOT must maximize the value of every dollar we spend. MDOT continues to place a high priority on allocating funds toward system preservation. The CTP reflects significant investments in the bridge program, road and runway resurfacing, rail car overhauls and replacements, bus replacements, and general facility rehabilitation, replacement and upkeep.

A key focus area is the condition of bridges across Maryland. SHA continues to make significant progress in reducing the number of structurally deficient bridges (bridges are safe but need repairs/replacement) on the State's highway system to ensure safe travel for Maryland motorists and users of our

system. Over the last few years, SHA has reduced the number of structurally deficient bridges from 81 in 2014 to 69 in 2015, a 17% decrease and one of the lowest percentages of any State DOT in the United States. In addition, SHA spent more than \$287 million in FY 2015 on resurfacing roads, a 12% increase over FY 2014.



On the transit side, the MTA is continuing to invest in Automatic Vehicle Location (AVL) systems to obtain a more accurate picture of bus performance. MTA is also developing an Asset Management Plan, which will analyze asset information currently collected to provide insight into long term maintenance and capital replacement needs.

Deliver Transportation Solutions and Services of Great Value

MDOT will deliver transportation solutions on time and within budget. We will use strategies to ensure that the transportation solution meets the needs of our customers and eliminates unnecessary costs.

Transit

Providing safe, efficient and reliable transit services with world-class customer service is a priority for MDOT. MDOT is committed to working with all of MTA's customers to improve the region's transit system.

In October 2015, Governor Larry Hogan announced \$135 million in targeted investments to transform and improve transit throughout the Baltimore

metropolitan area. The multi-phase plan will create an interconnected transit system, known as BaltimoreLink, and includes redesigning the entire local and express bus systems throughout the Baltimore Region. The goals of BaltimoreLink are to improve service quality and reliability, maximize access to high-frequency transit, strengthen connections between bus and rail routes, and align the network with existing and emerging job centers. The BaltimoreLink system will deliver a unified transit network and includes remaining existing Maryland Transit Administration (MTA) modes: LocalLink (Local Bus), Light RailLink, Metro SubwayLink and MobilityLink to create an interconnected transit system. Other key elements of the BaltimoreLink system include dedicated bus lanes, transfer facilities and transit signal priority.



A major component of the BaltimoreLink system is CityLink which are 12 new high-frequency, color-coded bus routes that will improve reliability and better connect riders to Amtrak, Commuter Bus lines, Light RailLink, MARC trains, Metro SubwayLink and other services in Baltimore and the surrounding suburbs. In Baltimore City, new CityLink routes will run at 10-15 minute frequencies. The new CityLink buses will be branded and travel on color-coded routes with easy-to-read signage and detailed maps that will make the system easier to use. The CityLink bus routes, Light RailLink and Metro SubwayLink will form an interconnected, one-transfer system.

The BaltimoreLink network will provide more people with access to transit, jobs, and services in the region. An estimated 33,600 additional people will be within ¼ mile of the transit system, while an additional 60,700 people will have access to frequent transit which operates every 15 minutes or less during peak and midday periods. Households will have 20% more jobs accessible within 30 minutes or less and 12% more jobs accessible within 45 minutes. BaltimoreLink links people to the places that matter most, which is why a number of public schools, libraries, pharmacies, and hospitals have been added to the frequent transit network, including 12 additional supermarkets.

To further advance the BaltimoreLink project, the Department was recently awarded a federal discretionary grant for \$10 million through the US Department of Transportation's Transportation Investment Generating Economic Recovery (TIGER) grant program for North Avenue, which will further enable the bus improvements in the City of Baltimore by improving approximately five miles of North Avenue.

To learn more about BaltimoreLink, visit the MDOT website: mdot.maryland.gov.

The Maryland Purple Line is a 16.2 mile light rail line extending from Bethesda in Montgomery County to New Carrollton in Prince George's County. The Purple Line will have 21 stations and provide a direct connection to the Metrorail Red, Green and Orange lines; at Bethesda, Silver Spring, College Park, and New Carrollton. The Purple Line also will connect to MARC, Amtrak, and local bus services. The Purple Line is expected to open for passenger service in 2022 and is projected to have 74,000 daily riders by 2040. On April 6, 2016 MDOT successfully reached commercial close on a 36-year Public Private Partnership (P3) with the State's concessionaire (Purple Line Transit Partners). The \$5.6 billion contract with PLTP provides for the design, construction, financing, operations and maintenance of the Purple Line.

The P3 alternative delivery approach involves a long-term, performance-based agreement between MDOT/MTA and a private partner, Purple Line Transit Partners. The innovative project delivery approach creates a predictable, transparent, and streamlined approach, incorporating best practices and lessons learned from other states and countries, while addressing the transportation and economic development needs of Marylanders. MDOT will enter into a Full Funding Grant Agreement (FFGA) in FFY 2017 with the Federal Transit Administration; this agreement provides for \$900 million for the construction of the project.

For more information, visit www.purplelinemd.com.

Highway

To benefit the entire Maryland transportation network, MDOT is developing engineering policies for all of its business units that incorporate the principles of practical design, which focuses on producing safe and efficient projects that address the most important needs at the most economical cost. The goal is to build good projects to achieve a safe, well-performing transportation system throughout the State without shifting the cost burden to maintenance. Once in place, MDOT's Practical Design Policy will provide a process to be incorporated into all planning, preliminary engineering, and

design activities. The policy will ensure that safety is never compromised, design solutions are reached collaboratively, and the project's needs are met.

Be a Good Neighbor

As the owner of statewide transportation facilities, MDOT must work with our neighbors to find solutions that work for our customers and is sensitive to our neighbors. This includes examining all of the modes of travel including flying, driving, riding transit and even freight coming into the port.

