



City of Bowie

Regular City Council Meeting

Monday, August 14, 2023
Council Chambers - 8 p.m.

AGENDA

- I. **CALL MEETING TO ORDER**
- II. **PLEDGE OF ALLEGIANCE**
- III. **QUORUM**
- IV. **AGENDA ADDITIONS/DELETIONS/AMENDMENTS**
- V. **CITIZEN PARTICIPATION**
- VI. **PRESENTATIONS**
 - A. Proclamation P-13-23 Recognizing Random Acts of Kindness Club
- VII. **CITY BOARDS AND COMMITTEES**
 - A. Appointments/Re-appointments/Swearing-in
- VIII. **COUNCIL ANNOUNCEMENTS**
- IX. **CITY MANAGER'S REPORT**
- X. **CONSENT AGENDA**
- XI. **OLD BUSINESS**
 - A. Renaming of Nash Woods Park
- XII. **NEW BUSINESS**
 - A. City Transportation Priority List - Staff from the Planning Department will review the current Transportation Priority List for State and County facilities serving Bowie.
 - B. Adoption of Resolution R-48-23 Approving the Draft FY2025-2028 (HUD FY2023-2027) Consolidated Plan and FY2024 (HUD FY2023) Annual Action Plan for the Community Development Block Grant Program - **Public Hearing/Eligible for Action**
 - C. City Council Legislative Priorities
- XIII. **ADJOURNMENT AND MOVE TO CLOSE SESSION**
 - A. To adjourn to closed session under the statutory authority of the Md. Annotated Code, General Provisions Article §3-305(b)(1) " To discuss the appointment, employment, assignment, promotion, discipline, demotion, compensation, removal, resignation, or performance evaluation of appointees, employees, or officials over whom this public body has jurisdiction; any other personnel matter that affects one or more specific individuals"; §3-305(b)(3) "To consider the acquisition of real property for a public purpose and matters directly related thereto."

Note: The Ethics Commission has advised that under certain circumstances, members of the public may qualify as lobbyists when they testify before the City Council. If so, the Bowie Ethics Ordinance requires that certain information be filed with the Ethics Commission. Please review the information about lobbying that is provided with the City Clerk. If you have any questions about lobbying, please contact the Ethics Commission or the Assistant City Manager.

This meeting will be televised live on Verizon Channel 10 and Comcast Channel 71 and 996, repeated on 8/16/23 and 8/19/23 at 7:00 p.m., and [web-streamed live](#).

For a closed-captioned version of the meeting video, please go to <https://www.youtube.com/user/cityofbowiemd/playlists> and select the 2023 Council Meetings list. Once the meeting video opens, be sure to click on “CC” button to turn on closed captioning.

NEXT REGULAR MEETING OF THE BOWIE CITY COUNCIL - TUESDAY, SEPTEMBER 5, 2023 - COUNCIL CHAMBERS - 8:00 P.M.

PROCLAMATION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
RECOGNIZING RANDOM ACTS OF KINDNESS CLUB

WHEREAS, Random Acts of Kindness Club inspire and empower individuals to perform random acts of kindness; and

WHEREAS, through these acts of kindness, they foster a ripple effect of goodness in our community that transforms lives and uplifts spirits; and

WHEREAS, they believe that kindness has the power to heal wounds, bridge divides, and brighten even the darkest days; and

WHEREAS, the club fosters an inclusive and supportive environment, welcoming individuals from all walks of life who share a common passion for making a difference.

NOW, THEREFORE, BE IT PROCLAIMED that the Council of the City of Bowie, Maryland, hereby recognizes Random Acts of Kindness Club's vision of a world where acts of kindness are woven into the fabric of society, fostering a brighter, more harmonious future for all. By embodying the spirit of kindness, empathy, and altruism, we hope to inspire positive change that ripples beyond our club, creating a lasting impact on the world.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a Regular Meeting on the 14th day of August 2023.

Attest:

Timothy J. Adams, Mayor

Awilda Hernandez, City Clerk



Memorandum

TO: City Council

FROM: Awilda Hernandez, City Clerk

SUBJECT: Committee Appointments/Re-Appointments/Swearing-in

DATE: 08/03/2023

Committee Appointments and Swearing-in:

1. Ms. Julie Gordon was interviewed on June 20 for appointment to the Education Committee. Council concurred to appoint her to the committee as a member for a 2-year term. Please move to appoint her.
2. Council concurred to appoint Ms. Nedrea (Bee) Scott to the Board of Elections as a member for a 2-year term. Please move to appoint her.

ATTACHMENTS: None



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Renaming of Nash Woods Park

DATE: 08/03/2023

On July 3rd, City Council added a discussion item to the agenda regarding the re-naming of Nash Woods Park (formally Kenilworth Park at Belair), owned by The Maryland-National Capital Park and Planning Commission (M-NCPPC), for former State Senator Douglass J.J. Peters. City Council heard multiple speakers, including current and former elected officials, who spoke under Citizen Participation in support of the concept of re-naming the property. City Council directed staff to determine what process exists for requesting a re-naming of the park.

Staff contacted M-NCPPC and found that there is an existing policy ("Policy for Naming Parks and Recreation Facilities"), last amended in 2002, which is now in the process of being updated. The current process (attached) allows for naming of M-NCPPC parkland under certain circumstances.

The latest 2002 document includes the following policy:

5. If a request to name a park after a particular individual is received, the following procedure shall be followed....

....d. In response to an extraordinary and exemplary request, a park or facility may be named in honor of a particular individual, provided (i) such individual has undeniably played the pivotal role in establishing the park or facility, (ii) the park or facility is one of national stature which significantly enhances the positive public image, economy and quality of life for the residents of Prince George's County, (iii) the individual actively participated in the development and procurement of material private financial support for the park or facility, and (iv) such name is approved by the unanimous vote of the Planning Board during a meeting at which all its members are present.

The M-NCPPC point of contact informed the City that the current policy would allow a park/trail to be named after a living person. However, a new policy has been drafted that would require the named person to be deceased at least five years.

Council should determine if it wants to submit a letter to the Planning Board Chairman requesting re-naming the Nash Woods Park after Senator Peters.

ATTACHMENTS: 1. 20230807 - 2002 Amendment to Policy for the Naming of Parks and Recreation Facilities



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Office of the Chairman, Prince George's County Planning Board
301-952-3560

October 11, 2002

MEMORANDUM

TO: Trudye Morgan Johnson, Executive Director
Marye Wells-Harley, Director, Department of Parks and Recreation
Fern Piret, Planning Director
Adrian Gardner, General Counsel
Patricia Barney, Secretary-Treasurer

FROM: Elizabeth M. Hewlett, Chairman, *EMH* Prince George's County Planning Board

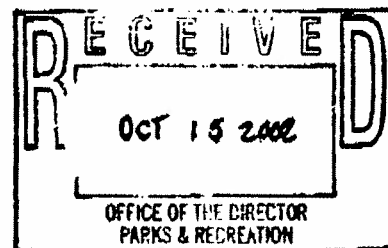
SUBJECT: AMENDMENT TO PGCPB DIRECTIVE NO. PR-5

The Prince George's County Planning Board approved the attached amendment to the above policy, at its regular meeting of October 3, 2002. Please add this amendment to your policy documents and distribute to staff as appropriate.

Please contact me or Frances Guertin, Planning Board Administrator, at 301-952-4247, should you have questions or need additional information. Thank you.