One way to connect better and work with our neighbors is to provide better bicycle and pedestrian connections. MDOT works to provide safe infrastructure so that people can choose to walk or bike to meet their daily needs. Working with local partners to support walking and bicycling is an essential element of Cycle Maryland initiatives. Promoting biking and walking as transportation modes holds many benefits for Maryland residents, including the potential to reduce congestion and emissions associated with auto-travel, while promoting activity for a healthier Maryland. Several recent studies have also highlighted strong rates of economic return that bicycle and pedestrian projects can have, supporting job-creation, tourist activity and cost-savings for household transportation budgets.

MDOT seeks to integrate accommodations for walking and bicycling into all appropriate projects, and has several programs specifically directing additional funding to walking and biking. This CTP includes over \$200 million for bicycle and pedestrian supportive projects. These investments include continued commitment for the Bikeways Program that supports local bicycle transportation projects, providing necessary funding to implement the Statewide Trails Plan and the Bicycle and Pedestrian Master Plan.



continued efforts to provide alternatives to traveling by single occupant vehicles. MDOT uses a variety of Travel Demand Management (TDM) strategies to support alternatives to driving alone and limit emissions from the transportation sector. TDM efforts can also help reduce congestion, lower commuting costs, and improve air quality. Some of these efforts are: carpooling, car sharing, transit, teleworking, and variable pricing infrastructure.

MDOT is implementing these strategies in cooperation with our partners in the metropolitan planning organizations (MPOs), the Maryland Department of the Environment, local governments, and the private and not-for-profit sectors.

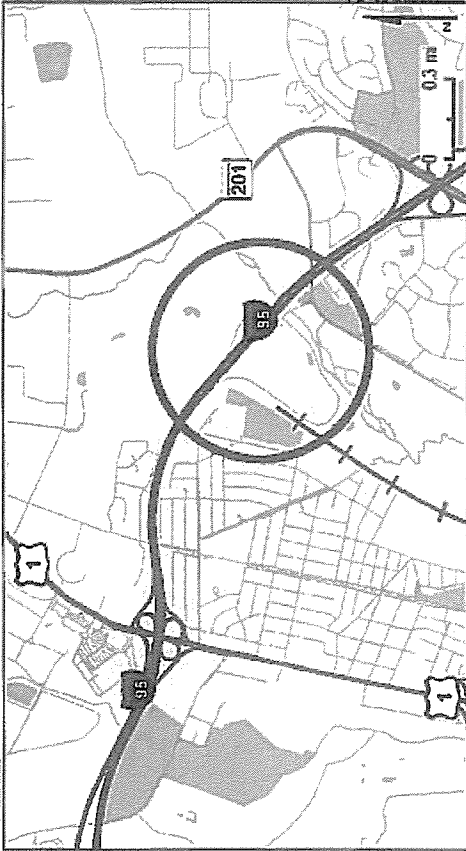


Be a Good Steward of our Environment

MDOT will be accountable to our customers for the wise use of limited resources and our impacts on the environment when designing, building, operating and maintaining Maryland's transportation system. MDOT's commitment to Environmental Stewardship is one aspect of a larger commitment to use innovative and forward-looking strategies to ensure our transportation system protects our natural, cultural and community resources.

By coordinating land-use, transportation, and resource planning with partners in other agencies and local governments, MDOT helps to ensure that the investments made will meet multiple needs for the citizens of Maryland. Using the State's Green Infrastructure Plan and Chesapeake Bay Restoration priorities as a guide, MDOT agencies are minimizing negative impacts and using project mitigation to support the State's broader conservation goals. To help decrease pollution from entering our waterways, the CTP supports a three-pronged approach. Retrofitting older parts of the transportation network with the latest stormwater management technology; restoring natural filters through stream restoration, forest establishment and wetland creation; and adopting protective operational practices will move the State closer to meeting mandated water quality targets.

MDOT is working to reduce air emissions and managing energy consumption related to the transportation industry. These issues are being addressed by



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

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

PURPOSE & NEED SUMMARY STATEMENT: This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

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

ASSOCIATED IMPROVEMENTS: I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)

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

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

EXPLANATION: This project will enhance access connectivity between the Metro Station and I-95/I-495 (Capital Beltway). The improved connectivity will help support planned growth in the vicinity of the Station, a designated transit-oriented development (TOD) site.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of \$15.0 million is due to additional infrastructure improvements and mitigation needs associated with future Development.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	THRU 2016	CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					
					2018	2019	2020	2021		
Planning	1,561	1,561	0	0	0	0	0	0	0	0
Engineering	6,761	4,519	2,262	0	0	0	0	0	2,262	0
Right-of-way	8,764	24	283	2,000	3,225	0	0	0	8,740	0
Construction	150,000	0	0	28,780	40,780	43,648	36,792	0	150,000	0
Total	167,106	6,104	2,545	30,780	44,012	46,873	36,792	0	161,002	0
Federal-Aid	123,565	4,803	1,764	22,448	31,808	34,045	28,697	0	118,762	0

CLASSIFICATION:

STATE - Principal Arterial

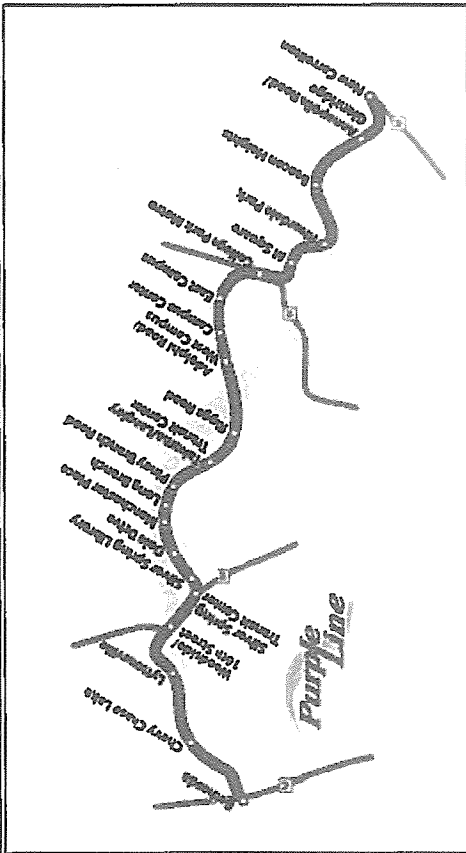
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 220,000

PROJECTED (2035) - 242,100



PROJECT: Purple Line

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

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

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

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

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

- Safety & Security
- Environmental Stewardship
- System Preservation
- Community Vitality
- Economic Prosperity

EXPLANATION: The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trails will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced compared to No Build.

STATUS: Selected Purple Line Transit Partners as the concessionaire reaching financial close April 2016. Anticipate the Full Funding Grant Agreement with the Federal Transit Administration in FY 2017.

ASSOCIATED IMPROVEMENTS:
 Takoma/Langley Park Transit Center - Line 27
 Purple Line: Montgomery County Funded Projects - Line 34

POTENTIAL FUNDING SOURCE:

PHASE	TOTAL ESTIMATED COST (\$000)	CURRENT YEAR 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY	OTHER								
						SIX YEAR TOTAL	BALANCE TO COMPLETE	GENERAL	FEDERAL	SPECIAL	OTHER			
Planning	53,007	53,007	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	182,553	182,553	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	229,600	38,735	102,650	85,901	2,314	0	0	0	0	0	190,065	0	0	0
Construction	1,015,124	73,907	345,195	254,083	180,054	42,139	11,040	78,685	911,196	30,021	0	0	0	0
Total	1,480,284	348,202	447,845	339,984	182,366	42,139	11,040	78,685	1,102,061	30,021	0	0	0	0
Federal-Aid	960,432	81,541	247,314	164,577	130,000	125,000	120,000	92,000	878,891	0	0	0	0	0

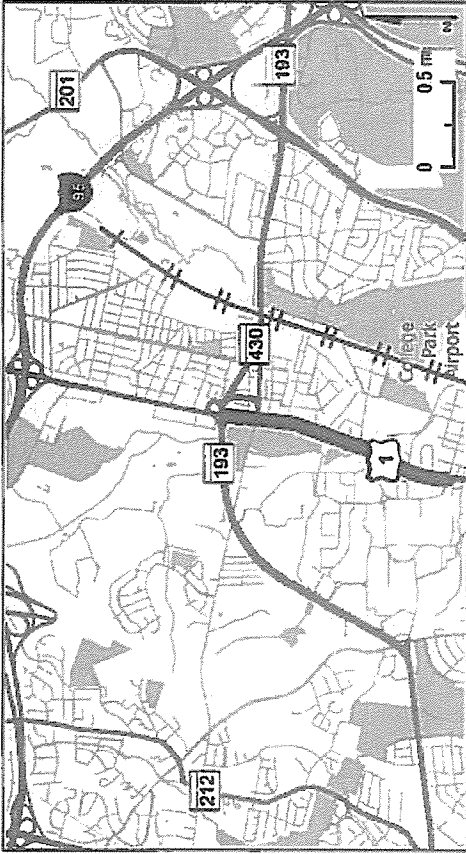
SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The prior CTP was based on engineer's estimates for the design-build portion of the P3 contract. The current CTP is reflective of actual pricing proposed. The distribution of costs between the transit facility and the Third-Party portion of the work was affected and this page reflects increased costs of \$18.1M. Right-of-way costs have been revised as have the state-retained engineering costs. Funding for project costs includes federal funds, local contributions, special funds, and private investment, including an \$874.6M TIFIA loan, through a public-private partnership to design, build, finance, operate, and maintain the project.

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

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

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 15

SECONDARY CONSTRUCTION PROGRAM



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Bicycle and pedestrian facilities will be included where appropriate (1.5 miles).

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

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

ASSOCIATED IMPROVEMENTS:
 US 1, MD 193 to I-95, Segments 2 and 3 (Line 32)

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

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

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

STATUS: Engineering and Right-of-Way underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of \$6.3 million is due to a reduced Right-of-Way estimate.

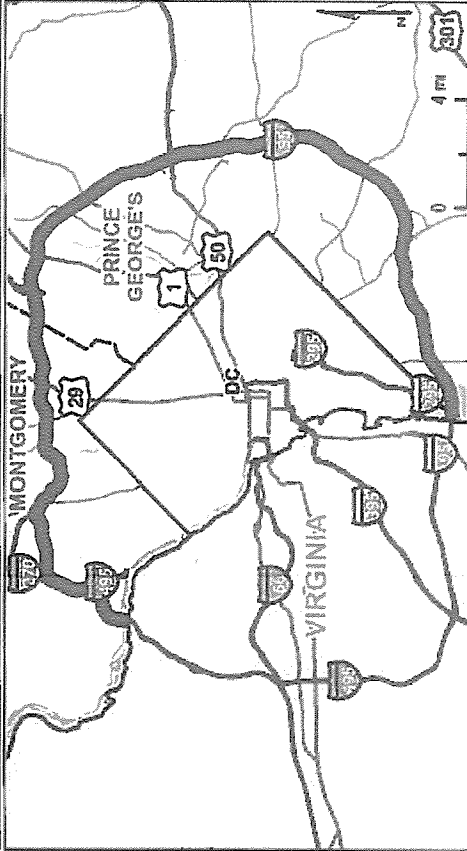
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE	
					SPECIAL	FEDERAL	GENERAL	OTHER	FOR PLANNING PURPOSES ONLY	2019			2020
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,289	5,295	1,200	994	800	0	0	0	0	0	2,994	0	0
Right-of-way	9,284	1,034	2,000	4,829	1,421	0	0	0	0	0	8,250	0	0
Construction	32,231	0	0	0	3,589	8,709	9,826	10,107	10,107	32,231	0	0	0
Total	49,804	6,329	3,200	5,823	5,810	8,709	9,826	10,107	10,107	43,476	0	0	0
Federal-Aid	300	217	83	0	0	0	0	0	0	83	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary
 Annual Average Daily Traffic (vehicles per day)
 CURRENT (2016) - 48,875
 PROJECTED (2035) - 66,825