Attachment

*c: B. Giddens
B. Coeghtin
L. Brownlee
J. Parker
J. Gilbert*



PRINCE GEORGE'S COUNTY PLANNING BOARD

Directive No. PR-5

With regard to the policy entitled "Policy for the Naming of Parks and Recreation Facilities" by the Commission on February 4, 1973, the Prince George's County Planning Board revised the policy on July 23, 1981, and again on October 3, 2002, as it pertains to parks and recreation facilities within Prince George's County. The amended policy is provided as follows:

1. Stream Valley and Regional Parks have been carried in our park acquisition program for many years and therefore names have already been established.
2. If a local park is to be situated in a new area being developed, every attempt should be made to use the name of the subdivision as the name of the local park.
3. If it is to be a park-school, an attempt should be made to use the name of the school, if it already has been established.
4. When there is no subdivision yet established, or when no school is involved, names will be drawn from other sources. These include:
 - a. Name of a street or road.
 - b. Name of a flower.
 - c. Some sort of pastoral sounding name.
 - d. A vicinity name.
5. If a request to name a park after a particular individual is received, the following procedure shall be followed:
 - a. A facility within the park may be named after an individual, after approval by the Planning Board.
 - b. Memorials (tree or plaque, etc.) may be placed within the park honoring that individual.
 - c. Committees should be encouraged to go the memorial route, with it being suggested that the community provide the memorial and the funds necessary to install the marker in the park. The marker should give recognition to the community which sponsored the memorial.
 - d. In response to an extraordinary and exemplary request, a park or facility may be named in honor of a particular individual, provided (i) such individual has undeniably played the pivotal role in establishment of the park or facility, (ii) the park or facility is one of national stature which significantly enhances the positive public image, economy and quality of life for the residents of Prince George's County, (iii) the individual actively participated in the development and procurement of material private financial support

for the park or facility, and (iv) such name is approved by the unanimous vote of the Planning Board during a meeting at which all its members are present.

6. If the naming rights associated with a park or facility have substantial commercial value, the naming rights may be licensed to a third-party pursuant to Article 28 of the Maryland Annotated Code, Section 5-110, provided that selection of any such third-party is made on a reasonably competitive basis and the terms of the license are approved by the Planning Board.

APPROVED: 10/3/02



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: City Transportation Priority List

DATE: 08/03/2023

I. Background

Each year, the City Council conducts an overview of the State's Consolidated Transportation Program (CTP) and County Capital Improvement Program (CIP) for the purposes of establishing the City's Transportation Priority Listing. The City's priorities are communicated to State and County officials as early input to the next year's budget cycle.

A typical project in the CTP will go through four distinct stages, as noted below. Not all activities for each project may be funded at the same time. Some projects are funded for the first activity, but then left dormant for various reasons. The levels of activity, or stages, a typical project goes through are:

- Project Planning, which is a two-step process. The first part of Project Planning is the delineation of a project's limits and identification of those agencies whose participation will be necessary in the project. The second step is to determine necessary improvements which may be required for construction of a project, such as identifying various activities like right-of-way acquisition or wetlands mitigation which must be carried out, and determining such design aspects of a project as the required number of lanes or whether noise barriers will be required;
- Design and Engineering, which is where the actual details of such factors as how much fill may be needed, where the various utilities will be located (i.e., underground versus overhead), etc., are determined.
- Right-of-Way Acquisition, which is where SHA actually negotiates with landowners to obtain whatever land is needed to construct the project; and
- Construction, which is the final activity where the road or improvement is actually constructed.

It should be noted that some of the four stages of a project might occur simultaneously. It is not uncommon for planning and engineering, planning and right-of-way acquisition, engineering and right-of-way acquisition, or in some cases, construction and right-of-way acquisition to take place at the same time. For very large projects, phasing is also common, with different actions taking place in the different phases.

II. State Transportation Projects

Attachment #1 is a listing of State transportation projects in the Bowie area. These projects are summarized below by category:

A. Design and Engineering Projects

1. MD 450 from Stonybrook Drive to west of MD 3 (95% engineered)
2. MD 197, from US 50 to MD 450 Relocated – Engineering underway

B. Project Planning

1. MD 3, from MD 450 to Anne Arundel County line (Project Planning completed—On hold)
2. US 301/MD 197 interchange (Project Planning completed--Project on hold)
3. US Route 301 South Corridor Transportation Study (Planning on hold)

The City's transportation priority list letter to the State Transportation Secretary dated August 9, 2022 is provided as Attachment #2. A copy of the current Prince George's County Transportation Priority List is provided as Attachment #3.

The City's 2022 letter reiterated Council's highest transportation priorities, which include the following:

1. The urgently needed upgrade of MD 197 - Move MD 197, from Kenhill Drive to MD 450 from **Design and Engineering to Construction (#6 on County list).**
2. The completion of MD 450 - Move MD 450, from Stonybrook Drive to west of MD 3, from **Design and Engineering to Right-of-Way and Construction Projects (#9 on County list).** The City also request a reexamination and emphasis on the design plans for the Bowie Mainstreet section of the project to provide for a more multi-modal, complete street design. The City feels the Bowie Mainstreet setting, with its origins as the center of commerce and social activity for the original Levitt-built subdivisions constructed in the 1960s, represents a unique combination of Urban Center, Traditional Town Center and Suburban Activity Center characteristics. **Re-engage SHA to re-design the Mainstreet section of MD 450 in FY2025.**

The remaining priority recommendations on the list from last year included:

1. Grade-separation of the US 301 intersections with MD 197, Harbour Way/Governor Bridge Road and Excalibur Road/Mitchellville Road - Move US 301/MD 197 interchange from **Project Planning to Design and Engineering (#11 on County list).**
2. The upgrading of US 301 from Excalibur Road to Leeland Road – Include funding for **Project Planning** and/or interim capacity improvements for both the northbound and southbound lanes.
3. Upgrading of MD 3 from US 50 to Anne Arundel County line. **(Fund Design and Engineering. Project does not appear on County list.)** Safety improvements are currently under construction at the MD 3/Forest Drive intersection.

4. Public Transit via the US 50 Corridor – Investigate US 50, between New Carrollton and Annapolis, as a priority transit corridor, restructure existing service to become more efficient and provide new transit options.
5. New Interchange on US 50 at MD 193. **(County Project Planning Start Priority #6)**
6. New Roadway Connecting MD 197 near Bowie State University with MD 3 in Anne Arundel County.
7. MD 978 (Hall Road) – Provide sidewalk extension and bridge over Collington Branch, between Pointer Ridge Drive and the CSX railroad tracks. **(Sidewalk retrofit was completed west of CSX railroad tracks in 2018.)**
8. Acquisition of the CSX Railroad tracks from Morgantown on the Potomac River all the way to Bowie - There is a once-in-a-lifetime opportunity to establish a regional hiker-biker trail amenity in place of the CSX railroad tracks, since the coal fired power plants at Morgantown on the Potomac River and Chalk Point on the Patuxent River will be shutting down operations soon. The railroad corridors could be repurposed to a Rails-to-Trails concept, enhancing multi-modal travel opportunities within Prince George's and Charles Counties. State and County leadership are essential in this regard, and we implore you to work at the highest levels to ensure that the opportunity for non-vehicular travel is preserved and eventually realized. **(Policy was added to the Bowie, Mitchellville, and Vicinity Area Master Plan.)**
9. MD 197 North Median landscaping retrofit, from MD 450, north to Rockledge Elementary School. **(Re-engage SHA to implement this project in FY 2025.)**

Recommendation (State Transportation Projects): It is recommended that the City Council reiterate its support for the major projects noted in this memo, with a strong emphasis on completing the MD 197 upgrade between Kenhill Dr and MD 450 as soon as possible.

III. County Transportation Projects

Attachment #4 identifies Prince George's County transportation projects, as they appear in the County CIP. The County projects in the Bowie area are summarized below by category:

A. Construction Projects

1. WB & A Bridge over Patuxent River (construction substantially complete by Aug. 2023)
2. Bridge Replacement – Chestnut Avenue (est. completion FY 2025)

B. Design/Engineering/Right-of-Way Acquisition/Planning

1. Bridge Replacement – Governor Bridge Road (On hold; design completed in FY 2021)
2. Bowie Heritage Trail (Bowie State/MDNR property) (est. completion FY 2025)
3. Collington Branch Stream Valley Park Hiker-Biker Trail on Hall Road (design underway; est. completion FY 2025)
4. Church Road Improvements (On hold)
5. US Route 301 improvements, south of MD 214 (annual funding is available)

A copy of the City's 2022 letter to the County Executive regarding priorities for County transportation

facilities is included as Attachment #5.

Road Projects

1. Add Mitchellville Road, from US 301 to Mount Oak Road, to **Design and Engineering Projects**, including funding for planning, design and engineering.
2. Add Church Road, from Leeland Road to MD 450, to **Construction and Design/Engineering/Planning Projects**, including funding for planning, design and engineering. In 2021, City Council offered to donate the land necessary to re-align Church Road, between MD 214 and Woodmore Road/Mount Oak Road. However, the County did not advance any funding for improvements to Church Road.
3. Continue funding for the Race Track Road improvement project, between Idlewild Drive and Clearfield Drive, as a **Construction Project**. The design status is about 40% complete and includes a full road layout plan, profiles and cross sections, as well as maintenance of traffic/signing and pavement marking plans. Council will recall that, in May 2018, a public information session was held at Yorktown Elementary School. City staff recently learned that the County is still funding this project, but construction will not begin until FY 2026 under the current budget plan. **(The City should request funds in FY 2025 to complete the design and construction of this project. Additionally, the City should request examination of a complete street design of Race Track Road at the Bowie Race Track property.)**

Trail Projects

1. Add a project to construct a new pedestrian bridge over MD 214 in accordance with the Citywide Trails Plan to **Design/Engineering/Planning Projects**. With the high influx of residents from the new South Lake development and with the opening of Liberty Park, COB foresees an increase in pedestrian traffic in that area. SHA mentioned that any type of project would have a turnaround of approximately 12 to 18 months. (A bridge should be constructed on MNCPPC land situated between Hall Road East and Pennsbury Drive on the north side of MD 214 and MNCPPC land in the Karington development on the south side of MD 214. A feasibility study funded by the Metropolitan Washington Council of Governments' Transportation Land Use Connections program was completed, in 2021.) **A City grant application will be prepared for submission in April 2024.**
2. Pursuant to the adopted Citywide Trails Plan, request MNCPPC funding of a trail link between Dolphin Way in Woodmore Estates and Dunwood Crossing Drive in Woodmore Highlands, using the former A-44 right-of-way. This project should be added to the **Design/Engineering/Planning Projects** category.
3. Pursuant to the approved Bowie and Vicinity Master Plan, request MNCPPC funding for construction of a pedestrian underpass under MD 197 to connect Normal School Road to the MARC Train Station at Bowie State University. A feasibility study and preliminary engineering plan, funded by the Metropolitan Washington Council of Governments' Transportation-Land Use Connections program, was completed in 2014. This is part of the Bowie Heritage Trail system and should be added to the **Design/Engineering/Planning Projects** category.

Transit Projects

In previous correspondence with Prince George's County, the City Council endorsed the following improvements and enhancements to the transit system serving the City:

1. Establish CSX Railroad tracks from Morgantown on the Potomac River all the way to Bowie.
2. Establish a downtown circulator route (The Bus) serving the Bowie Center, including Covington and Melford.
3. Establish a regional transit route from Annapolis to Laurel via the Northview Park-and-Ride lot.
4. Establish County bus (The Bus) service between the 450 Mainstreet area and the City of Greenbelt.
5. Evaluate County bus (The Bus) service between Bowie Town Center and Largo Town Center, including service along Woodmore, Mount Oak and Mitchellville Roads.
6. Evaluate County bus (The Bus) service between Fairwood and Upper Marlboro, via Fairwood Parkway, Church Road, Leeland Road and US 301.
7. Continue to advocate for efficiency improvements to WMATA bus service.
8. Initiate County bus (The Bus) transit service in Old Town Bowie to connect it to other cultural and business attractions within the City.

The Washington Metropolitan Area Transit Authority (WMATA) has started the Better Bus Network initiative to rethink, redesign, and revitalize bus service to better serve the needs of customers in the region. Attributes include but not limited to zero emission shuttles, priority lanes and signals, and facilities modernization. The plan will continue to feature Bowie's existing low frequency routes but will also potentially add additional links to the network, including potential transit connections to Greenbelt and Laurel.

The County has initiated their Transit Vision Plan that establishes a five-year vision plan for transit and mobility services. This Vision Plan ensures sufficient growth and long-term sustainability that will improve livability for residents, employees, and visitors.

Recommendation (County Transportation Projects): It is recommended that City Council include all the above recommendations in the priority list letter to Prince George's County. The City should also put an emphasis on the need for a circulator bus in the Town Center/Covington/Melford area and the proposed WMATA Better Bus Network service links to Greenbelt and Laurel.

- ATTACHMENTS:**
1. 20230807 - Attachment 1- State CTP Projects (2023)
 2. 20230807 - Attachment 2 -2022-2023 State Transportation Priorities
 3. 20230807 - Attachment 3 - 2022 PGC Transportation Priority List
 4. 20230807 - Attachment 4 - County CIP Projects (2023)
 5. 20230807 - Attachment 5 - 2022-2023 County Transportation Priorities

Attachment #1: State CTP Projects (2023)

Design and Engineering Projects

1. Route 450 from Stonybrook Drive to MD Route 3 (Prince George's County Line 27) - This project consists of design and engineering to upgrade the section of MD Route 450, from a point approximately 1,000 feet east of its intersection with Stonybrook Drive, to MD Route 3 to a multi-lane divided highway (1.4 miles). Planning studies were completed for this segment in 1988. Engineering is approximately 95% complete. Project is on hold. Traffic volume in 2022 was 24,600 average vehicles per day; projected traffic volume for the Year 2042 is 40,700 vehicles per day. Project is on hold.
2. MD Route 197 (Prince George's County Line 24) - Study to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles. Engineering underway; County contributed \$1 million to planning, funding increased of \$1.8 million to complete final design. In 2022, the average daily traffic was 34,000 vehicles per day, and it is projected to be 43,800 in the Year 2042.

Project Planning

1. MD Route 3 (Prince George's County Line 13) - This project consists of a study to upgrade MD Route 3 from US Route 50 to MD Route 32 (8.9 miles) to address safety and capacity concerns. The project would improve safety and relieve traffic congestion in this heavily traveled corridor. Planning complete. In 2022, the average daily traffic range was 66,500 – 84,600 vehicles per day and is projected to grow to 88,600 – 137,400 vehicles per day in the Year 2042. Project is on hold.
2. US Route 301/ MD Route 197 Interchange (Prince George's County Line 20) - Study to upgrade and widen US Route 301, from north of Mount Oak Road to US 50 (2.0 miles) and MD 197 from US 301 to Mitchellville Road (0.3 miles). Bicycles and pedestrians will be accommodated where appropriate. Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety problems. Traffic volume in 2022 was 64,200 average vehicles per day on US 301/19,100 on MD 197; projected traffic volume for the Year 2042 is 75,600 vehicles per day on US 301/25,600 on MD 197. Project is on hold.
3. US Route 301 South Corridor Transportation Study (Prince George's County Line 19) - This is a multi-modal corridor study to consider highway/transit improvements from the Potomac River to the US Routes 301/50 interchange in Bowie (50.3 miles). This study will address transportation needs and consider related environmental and growth management issues. Average daily traffic volumes in Prince George's County range from 99,500 vehicles per day in 2022 to 130,100 vehicles per day in 2042. Project is on hold.



City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

Attachment #2

August 15, 2022

The Honorable James F. Ports
Transportation Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: City of Bowie 2022-2023 Transportation Priorities

Dear Secretary Ports:

The Bowie City Council is pleased to present the City's Transportation Priority List for 2022-2023, which was the subject of a public hearing at City Hall on August 1, 2022. The City's priorities for State transportation facilities are unchanged from last year; however, this year we wish to add some additional justification and updated background for several projects on our list.

The City's Transportation Priorities for 2022-2023 include:

1. Local Road Improvement Priorities

The City's highest transportation priorities for roadway construction include the following five projects.
MD 197 is the City Council's highest transportation priority.

- **MD 197 (Prince George's County CTP, Line 26):**
FULLY FUND RIGHT-OF-WAY AND CONSTRUCTION

The State Highway Administration is moving ahead with a re-design of Preliminary Engineering plans for the project. In the FY 2022-2027 CTP, \$2.5 million in funding has been dedicated to advance the project to 30% design. This project consists of upgrading and widening existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Access will be controlled with three roundabouts, and the existing trail will be relocated where appropriate. In 2021, the average daily traffic was 33,000 vehicles per day, and it is projected to be 42,500 in the Year 2041.