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 16

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



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

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increasing growth and development in Montgomery and Prince George's counties and the concurrent increase in traffic causes the Capital Beltway to experience severe congestion.

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Branch Ave. Metro Access Phase 2 (Line 1)
- I-95/I-495, Greenbelt Metro Station (Line 2)
- I-95/I-495, Bridge Replacement over Sulliland Road (Line 3)
- I-95/I-495, Bridge Replacement over Sulliland Parkway (Line 4)
- I-95, Resurface I-95 from I-495 (Capital Beltway) to MD 212 (Line 5)
- MD 4, Interchange at Sulliland Parkway (Line 6)

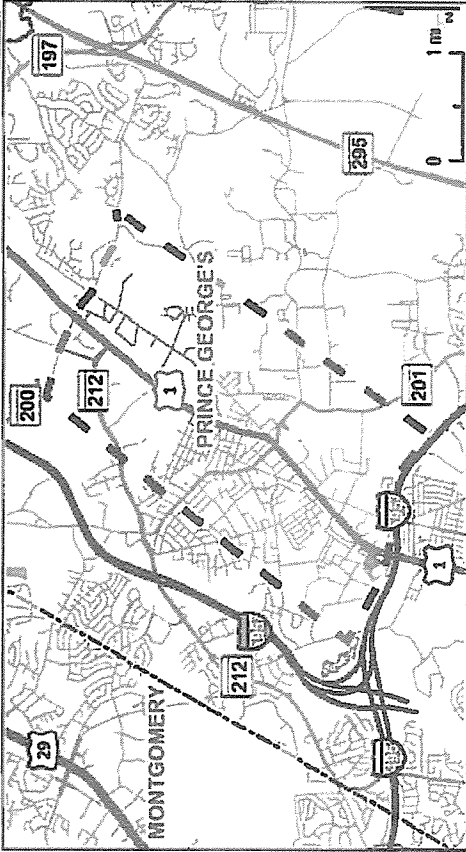
STATUS: Project on hold

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR BUDGET		PROJECT CASH FLOW							SIX YEAR TO TOTAL COMPLETE	BALANCE	
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026			
	11,044	0	0	0	0	0	0	0	0	0	0			
Engineering	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	9	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11,053	0	0	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	9,717	0	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Urban Interstate
 STATE SYSTEM: Primary
 Annual Average Daily Traffic (vehicles per day)
 CURRENT (2016) - 103,000 - 247,000
 PROJECTED (2035) - 110,000 - 265,000



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

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

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

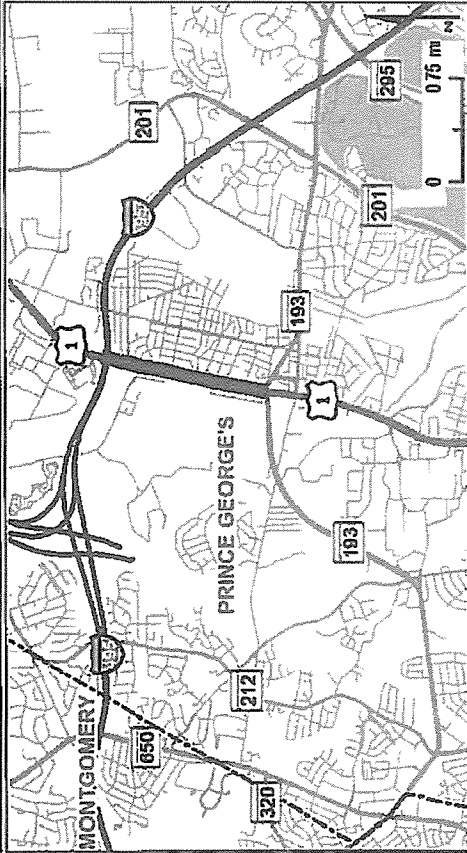
SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-95/I-495 American Legion Bridge to Woodrow Wilson Bridge (Line 18)
 US 1, MD 193 to I-95/I-495 (Capital Beltway) (Line 32)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CIP: None.