The existing, two-lane section is already severely congested in the morning and evening peak periods and at all hours on the weekends. The lack of roadway capacity has resulted in ever-increasing diversion of traffic from MD 197 onto the City's local street system. In addition, there are continuing concerns voiced by residents about pedestrian safety and access from the side streets. In response to numerous safety incidents, a mid-block crossing was installed recently near the Foxhill Park entrance. MD 197 is ready for the State's investment of right-of-way and construction funding in the next CTP. As you may know, City residents have been waiting for relief from this harmful congestion bottleneck for more than three decades. The MD 197 is currently Construction Priority #6 for Prince George's County.

- **MD 450 (Prince George's County CTP, Line 29):**
FULLY FUND RIGHT-OF-WAY AND CONSTRUCTION

Letter to Transportation Secretary Ports
re: City of Bowie Transportation Priorities

This project is the last section of a multi-segment improvement of Maryland 450, from the Whitfield Chapel Road near the Capital Beltway to MD 3. Project planning was completed for the entire alignment in 1991. Completion of design, as well as land acquisition and construction are needed, between Stonybrook Drive and west of MD 3. Design is over 90% complete but the project is on hold. Traffic volume in 2021 was 23,900 average vehicles per day; projected traffic volume for the Year 2041 is 39,500 vehicles per day. This project is crucial to the City's economic development since it provides principal access to the Bowie Mainstreet commercial area. Most important, however, is the critical need to create a safer roadway.

The City Council appreciates your consideration of a re-examination of the roadway design concept for Bowie Mainstreet, as last year Administrator Tim Smith concurred with our request to reexamine the existing MD 450 design as soon as funding resources have been identified. The City feels the Bowie Mainstreet setting, with its origins as the center of commerce and social activity for the original Levitt-built subdivisions constructed in the 1960s, represents a unique combination of Urban Center, Traditional Town Center and Suburban Activity Center characteristics. This area would greatly benefit from an expert review of the conditions and an evaluation of context driven opportunities for future implementation when the MD 450 project is constructed. Such recommendations may possibly alter (and improve upon) the physical design shown in the current design and engineering plans.

For all these reasons, the City Council requests that funding be placed into the CTP to fully complete design and engineering, right-of-way acquisition and construction of the Bowie Mainstreet portion of MD 450 over the next several years. This project is currently #8 on the Prince George's County Transportation Priority List.

- **US 301/MD 197 Interchange (Prince George's County CTP, Line 22):**
FUND DESIGN AND ENGINEERING

The City Council worked very closely with SHA staff to identify an acceptable alternative (Alternative 2 with Roundabouts). Project Planning was completed in 2007, and the project is ready to move into design and engineering. Development pressures continue to mount in this area, including mixed-use development at the Mill Branch Crossing project and a regional recreational park being planned by The Maryland-National Capital Park and Planning Commission. This intersection provides access to many Bowie businesses and is at the heart of the City's downtown (designated as the smart growth, mixed use "Bowie Local Center"). As noted during the Project Planning study, increasing traffic volume will also create a permanent congestion bottleneck in the regional road network and potentially harm the local economy, unless the interchange project moves forward. Unfortunately, this critical project has been lingering on hold since 2007 for lack of funding. Traffic volume in 2021 was 62,400 average vehicles per day on US 301/18,600 on MD 197; projected traffic volume for the Year 2041 is 74,500 vehicles per day on US 301/24,900 on MD 197. The project is now Construction Priority #9 on the Prince George's County Transportation Priority List.

- **US 301, from Excalibur Road to Leeland Road (not currently in the CTP):**
FUND PROJECT PLANNING OR INTERIM CAPACITY IMPROVEMENTS
THROUGH DISTRICT 3

There has been increasing growth in traffic volume on US 301, between Excalibur Road and Leeland Road, in recent years. The amount of traffic congestion and the substantial amount of approved additional development in the corridor accentuates access and safety concerns. Since it is likely that the ultimate, controlled access improvements planned for US 301 will not occur for many years into the future, the existing roadway should be widened to three travel lanes in each direction as soon as possible, in order to keep pace with other road improvement projects slated for construction north and south of this

Letter to Transportation Secretary Ports
re: City of Bowie Transportation Priorities

segment. If a separate Project Planning study is not possible, we would respectfully request that a study be funded at the District level.

When fully constructed, the South Lake development plan will include 380,000 square feet of retail use, 220,000 square feet of office use, two hotels and 1,360 dwelling units, including 325 multi-family apartment units, 126 multi-family condominium (two-over-two) units, 567 townhouse units and 342 single-family detached units. In addition, a major County sports complex is approved just south of South Lake. Liberty Sports Park will feature multiple fields for a variety of youth sports, including lacrosse, football, soccer, field hockey and rugby. This complex will draw visitors from throughout the country and will have a significant economic impact on Prince George's County and the surrounding area. The tremendous amount of new development in this area deserves a comprehensive approach to improving US 301. The US 301 South Corridor Transportation Study (Prince George's County CTP, Line 22), also on hold, might present a funding opportunity to plan for construction of a third northbound lane.

- **MD 3** (Prince George's County CTP, Line 15):
FUND DESIGN, ENGINEERING AND RIGHT-OF-WAY ACQUISITION

This project will upgrade MD Route 3 from US Route 50 to MD Route 32 (8.89 miles) to address safety and capacity concerns. The project will improve safety and relieve traffic congestion in this heavily traveled corridor. In 2021, the average daily traffic range was 64,600 – 82,200 vehicles per day and is projected to grow to 86,100 – 133,500 vehicles per day in the Year 2041. The forecast for 2041 represents about a 50% increase in growth of the traffic volume, and it demonstrates that a need to move ahead with design and engineering now exists.

Additional traffic in the corridor will be generated by the mixed-use development at Melford Village, located at the MD 3 interchange with Belair Drive. The approved plan for Melford Village, includes up to 100,000 square feet of retail, up to 260,000 square feet of employment, 126,520 square feet of research space and up to 2,500 dwelling units (including up to 1,000 senior adult multi-family units, 1,000 non-senior multi-family units and 500 townhome units). This site is now under development and the first multi-family building (388 units) is now under construction. The new growth is in addition to the 1.4 million square feet of employment use already existing or approved at the same site. To their credit, the developer of Melford, St. John Properties, has contributed significantly by making traffic capacity improvements at the MD 3/MD 450 intersection ahead of schedule. Because Project Planning is completed for the MD 3 project, it is recommended that funding be provided to begin Design and Engineering, as well as advanced right-of-way acquisition.

The City Council greatly appreciates SHA's recently completed interim safety improvements and signalization along the southbound lanes of MD 3, south of MD 450. The City Council also notes that \$45 million has been expended in right-of-way acquisition for the US 301 South Corridor Transportation Study along US 301 (Prince George's County Line 21). The City Council believes that acquiring vacant parcels in the MD 3 corridor in a similar manner would be a cost-effective way to assemble right-of-way for lane widening and construction of the future interchange at MD 450/MD 3. The City recommends adding a new project to the CTP for MD 3 expressly devoted to advanced land acquisition, following the example of the US 301 South Corridor Transportation Study.

2. Other Immediate Transportation Priorities

Two remaining local priorities for State transportation facilities are identified below.

1. **MD 978 (Hall Road)** – District 3 completed construction of a sidewalk between Hall Station Drive and the CSX railroad tracks in 2017. We ask that you continue to support improvements to MD 978, as this roadway is part of the City's master planned trail network,

Letter to Transportation Secretary Ports
re: City of Bowie Transportation Priorities

known as The Bowie Byway. A concept development plan was completed and is awaiting design funds for the segment between the CSX railroad and MD 214. Both the City and County are committed to partnering with SHA to complete pedestrian improvements that will ensure safe access to the new South Bowie Library. Last summer, the City completed a feasibility study, working with District 3, that confirmed the potential for a grade-separated pedestrian bridge over MD 214 in the vicinity of Hall Road.

2. MD 197 North Landscaping Retrofit – Twenty years ago, SHA’s Office of Environmental Design prepared a concept plan for landscaping of the median areas between Rockledge Elementary School. We would like to see this plan implemented. The retrofit design was achieved with broad community consensus, and the City feels the promised work is long overdue and should be initiated as soon as possible. We believe the State would qualify for stormwater credit by reducing impervious surfaces in this part of the MD 197 corridor. The City Council asks that you provide a current cost estimate for this project so that it might be implemented by SHA District 3 as soon as possible. Additionally, City staff is requesting that the District 3 engineer pursue this project.