PHASE	ESTIMATED COST (\$000)	POTENTIAL FUNDING SOURCE:										TOTAL COST (\$000)	CURRENT YEAR	BUDGET YEAR	SIX YEAR TOTAL	BALANCE TO COMPLETE	CLASSIFICATION:	
		PROJECT CASH FLOW																
		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025							
Planning	6,839	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STATE - Minor Arterial
Engineering	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FEDERAL - Other Principal Arterial
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	STATE SYSTEM: Secondary
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Annual Average Daily Traffic (vehicles per day)
Total	6,839	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CURRENT (2016) - 47,750
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PROJECTED (2036) - 65,500



PROJECT: US 1, Baltimore Avenue

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

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

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

ASSOCIATED IMPROVEMENTS:
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
 US 1, College Avenue to MD 193 (Segment 1) (Line 15)
 MD 201 Extended/US 1, I-95/I-495 to north of Muirfield Road (Line 28)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

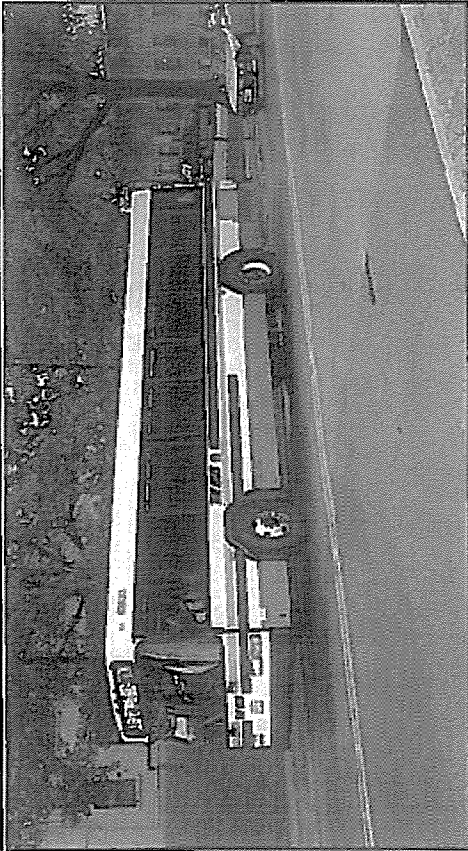
POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						SIX YEAR TOTAL	BALANCE TO COMPLETE
					2019	2020	2021	2022	2023	2024		
Planning	1,387	1,387	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,387	1,387	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary
 Annual Average Daily Traffic (vehicles per day)
 CURRENT (2016) - 48,875
 PROJECTED (2036) - 66,025



PROJECT: Prince George's County Local Bus Program

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

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

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

ASSOCIATED IMPROVEMENTS:
 Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 23
 Takoma-Langley Transit Center - Line 27

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	POTENTIAL FUNDING SOURCE:						SIX YEAR TOTAL TO COMPLETE
					SPECIAL	FEDERAL	GENERAL	OTHER	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY	YEAR TOTAL	
				2019.....2020.....2021.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	11,327	7,327	1,500	500	500	500	500	500	500	4,000	0
Total	11,327	7,327	1,500	500	500	500	500	500	500	4,000	0
Federal-Aid	2,656	1,200	1,056	0	0	0	0	0	400	0	1,456



PROJECT: Sound Barrier Program

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

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

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

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

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

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

Project Inside PFA Grandfathered Exception Will Be Required

Project Outside PFA Exception Granted

PFA Status Yet To Be Determined

ASSOCIATED IMPROVEMENTS:

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost change due to the removal of cumulative expenditures from previous years and the deferral of funding in FY 19 through FY 22.

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECT CASH FLOW						SIX YEAR TO TOTAL COMPLETE	BALANCE	
					SPECIAL	FEDERAL	GENERAL	OTHER	FOR PLANNING PURPOSES ONLY2019.....		2020.....
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,250	1,500	1,750	2,000	0	0	0	0	0	0	3,750	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	32,350	15,700	10,550	6,100	0	0	0	0	0	0	16,650	0	0
Total	37,600	17,200	12,300	8,100	0	0	0	0	0	0	20,400	0	0
Federal-Aid	15,900	7,200	6,200	2,500	0	0	0	0	0	0	8,700	0	0

CLASSIFICATION:

STATE - N/A
 FEDERAL - N/A
 STATE SYSTEM: N/A
 Annual Average Daily Traffic (vehicles per day)
 CURRENT (2016) - N/A
 PROJECTED (2035) - N/A

October 25, 2016

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

RE: 2017-2022 Draft Consolidated Transportation Program (CTP)

Dear Secretary Rahn:

The Greenbelt City Council has had the opportunity to review the *Draft State's Consolidated Transportation Program (CTP) for fiscal years 2017-2022*. The City Council offers the following comments on those items in the CTP that are of greatest interest to Greenbelt.

The City continues to support the following projects: Full Interchange at Greenbelt Metro Station, US 1 Improvement project, Purple Line and Bus Stop Improvements in Prince George's County. These projects play an important role in positioning Prince George's County to attract high quality development, and to provide safe multi-modal transportation. The City is pleased to see additional monies added to the construction program for the Full Interchange at Greenbelt Metro Station project, since this project is vital to securing the FBI headquarters and supporting planned transit oriented development.

The City strongly supports the allocation of funding to pedestrian and bicycle improvement projects over the next six years. The City shares the State's and Prince George's County's concern for pedestrian and bicycle safety, and strongly urges that projects continue to be added that support this priority. The City remains supportive of the State's sound barrier program, and continues to be dedicated to working with State and County officials on how to revise the program and direct funding to established neighborhoods that struggle with the adverse impacts associated with highway noise.

In closing, the City is disappointed that the MD193 – Greenbelt Road Streetscape project which was placed on hold in 2002 remains excluded from the CTP. Greenbelt Roads is a major east-west roadway that serves as a gateway to our community and represents Prince George's County to many who travel along it. In addition, with the potential relocation of the FBI to the Greenbelt Metro Station, improvements to Greenbelt Road are even more critical. Currently, too many curb cuts, intersections, signs, power poles and wiring create an unsafe and unattractive roadway for all users. Safety improvements especially for pedestrians and bicyclists are desperately needed in this highly travelled and highly developed corridor.

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

Sincerely,

Emmett V. Jordan
Mayor

cc: City Council
Senator Paul G. Pinsky
Delegate Tawanna P. Gaines
Delegate Anne Healey
Delegate Alonzo T. Washington
County Council Chair Derick Leon Davis
County Council Member Todd Turner
Mayor Cheryl Jewitt, Berwyn Heights
Mayor Patrick Wojahn, College Park
Mayor Andrew Hanko, New Carrollton
Michael P. McLaughlin, City Manager
Celia W. Craze, Director of Planning and Community Development

October 20, 2016

Mr. Chad Williams
Project Manager
Maryland-National Capital Park and Planning Commission
County Administration Building
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Re. Prince George's County Zoning Ordinance and Subdivision Re-write, Module 3

Dear Mr. Williams:

Thank you for your recent presentation to the City Council on Module 3 of the Zoning Ordinance Re-write. As in the past, we found your presentation to assist the City Council in understanding the proposed zoning ordinance and allowed us the opportunity to formulate our comments and suggestions.

Overall the City Council was very pleased with the content and organization of Module 3, which includes procedures for the administration of the zoning ordinance. Procedures are described for every type of zoning and subdivision application in a flow chart. This is very easy to understand. In addition procedures have been standardized, so the same basic procedure applies to equivalent zoning application. This is a significant improvement over the existing zoning ordinance. Similar comments apply to the subdivision regulations, which are simplified, easily described, and are standardized.

Some of the same concerns the City Council has expressed with Modules 1 and 2 are repeated for Module 3. Acknowledgement of municipal authority is missing at critical points. However, we were very pleased that the municipal authority over variances and departures (now called adjustments) is continued. This was one of the city's major concerns.

Following is a summary of other major concerns/questions/issues with Module 3 and the Subdivision Regulations:

1. As noted above, the city's authority over variances and departures (now adjustments) continues. We need clarification if the city's enabling legislation will need revision as a result of new limitations on variances and adjustments. It should also be clarified that all of the authority for adjustments as delegated in the proposed regulations would be delegated equally to the municipalities. It is

recommended that delegation to the Planning Director of municipalities mirror the delegation of authority to the county Planning Director.

2. There should be an appeal process with all zoning applications. This is not reflected in the document.
3. The threshold between a Major and Minor site plan are too great. Minor site plans as proposed would be considered major projects in most communities. The review and decision of such projects should not be relegated to an administrative process which is invisible to the public and cities. Minor reviews would also be reviewed by plan reviewers, if current staffing organization continues. This would mean that planners would have no opportunity to review such projects, which we believe is not desirable. The threshold for exemption from site plan review is also too great. The city does not necessarily agree that 60% of site plans should be reviewed at the administrative level if this deprives the public of an opportunity to be aware of planned development and have the opportunity to comment and, if necessary, appeal decisions.
4. In streamlining many types of review by making them administrative process, the public's ability to be aware of proposed development, to comment and to have appeal opportunity are not available. Streamlining the development review process has value, but such streamlining should not be at the expense of the public's right to know what is going on in the development world.
5. There is inadequate time for municipalities to review, consider and comment on development applications. Module 3 is silent in many areas where time frames were previously set forth, and the review process needs to be more explicitly addressed and provided for in the administrative procedures.
6. Appropriate references to municipalities should be made.
7. Fee-in-lieu payments for recreation facilities need to be paid directly to the cities not within the Metropolitan District.
8. As was described in the comments for Module 2, traffic calming should not be a function of the development review process, since it relates to right-of-way management under the authority of another department or governmental entity.
9. As is now proposed, there would be no public hearing on the proposed zoning ordinance and subdivision regulation after consolidation of comments on Modules 1-3. Instead, the regulations would go directly as a draft document to the District Council. There should be an opportunity for the public to review M-NCPPC response to comments made on the modules, and be able to comment on the final draft before it is forwarded to the District Council.

10. The City Council strongly supports the proposed regulations which require that text amendments be reviewed by the Planning Board.

The City Council appreciates the opportunity to review and comment on this module, as well as modules 1 and 2, of the zoning ordinance re-write. We have enclosed additional comments to this letter. We respectfully ask that these comments and suggestions be incorporated into the draft regulations. Thank you for the opportunity to comment. If you have any questions, please contact Celia W. Craze, Planning Director at 301-474-2760 or ccraze@greenbeltmd.gov.

Sincerely yours,

Emmett V. Jordan
Mayor

Enc.

Section	Item	Comment
Table 27-2.200	Summary of Development Review Responsibilities	1)Municipalities should be added as a Review and Decision-Making Body 2) There should be public review associated with minor site plans 3) Parcel-Specific Map Amendments should have a public hearing
Table 27-2.407.B	Required Public Notice	30 days' notice does not provide sufficient time for a municipality to evaluate, review and respond to a development application
Sec. 27-2.501 Footnote 62	General plan	General spelled incorrectly
Sec. 27-2.501.C.6.b	...in accordance with See Sec...	Delete "See"
Sec. 27-2.501C.8.c	Review and Decision by Decision-Making Body or Official	Municipalities within one-half mile of the area are to be invited to submit comments. Why isn't this one mile as it is throughout the document?
Figure 27-2.504	Parcel-Specific Map Amendment Procedure	Why isn't there an appeal process?
Figure 27-2.505	Planned Development Map Amendment Procedure	Why isn't there an appeal process?
Figure 27-2.506	CBCA-O Zone Map Amendment	Why isn't there an appeal process?
27-2.507.C.5.b	Special Exception – Staff Review and Action	The process does not allow sufficient time for public and municipal review and consideration.
27-2.507.E.3.c.iii	Special Exception – Changes Approved by the Planning Director	Note should be made in appropriate documents that the agency with sediment/erosion control jurisdiction may be a municipality.
Sec. 27-2.508	Site Plan (Major and Minor)	The thresholds for the exemption from major/minor site plan review are too high and the proposal is very