3. Long-Range Transportation Priorities

In addition to the above, the City Council wishes to highlight several other extremely important improvements to the State transportation system. These projects are not currently listed in the State Consolidated Transportation Program but have regional significance:

- Acquisition of the CSX Railroad tracks from Morgantown on the Potomac River all the way to Bowie – There is a once-in-a-lifetime opportunity to establish a regional hiker-biker trail amenity in place of the CSX railroad tracks, since the coal fired power plants at Morgantown on the Potomac River and Chalk Point on the Patuxent River will be shutting down operations soon. The railroad corridors could be repurposed to a Rails-to-Trails concept, enhancing multi-modal travel opportunities within Prince George’s and Charles Counties. MDOT leadership is essential in this regard, and we implore you to work at the highest levels to ensure that the opportunity for non-vehicular travel is preserved and eventually realized.
- Public Transit Via the US 50 Corridor – The City Council requests that you accelerate project development of the US 50 Transit Corridor, referred to as Corridor 28 in the MTA Regional Transit Plan for Central Maryland. The City concurs with the plan’s recommendation for a new, regional bus route from Annapolis to Union Station via US 50, with a stop at the Northview Park-and-Ride lot in Bowie, within the next several years to provide transit service that integrates with existing WMATA bus routes and national and regional rail systems at Union Station.
- A New Interchange on US 50 at MD 193 - The City Council is very concerned that traffic levels on MD 197, which are continuing to increase, may even be made worse unless MD 197 is upgraded, and a new interchange is constructed on US 50 at MD 193. The current Prince George’s County Transportation Priority List recommends a Project Planning study for an additional interchange on US 50, at some location between MD 197 and MD 704 (County Project Planning Priority #7), and the project’s stated purpose is to relieve congestion and improve safety on MD 197 and MD 450. Since it is both a City and County priority, the next logical step for this project would be to add it to the Highway Needs Inventory (HNI) at the earliest possible opportunity and consider funding of a Project Planning study in the out years of the CTP.
- A New Roadway Connecting MD 197 near Bowie State University with MD 3 in Anne Arundel County – There is a need to conduct a feasibility study to further examine regional traffic

Letter to Transportation Secretary Ports
re: City of Bowie Transportation Priorities

congestion in the MD 450 corridor, east of Race Track Road, and the heavy volume of motorists who are projected to use MD 450, Race Track Road and Jericho Park Road in order to travel between Laurel and Crofton. As further justification, Prince George's County District Council resolution CR-018-2022, approving the Bowie, Mitchellville and Vicinity Area Master Plan, specifically states to "add a new strategy of the Transportation and Mobility Element of the (Prince George's County Master Plan) to explore the feasibility of adding a future roadway between MD 197 and MD 424."

As always, the City Council greatly appreciates your dedication to responsible transportation planning and for your impressive commitment to serving the residents of Maryland. Thank you for this opportunity to provide our recommendations.

Sincerely,



Bowie City Council
Timothy J. Adams
Mayor

cc: The Honorable Ronald L. Watson, State Senator
The Honorable Marvin E. Holmes, Delegate
The Honorable Geraldine Valentino-Smith, Delegate
The Honorable Cheryl S. Landis, Delegate
The Honorable Calvin S. Hawkins, II, County Council Chair
The Honorable Todd M. Turner, County Council Member
The Honorable Jonathan M. Medlock, County Council Member
The Honorable Angela D. Alsobrooks, County Executive
The Peter Shapiro, Prince George's County Planning Board Chairman
Mr. Tim Smith, SHA Administrator
Mr. Derek L. Gunn, P.E., SHA District Engineer
Mr. Randy Clarke, WMATA General Manager/CEO
Mr. Michael Johnson, Acting Director of Prince George's County DPW&T

November 10, 2022

MEMORANDUM



TO: Honorable Mr. James F. Ports, Jr. Secretary, Maryland Department of Transportation

CC: The Honorable Calvin S. Hawkins, II, Chair, Prince George's County Council
The Honorable Sydney Harrison, Vice-Chair, Prince George's County Council
Council Members of Prince George's County
Robert J. Williams, Jr. Council Administrator
William M. Hunt, Deputy Council Administrator
Colette R. Gresham, Associate Council Administrator
Tara H. Jackson, Chief Administrative Officer, Office of the County Executive
Floyd E. Holt, Deputy Chief Administrative Officer, Office of the County Executive
Michael D. Johnson, Acting Director, Department of Public Works & Transportation
Oluseyi A. Olugbenle, Deputy Director, Department of Public Works and Transportation
Peter A. Shapiro, Chair, Prince George's County Planning Board, M-NCPPC
Andree Green Checkley, Prince George's County Planning Department, M-NCPPC
Bill Tyler, Director, Department of Parks and Recreation, M-NCPPC
Tim Smith, Administrator, Maryland Department of Transportation, SHA
Holly Arnold, Acting Administrator, Maryland Transit Administration
Heather Murphy, Director of Planning and Capital Programming, MDOT
Victor Weissberg, Major Projects Manager, Department of Public Works & Transportation

FROM: Donna J. Brown, Clerk of the Council on behalf of
The Honorable Calvin S. Hawkins, II, Council Chair

RE: Transmittal of County Council Correspondence/(FY) 2023-2028 State
Consolidated Transportation Program (CTP)

Enclosed for your information is a copy of the following letter as approved by the County Council of Prince George's County, Maryland.

Joint signature letter to Mr. James F. Ports, Jr., Secretary, Maryland Department of Transportation regarding 2022 Projects List for the Fiscal Years (FY) 2023-2028 State Consolidated Transportation Program (CTP).

If you have any questions, please contact my office at 301-952-3600 or ClerkoftheCouncil@co.pg.md.us.

Attachments



Calvin S. Hawkins, II
Chair

At-Large Council Member

"Building the People's Movement"

October 25, 2022

Mr. James F. Ports, Jr.
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RECEIVED

NOV 18 2022

SECRETARY'S OFFICE
DEPT. OF TRANSPORTATION

Dear Secretary Ports:

On behalf of the Executive Branch and County Council of Prince George's County (the "County"), please find the attached priority list, this combined expression of the County's most pressing priorities are for your consideration in finalizing the Fiscal Years (FY) 2023-2028 Consolidated Transportation Program (CTP) for the State of Maryland. With the enactment of the Bipartisan Infrastructure Law (BIL) and the federal government's new comprehensive National Roadway Safety Strategy, there is much needed relief in the form of more robust funding for traditional formula and discretionary programs, as well as several new discretionary programs. In particular, the County has an interest in the Safe Streets and Roads for All, Areas of Persistent Poverty, and the Bridge Investment Program to mention just a few of the important programs that serve as vital new opportunities. In addition, the County views programs designed to promote electric vehicles and the transition of transit fleet to zero emission vehicles (ZEV) as extremely critical in addressing climate change. The County is enthusiastic about the expanded opportunities as a result of this landmark reauthorization.

Prince George's County continues to advance priorities for a comprehensive multimodal transportation network that will strengthen the County, the Capital region and the state. The County emphasizes projects that further safe system transportation approaches like Vision Zero Prince George's, Zero Emission Fleet Transition, Transit Oriented Development (TOD), and strategies designed to spur economic growth while promoting sustainability, safety, and equity. In addition to forward thinking aspirational programs, dedicated funding is critical to preserving and maintaining County infrastructure and state of good repair needs of our aging roadways, bridges, sidewalks, facilities, and stormwater structures.

The County appreciates important recent improvements at the state-level including programed funding for the planning, design and construction of the Medical Center Drive Interchange, additional construction funding for the Blue Line Corridor Improvements, and our collaborative efforts for accommodating a new FBI in Greenbelt or Landover, as well as the burgeoning joint development projects in New Carrollton. Meanwhile, the recently approved Metropolitan Washington Council of Governments (MWCOG) Transportation Planning Board (TPB) visualize 2045 shows that by 2045, for those traveling by car, Prince George's County is disproportionately negatively impacted in projected commute time (see attachment). As a result, while recent progress is very much appreciated, dramatic steps must now be taken with regard to the County's priority projects.