		<p>concerning. To allow a 100,000 square foot expansion or a 50,000 square foot construction/expansion of a mixed use development or 50 dwelling units by permit review only is unacceptable. We question whether the permit review staff is trained to review plans of such complexity. Standards adopted by Montgomery County should be evaluated. Montgomery County also looks at compatibility with abutting properties. The proposal provides no opportunity for public review or appeal.</p> <p>In addition, the thresholds for exemptions is too high, with results and concerns the same as stated above.</p>
<p>Sec. 27-2.508.C</p>	<p>Minor and Major Site Plans Distinguished</p>	<p>The thresholds for the minor site plan are too high. Development of the size reflected in this section is significant in size and impact. There needs to be public notice, an opportunity for public review and comment, and an appeal process. Montgomery County standards provide much more reasonable standards.</p>
<p>Sec. 27-2.508.D</p>	<p>Minor Site Plan Procedure</p>	<p>There is no public process. At a minimum, if the development is within a municipality, the planning staff of that municipality should be invited to the pre-application process and</p>

		notified in advance of the Planning Director rendering the decision.
Sec. 27-2.508.D.11	Appeal	The requirement to file an appeal within 10 days is too short. There is no deadline given for the Planning Director to mail out the decision so the appeal period could actually be shorter than 10 days.
Sec. 27-2.508.E	Major Site Plan Procedure	Municipalities should be invited to the Pre-application conference.
Sec. 27-2.513.B	Grading Permit	Note should be made that municipal grading permits are required for grading in the right-of-way.
Sec. 27-2.513.D	Grading Permit – Sediment and Erosion Control	Note should be made that municipal grading permits and sediment and erosion control permits may be required by municipalities and any actions taken pursuant to the zoning ordinance must take into account municipal authority.
Sec. 27-2.513.E	Grading permit – issuance	Should add #4 that DPIE will not issue a grading permit for a municipal right-of-way.
Sec. 27-2.516.B.3	Variance – municipal authority	Will municipalities be required to readopt or modify existing legislation?
Figure 27-2.516	Variance procedure	1) Municipal authority should be referenced; 2) an appeal process should be included; 3) Why is DPIE the agency detailed to consider variance applications? Variances are zoning actions and should be considered by

		<p>professional planners. 4) Is it possible to streamline the variance process? As it now exists, this process can take several months.</p>
Sec. 27-2.517.B.3	Adjustments by municipalities	<p>Will municipalities be required to readopt or modify existing legislation? Municipalities should have identical authority to that delegated to the Planning Director. If there were be an attempt to differentiate “types” of adjustments, the result would be a confusing maze of intertwined authorities which would detract from the purpose of the zoning rewrite. Further, just as the Planning Director has authority over certain types of adjustments, a similar provision should be considered for municipal planning directors.</p>
Sec. 27-2.517.C	Minor Adjustment Procedure	<p>Why is there a requirement for a sign to be posted 10 days prior to the Planning Director’s decision is there is no opportunity within the process for the public to comment and/or appeal minor adjustments?</p>
Sec. 27-2.517.C.11	Minor Adjustment Procedure – Appeal	<p>Why is the appeal process available to only the applicant? The public should have the opportunity to appeal a decision. Persons of record and municipalities should specifically have the opportunity to appeal.</p>

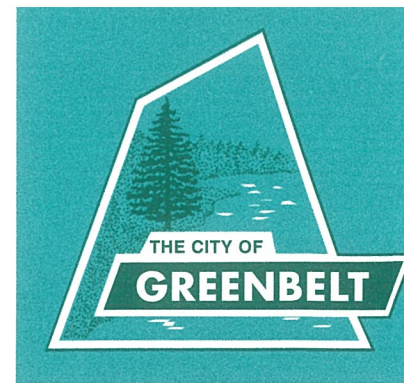
Figure 27-2.517.D	Major Adjustment Procedure	Should municipalities be listed?
Sec. 27-2.518.B.4	Validation of Permit Issues in Error – Applicability	Why is apartment license listed? Isn't this a DPIE responsibility? Apartment license isn't defined. This does not take into account apartment rental licenses issued by municipalities.
Figure 27-2.518	Validation of Permit Issued in Error Procedure	Why isn't there an appeal?
Sec. 27-2.518.C	Validation of Permit Issued in Error Procedure	The public should be included in this process.
Sec. 27-2.520	Authorization of Permit within Proposed Right-of-way	Should not apply to municipal right-of-way. Municipal right-of-way should require municipality review and approval.
Figure 27-2.520	Authorization of Permit Within Proposed ROW Procedure	Why isn't there an appeal process?
Table 27-6.403	Development of Nonconforming lots	Why is there a difference between the variance for some zones and a minor adjustment in other zones?
Sec. 27-7.100	Enforcement	There is no discussion of municipalities being able to have zoning enforcement authority. This should be included.
General		<ol style="list-style-type: none"> 1. What is the status of the informational mailing currently a part of the zoning and subdivision review process? Will it be continued? 2. It appears that there is to be no public hearing on the zoning rewrite before it goes to the District Council. This means that literally volumes

		<p>of testimony is to be reviewed internally by the Planning Department with no opportunity for public review until it is in its draft final form. Given the magnitude of this endeavor, the public should have the chance to review and comment on the document – including whether comments, questions and suggestions were addressed – before it becomes a potential final product.</p> <p>3. Staff comment at the Module 3 presentation indicated that the entirety of the innovation corridor is to be placed in high intensity RTZ. This is inappropriate if the location is not equipped with the necessary transit infrastructure to support such intense development. In the county’s effort to encourage growth, consideration of the innate appropriateness of the location must be considered.</p>
<p>SUBDIVISION REGULATIONS</p>		