The widening gap within the Washington Region between East and West has become even more pronounced. As noted, by the year 2045, recent analysis provided by the TPB shows increased congestion of vehicular traffic in Prince George's County, which is far greater than any other jurisdiction in the Region. This not only negatively affects Prince George's County, but directly impacts the long-term economic well-being of the State. While there is not a singular solution, working with Regional and interjurisdictional partners, emphasizing investment in addressing the jobs and housing imbalance is critical. A concerted and meaningful focus on Transit Oriented Development around the 15 Metro Stations in Prince George's County is integral to address equity, congestion and sustainability in the Washington Region. While this issue is larger than just transportation, it is a key component. The County looks forward to continued partnership and the State's leadership in addressing this vital matter and to prompt action.

The County also appreciates the efforts of the State to get the **Purple Line** project back on track, but it is imperative to also do so as expeditiously as possible, to lessen community impact, while stressing pedestrian safety and the aesthetics of the alignment. To that concern, as the Purple Line is a light rail facility designed to enhance access for people walking, biking and using transit taking into account that many of the segments in Prince George's County are among those with the highest pedestrian and bicycle fatality and crash rates in the State. Therefore, it is imperative to recognize the increase in crashes involving pedestrians and cyclists and encourage continued partnership and additional investment to enhance safety improvements and countermeasures on local and state roadways in the County. Specifically, we urge integration of critical elements recommended by M-NCPPC (MD 193 SPACES report) and the County, including sidewalk and bicycle facilities where they currently do not exist in that segment and other portions of the alignment (i.e., along MD 410 Veterans Parkway). In addition, it is critical to not delay these vital safety improvements until completion of the project, urgent attention is needed now, so any improvements in this regard that can be made sooner rather than later, should be. The County looks forward to working with the State and the Concessionaire on the path forward for expeditious completion of the project, advancing safety both during construction and operations once in revenue service.

The County requests that the State directs its resources toward projects that enhance community revitalization, promote economic development, increase transit access, reduce congestion, and improve roadway safety for all users. As we do these things, it is also important that critical elements of maintenance, including care of medians and trash removal are carried out effectively.

The projects expressed are some of the key priorities for the County and cover a range of transportation issues and areas in the draft FY 2023-2028 CTP which include, the following:

VEHICLE AND PEDESTRIAN SAFETY

- **Vision Zero Prince George's Multimodal Enhancements on State-Maintained Roadways:** Both Prince George's County and the State of Maryland are Vision Zero jurisdictions. During the COVID-19 pandemic, we have been confronted even more clearly by the limitations and opportunities provided by our built environment. Unfortunately, there is an overall trend showing an increase in fatalities and serious injuries, particularly involving pedestrians, in the State and Region. We are grappling with the risks to vulnerable road users and how we can effectively respond.

The County and the State collaborate in implementing Vision Zero. However, much more is needed as the data shows a preponderance of these crashes are at night and along State maintained high-speed arterial roadways. In working with SHA, District 3, to advance the Multiagency Vision Zero Working Group, we focus on improving specific high pedestrian crash corridors as part context-driven design. We are concerned that MD 193 has been omitted from SHA's list of identified priority corridors. We are adding a new section to the County List, the County's High Injury Network (HIN). The [Prince George's County High Injury Network \(HIN\)](#), encompass one-mile segments of roads with the greatest severity of bike and pedestrian crashes. Each of the HIN corridors are located within Equity Emphasis Areas (Metropolitan Washington Council of Governments) with most crashes occurring in urban areas reflecting higher concentrations of low-income and minority populations.

TRANSIT/WMATA/MULTI-MODAL

- **Medical Center Drive Interchange/Blue Line Corridor Initiative Improvements:** The Blue Line Corridor and Medical Center Drive are integral to the new University of Maryland Regional Medical Center, the gateway to the new downtown Largo, and the Blue Line Corridor. The County appreciates the appropriation of State funding towards improvements to local infrastructure, now that the Medical Center Drive Interchange is the CTP, we look forward to expeditiously advancing the planning and design of this critical project and the other elements in Largo and Blue Line Corridor that will best enable unlocking the full potential of this corridor. As a part of these improvements, it is vital to ensure a smooth and efficient system for delivery of the Central Avenue (MD 214) Complete Streets or other critical projects in this corridor.
- **New Carrollton:** With continued investment in this vital TOD, which will soon serve as the beginning of the Purple Line, it is essential to maximize the full potential of this regional infrastructure nexus. With the incoming light rail, existing MARC and Amtrak Stations, and the Joint Development project involving WMATA and the State, additional funding is needed to enhance much needed connectivity, environmental treatments, and streetscaping.
- **Downtown Largo Lottsford and McCormick/ Blue Line Corridor Improvements:** To continue catalyzing development in the Blue Line Corridor, and specifically in Downtown Largo, the County and WMATA have anticipated development of several parcels that sit between the Metro and the government civic center. To facilitate development of the parcels, infrastructure improvements - including relocation of WMATA stormwater and track access facilities, as well as construction of two new public streets to create better multimodal connections through the properties to existing streets - need to be built.
- **Federal Bureau of Investigations (FBI) Headquarters: I-95/Greenbelt Metro Access; Landover Improvements:** The County appreciates the highly coordinated and cooperative effort with the Governor's Office, MDOT and SHA in aggressively advancing these two sites as being optimally positioned for selection by the General Services Administration (GSA) as the preferred site for a new FBI Headquarters. Funding to complete design of the Greenbelt interchange and in working together with Federal and development team partners in readying

both the Greenbelt and Landover sites. Re-locating the principal facility for the FBI in Prince George's County is an essential part of the larger need to add much needed employment opportunities near where so many of the employees reside. We look forward to our continued efforts to ensure that both the Greenbelt and Landover locations are appropriately funded with the supporting infrastructure necessary for a successful bid and most importantly, a facility that will best serve the needs and interests of both the State and County.

- **Washington Metropolitan Area Transit Authority (WMATA) Funding:** Transit systems have been particularly hard hit during the pandemic. To address the recovery and the post-COVID 19 environment, sustained funding for the WMATA system is essential. While WMATA has been beset with numerous issues, a new era of leadership serves as an important opportunity to ensure that both the Metrorail and Metrobus systems receive the support that they need for success. An increased focus on Transit Oriented Development through the Joint Development Process and overall coordination are essential to the health and vibrancy of both WMATA and the County.
- **TheBus:** Prince George's County operates "The Bus" a transit system independent of WMATA and the system faces similar difficulties during the pandemic. More robust funding is needed for the Locally Operated Transit Systems (LOTS) programmed for Prince George's County. The County effort to rehabilitate the existing facility, initiating the process for a new LEED certified facility, and making the successful transition to Zero Emission Buses and related infrastructure are central to the County's vision for a more comprehensive, climate friendly and efficient delivery of transit services. Enhanced funding is critical to meet not only existing needs, but to enable future growth while addressing new efficiencies, technologies and climate change.
- **Southern Maryland Rapid Transit:** The Southern Maryland Rapid Transit (SMRT), proposed fixed guideway project along the MD5/US-301 corridor from Prince George's County to Charles County, needs to be advanced. As the Maryland General Assembly has approved a funding mechanism that matches State funding with Federal Funds, and the first \$10 million has been secured, the County looks forward to working together with Charles County and the State to utilize this funding for the first phase of the SMRT NEPA process. Through the 2021 General Assembly Session language, there is a clear path forward. Securing the remaining funding needed to complete the remaining project planning and design elements for the projects so they can move into construction is critical for this vital and burgeoning corridor.
- **Bus Rapid Transit (BRT):** Prince George's County is finalizing a Feasibility Study, under the auspices of a State Innovation Transportation Innovation Grant (STIG), that demonstrated five routes for advancement as BRT. Continual funding will allow Prince George's County to advance the projects from study corridors to functioning BRT. Moving into the next phase of planning is critical to meet the needs of County residents, but also effectively connect to neighboring jurisdictions in Virginia and Montgomery County, which are aggressively pursuing their own initiatives.
- **Transit Oriented Development:** Placing an emphasis on bringing jobs closer to housing is central to a long-term development and sustainability strategy for the

County, the State and the Region. Prince George's County appreciates MDOT advancing previously requested TOD designations. However, five additional TOD's need to be added in the short-term to the State Designated TOD list. Realigning the State list to be consistent with County plans as well as aggressively advancing projects at all TOD's including Greenbelt, New Carrollton, Branch Avenue and the Largo/Blue Line Corridor is critical to sustainable economic development for the County, the State and the Region.

- **Virginia Department of Transportation (VDOT) I-495 Southside Express Lanes Study (I-495 SEL Study):** As Prince George's County is very supportive of greater connectivity within the Region. The County is concerned with the current VDOT SEL Study, as it does not appear to provide for continuity of service on the Maryland side of this study. As this project ends just west of the MD 210 interchange, and the MDOT Managed Lanes Study (currently on hold) ends just east of MD 5, there is a significant gap between the two studies. Prince George's County requests assurance that any subsequent projects supported by the County that may involve this gap is sufficiently covered by planning documents to ensure optimal expedition of said project and not be delayed due to a lack of documentation and to be made aware of which documents offer that assurance. In addition, the Woodrow Wilson Bridge (WWB) Project Record of Decision (ROD) stated that the "HOV lanes and a shoulder are of a sufficient width and structural strength to allow for their future MDOT's support in advocating for the incorporation of transit alternatives into the final VDOT I-495 SEL Study. The case for including efficient, reliable transit as part of the current Study is amplified by the point that the Woodrow Wilson Bridge was constructed to structurally support rail transit. In addition, WMATA has recently concluded a long-range plan for their system which involves an option that involves a new WMATA Blue Line using the WWB. As the Maryland jurisdiction most directly impacted by this project, the County seeks MDOT's support of the incorporation of transit and advocacy of the interests of Maryland and Prince George's County residents.

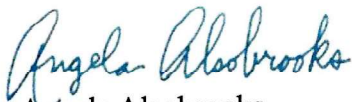
STATE ROADS & HIGHWAYS

- **MD 210 (Palmer Road at Livingston Road West Interchange):** With the long-awaited completion of the Kerby Hill Road interchange, the County looks forward to expeditious advance of the subsequent interchanges as crucial to improve safety on this dangerous roadway. The County appreciates the coordinated effort in advancing a shared use bicycle-pedestrian corridor as well as planning of the next interchange.
- **MD4 at Suitland Parkway:** During the CTP Tour in 2020, the County expressed extreme displeasure regarding the delays, scale backs, and construction issues that have befallen this project. The County is pleased that the state has reinitiated the project and restored the flyover to the design as originally planned. However, given delays and inconvenience the community faces, it is imperative that SHA quickly complete this project.

- **US 1, Baltimore Avenue (MD 193 to I-95/495):** The County appreciates the State advancing Phase I of this vital project through the current construction process. The County is now looking to the State to quickly fund and advance the subsequent phases.
- **MD 197, Collington Road (US 50 to MD 450):** The County appreciates the renewed study of the widening MD 197 from US 50 to MD450 and a context sensitive design that provides both greater capacity and features designed to manage speed and enhance safety. The County appreciates the inclusion of funding for this project in the Draft CTP to advance planning and design and looks forward to subsequently programming this project for construction.
- **MD 223 Piscataway Road/Woodyard Road (MD 4 to Steed Road):** The County wants to call attention to the need for widening of MD 223. Specifically, much needed improvements at the intersection with Brandywine Road/Old Branch Avenue. Action is needed to advance this long-standing project to widen this intersection (the "BK Miller Intersection"), per the County Master Plan of Transportation and Maryland State Highway Administration (SHA) plans to widen Brandywine Road from 2 lanes to 4 lanes, as stipulated in County Master Plans.

The passage of the BIL presents new and exciting opportunities for the County and the State. We look forward to further collaborating with the Maryland Department of Transportation to support a comprehensive multimodal transportation program. Expedient advance of the noted priority projects will strengthen Prince George's County, the region, and the State of Maryland. We thank you for your partnership.

Sincerely,


Angela Alsobrooks
County Executive


Calvin S. Hawkins, II
County Council Chair

Enclosure

cc:

The Honorable Calvin S. Hawkins, II, Chair, Prince George's County Council
The Honorable Sydney Harrison, Vice-Chair, Prince George's County Council
Tara H. Jackson, Chief Administrative Officer, Office of the County Executive
Floyd E. Holt, Deputy Chief Administrative Officer, Office of the County Executive
Michael D. Johnson, Acting Director, Department of Public Works and Transportation
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Bill Tyler, Director, Department of Parks and Recreation, M-NCPPC

Tim Smith, Administrator, Maryland Department of Transportation, State Highway
Administration

Holly Arnold, Acting Administrator, Maryland Transit Administration

Heather Murphy, Director of Planning and Capital Programming, Maryland Department of
Transportation

Victor Weissberg, Major Projects Manager, Department of Public Works and Transportation

Attachments

**PRINCE GEORGE'S COUNTY
2022 PRIORITY PROJECTS LIST
MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS**

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

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

Criteria used to prioritize the CTP List are as follows:

Safety Improvements – Each project is evaluated to determine the safety enhancements to be achieved for all users in response to data and determined needs.

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

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

Mass Transit – Each project is evaluated to determine the project's contribution to the County's Master Plan for implementation of transit services with emphasis on intra-community transit needs.

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

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

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

STATE TRANSIT PROGRAMS AND PROJECTS IN PRINCE GEORGE'S COUNTY

A. **Transit Expansion and Funding:**

1. **Purple Line**

Ensure timely and expeditious completion of construction of this vital project which is critical for New Carrollton to Bethesda access, mobility, regional connectivity and economic development.

2. **TheBus**

Modernize, Maintain and Expand Community-Based Bus Services to address unmet or underserved transit demands (i.e., enhanced service for National Harbor / South County, Areas of Persistent Poverty, Equity Empasis Areas and Historically Disadvantaged Communities). Enable development and implementation of an innovation driven Vision Plan, conversion to zero emission buses (ZEB) and associated infrastructure, planning for a new facility and re-organization of services to provide a more effective and efficient system.

WMATA Funding

Maintain and enhance system improvements to deliver effective transit throughout the County with emphasis on maintaining MetroBus and MetroRail service in the County, including, high-capacity transit routes, enhanced investment in TOD / Joint Partnerships, improved connectivity between activity centers. As the feasibility of the WMATA Bus Network Redesign progresses, the County looks forward to partnering with WMATA to improve bus transit connectivity and securing additional state and federal investments to implement a strong, lasting system that safely, efficiently and equitably serves Prince Georgians.

3. **Southern Maryland Transit**

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

4. **Bus Rapid Transit** (Previously number 6)

Advance further Study expanded fixed guideway / bus rapid

transit services using as the recent STIG Grant Study that identified five corridors for further study / Purple Line Extended / Transit Beltway as the basis. BRT routes studied in the DEIS for the paused section of the I-495 / I-270 Managed Lanes project must proceed. Important for equity, mobility and sustainability as is vital for connecting communities.

5. **Fixed Guideway Transit** (Previously number 5)
Connect transit from the Yellow Line in Virginia to the southern portion of the Green Line of Metrorail (Branch Avenue and / or Suitland) via the Woodrow Wilson Bridge (WWB) and National Harbor to provide transit connection between Maryland and Virginia. High capacity transit should be a part of the VDOT / DRPT 1-95 / I-495 Southside study currently underway.
6. **MARC**
Expand and enhance service along (Cornerstone / Growth & Investment Plan) the MARC Camden and Penn Lines and continued through service at Union Station connecting to Virginia Rail Express (VRE). Restore funding for the MARC Cornerstone / Growth and Investment Plan, as well as accelerated improvements for the Penn and Camden Lines (including major initiatives at New Carrollton and station / platform work at Laurel).