Sec. 24-2.200	Summary Table of Subdivision Review Responsibilities	1) Municipalities should be listed as a review and decision-making body; 2) Why is there no appeal for preliminary plans? 3) For major variations, why is the Planning Director's responsibility listed as comment and not recommendation?
Figure 24-2.502.C.2	Final Plat of Minor Subdivision Procedure	Why is there no appeal?
Figure 24-2.502.D.1	Preliminary Plan of Major Subdivision Procedure	Why is there no appeal?
Figure 24-2.502.D.2	Final Plat of Major Subdivision Procedure	Why is there no appeal?
Figure 24-2.503.E	Major Variation Procedure	Why is there no appeal?
Figure 24-2.506.D	Major Vacation Procedure	Why is there no appeal?
Sec. 24-3.202.A	Vehicular Access and Circulation	Traffic calming should be left to the determination of the jurisdiction/agency having control over the right-of-way within which the traffic calming will be placed. Traffic calming should not be part of the subdivision process.
Sec. 24-3.204.A	Private Streets and Easements	Reference should be made to municipal standards.
Sec. 24-3.204.B.b.i	Private Streets and Easements	Private streets should be built to municipal standards.
Sec. 24-3.601.B.4.b	Parklands and Recreation Facilities – fee-in-lieu	Fee-in-lieu funds should be paid to the municipality when not part of the Metropolitan District.
Sec.24-3.601.B.4.c.ii	Parklands and Recreation Facilities – RFA's	RFA's associated with development in a municipality not within the Metropolitan District should include the municipality as a party to the RFA.

CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



CITY COUNCIL

Emmett V. Jordan, Mayor
Judith F. Davis, Mayor Pro Tem
Konrad E. Herling
Leta M. Mach
Silke I. Pope
Edward V.J. Putens
Rodney M. Roberts

October 14, 2016

To Whom It May Concern:

I am writing this letter in support of the New Deal Café's efforts to secure new grant funding and financing resources.

The New Deal Café is located in Roosevelt Center, in Greenbelt's "National Historic Landmark" district. They have operated as a coffee shop, a full service restaurant, and a venue for the visual and performing arts in that location since 1999.

The Café plays an important role as a commercial anchor for Roosevelt Center and as a stabilizing catalyst for economic development in central Greenbelt. The Café Board of Directors works closely with other Greenbelt organizations, such as the historic Greenbelt Movie Theater, the Greenbelt Farmer's Market, the Greenbelt Co-op Grocery Store, the Greenbelt Arts Center, and the other members of the Roosevelt Center Merchants Association, to collaborate on joint marketing initiatives.

The support of the Friends of the New Deal Café for the arts and live music, in partnership with the City, draws visitors from throughout the metropolitan area to outdoor festivals each year. The Café often serves as a civic hub: a place where local clubs and advocacy groups hold film screenings, political forums, annual meetings and social gatherings.

A unique feature of the New Deal Café is its governance as a "consumer cooperative." Co-ops have been an important feature of Greenbelt since its' origins in 1937 as a "New Deal" planned community, where residents are decision-making stakeholders in the City's affairs.

We support the New Deal Café in its efforts to secure new financing and funding sources that will enhance its capacity to provide services to residents of Greenbelt and the surrounding Washington metropolitan area.

Best regards,

A handwritten signature in black ink that reads "Emmett V. Jordan". The signature is written in a cursive style with a large, prominent initial "E".

Emmett V. Jordan
Mayor

cc: City Council

A NATIONAL HISTORIC LANDMARK

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

www.greenbeltmd.gov



Cindy Murray

From: Stephanie Osborn <Osborn@nlc.org> on behalf of NLC Membership
<membership@nlc.org>
Sent: Thursday, October 13, 2016 9:10 AM
To: NLC Membership
Subject: Action Needed: Your City's NLC Voting Credentials

Dear NLC Member,

The National League of Cities Annual Business Meeting will be held on Saturday, November 19, 2016, at the conclusion of the NLC City Summit (formerly Congress of Cities and Exposition) in Pittsburgh. As an NLC direct member city, your city is entitled to vote at this meeting. Based on population as of the 2010 Census, each member city casts between one and twenty votes, as follows:

POPULATION	VOTES
Under 50,000	1 vote
50,000 – 99,999	2 votes
100,000 – 199,999	4 votes
200,000 – 299,999	6 votes
300,000 – 399,999	8 votes
400,000 – 499,999	10 votes
500,000 – 599,999	12 votes
600,000 – 699,999	14 votes
700,000 – 799,999	16 votes
800,000 – 899,999	18 votes
900,000 and above	20 votes

To be eligible to cast a city's vote(s), a voting delegate and/or alternate(s) must be officially designated by the city, and the city's membership in NLC must be up to date. NLC bylaws prohibit voting by proxy. We have identified you as the point of contact for your city. Please designate your city's voting delegate and/or alternate(s) by completing the online credentials form by Friday, November 4, 2016.

Click [here](#) complete the online form. Once submitted, we will send you an email confirmation for your records.

VERY IMPORTANT! At the City Summit, the voting delegate must pick up the city's voting card at the Ask NLC Booth before the Annual Business Meeting and must be present at the Annual Business Meeting to cast the city's vote(s). The Ask NLC Booth will be open during scheduled times throughout the City Summit.

Thank you for your membership and your support of the National League of Cities. Please contact us at Membership@nlc.org or 202-626-3100 if you have questions or need assistance.

Clarence E. Anthony
Executive Director/CEO
National League of Cities