B. Transit Oriented Development:

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

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

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

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

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

II. STATE HIGHWAY ADMINISTRATION (SHA) PRIORITY PROJECTS

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

A. Construction Priorities:

1. I-95 / I-495 at Medical Center Drive Widening / Interchange and Blue Line Corridor Improvements	<i>Provide funding to:</i> (1) Improve interchange capacity; (2) Reduce congestion; (3) Improve safety for vehicles, bicycles, and pedestrians; and (4) Promote economic development serving as a gateway for Downtown Prince George's County. Advance improvements for all Blue Line Corridor Stations to support the County platform for economic development including an iconic bike-ped facility connecting the west side of I-495 to the Largo Metro / Medical Center Campus as part of the Central Avenue Connector Trail.
2. MD 210 – Piscataway Highway/Indian Head Highway Interchange and Intersection	<i>Finalize Kirby Hill Road Interchange and advance redesign and construction of remaining intersections to relieve existing and projected</i>

Improvements (Next interchange could be redesigned and constructed in accommodations.) Phase II: Palmer Road / Livingston Road Phase III: Oxon Hill Road / Old Fort Road	congestion, as well as support economic development. Other alternatives to relieve congestion and improve safety for all modes including bike-ped.
3. US 1 – Baltimore Avenue Roadway Reconstruction Phase I: College Avenue to I-95/I-495 Phase II: MD 193 to Hollywood Rd. Phase III: Hollywood Road to I-95/I-495	<i>Complete construction on Phase I and fund completion of planning and advance design of Phase II / III into construction to improve safety, provide streetscaping for community revitalization, improve transit access, bicycle and pedestrian safety and upgrade the Cherry Hill Road intersection.</i>
4. I-95 / Greenbelt Metro Access	<i>Provide necessary State / other construction funding for completion of the full interchange from I-95 / I-495 to the Station and support mixed use development around the Station. Improvements and funding are critical for the potential GSA / FBI Headquarters.</i>
5. MD 5 / US 301 to Charles County Lane Interchanges and Widening Surratt's Road Burch Hill Road (A-65)	<i>Provide funding to advance planning, design and construction of this major multi-modal corridor project to relieve congestion to Charles County line, improve safety for all modes provide accommodation for bicyclists and pedestrians and enhance economic development.</i>
6. MD 197 – Collington Road (US 50 to MD 450)	<i>Provide funding and advance planning, design and construction. Improve safety, support roadway widening and economic development and provide safe bicyclist and pedestrian crossing treatments.</i>
7. MD 717 / Water Street Bridge and Roadway Reconstruction	<i>Advance design completion and fund construction. Improve safety in the Upper Marlboro area by raising MD 717 out of the floodplain.</i>
8. MD 202 – Landover Road at Brightseat Road	<i>Advance planning, design and construction</i> Critical improvement for development of the former Landover Mall site.

9. MD 450 – Annapolis Road (Stonybrook Drive to MD 3)	<i>Advance design completion and fund construction.</i> Improve safety, support streetscaping, relieve congestion and enhance economic development.
10. MD 223 – Woodyard Rd./ Piscataway Rd. (MD 4 to Steed Rd.) Roadway Widening Bike/Ped Side Path	<i>Advance planning, design and construction.</i> Improve safety; relieve congestion; economic development; improve bicycle and pedestrian facilities.
11. US 301 – MD 197 Interchange (To be constructed in phases)	<i>Advance design & construction.</i> Improve safety relieve congestion in this rapidly developing commercial area and improve bicycle and pedestrian facilities.

B. Project Planning Priorities:

1. I-95 / I-495 at Medical Center Drive Widening / Interchange Improvements Reconstruction / Blue Line Corridor Improvements	<i>Immediately move into the program and funding for planning, design, and construction.</i> Improve interchange construction and capacity, reduce congestion and provide enhanced safety for vehicles, pedestrians, and bicycles, promote economic development serving as a flagship for the County and provide optimal accommodation for multimodal transportation. Advance design of the Central Avenue Connector Trail in an iconic structure and improvements for all Blue Line Corridor Stations to support the County's platform for economic development.
2. MD 193 – University Boulevard Phase I: US 1 to Hanover Parkway Phase II: County Line to Adelphi Road	<i>Move all phases into planning.</i> Improve pedestrian, bicycle and vehicular safety, intersection improvements, provide continuous LED street lighting and landscaping and community enhancement – critical as part of the Purple Line. Advance M-NCPPC Study (SPACES) identifying MD 193 Corridor Improvements. Short term improvements are critical to address existing safety crisis.

3. MD 410 - East-West Highway / Riverdale Road / Veterans Parkway Phase I: MD 212 to US 1 Phase II: MD 212 to MD 650	<i>Complete planning of all phases. Improve safety (road diet), provide streetscaping for community and economic development, provide continuous overhead lighting and side paths on both sides of MD 410, provide safe bicycle and pedestrian crossings, including a signal and safety upgrade for two Sligo Creek Trail crossings with overhead lighting.</i>
4. MD 4 Corridor, Pennsylvania Ave Widening and Interchange Improvements Suitland Parkway Interchange Dower House Road Interchange relocation & short term improvements. Westphalia Road Interchange	<i>Provide funding to advance planning. Widening and Interchange and construction, relieve congestion, improve safety and enhanced access to employment centers in the MD 4 corridor and for Joint Base Andrews. Expedited construction of the MD 4 at Suitland Parkway Interchange with flyover ramp.</i>
5. MD 458 – Silver Hill Road MD 5 to Suitland Road Suitland Road to MD 4 MD 4 to Walker Mill Road	<i>Advance into project planning. Improve safety for all users and provide streetscaping, revitalization and continuous overhead lighting for community intersection improvements.</i>
6. US 50 – John Hanson Highway (MD 704 to MD 197) New Interchange on MD 197 and MD 450	<i>Initiate project planning. Relieve congestion and improve safety.</i>
7. MD 212 – Powder Mill Road (Pleasant Acres Drive to I-95) Roadway and Intersection Reconstruction	<i>Advance into planning. Improve safety and support for economic development.</i>

C. Gateway Beautification Projects:

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

1. MD 218, Suitland Road

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

D. Urban Reconstruction Priorities:

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

1. MD 704, Martin Luther King Highway (Hill Road to MD 450)
2. Alt. US 1 MD @ MD 450 Annapolis Road (Specific to The Peace Cross)
3. MD 218 Suitland Road (DC Line to MD 458)
4. MD 4, Pennsylvania Avenue (DC Line to Silver Hill Road)
5. MD 450, Annapolis Road
 - Finns Lane / Harkins Road to MD 564, (Lanham-Severn Road) and extending the limits from MD 410 (Veterans Parkway) to MD 564 (Lanham-Severn Road) Bladensburg
 - Green / Complete Street Project (The Peace Cross to MD 202)

E. Vision Zero High Injury Network

Critical to Vision Zero is the emphasis on a data driven approach. In an effort to prioritize countermeasures, the County developed the High Injury Network (HIN) in partnership with the SHA's Office of Traffic & Safety Office (OOTs). The HIN represents one-mile roadway segments with the highest number of serious and fatal pedestrian and bicycle crashes. The County, as part of Vision Zero strongly encourages the State to focus on the HIN as developed through state data for addressing safety in Prince George's County.

F. Bicycle and Pedestrian Corridor Priorities:

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

1. MD 704 (multi-use side path and buffered bike lanes - MD 450 to Hill Road)
2. MD 193 (sidewalks, designated bike lanes and safety improvements from the Montgomery County Line to MD 564, to be done in phases)
 - Phase I: Montgomery County Line to Adelphi Road (incl. SPACES program)
 - Phase II: US 1 to Hanover Parkway
 - Phase III: Hanover Parkway to MD 564
3. US 1 (DC line to Howard County Line to be done in phases)
 - Phase I: Guilford Drive to I-95 / I-495 (College Ave. to MD 193, currently under construction)
 - Phase 2: Guilford Drive to DC Line (includes the Trolley Trail)
 - Phase 3: Contee Road to Howard County Line
 - Phase 4: I-95 / I-495 to Odell Road
4. Oxon Hill Road / MD 414 / National Harbor – Bike lanes and sidewalk safety improvements; facility and access improvements along MD 414 from MGM / National Avenue to Bald Eagle Road, including improvements for over / under passes and connecting Oxon Hill Cove Park
5. MD 450 (road diet, restriping for designated bike lanes – west of 410 to the Baltimore-Washington Parkway)
6. Bowie Heritage Trail
7. MD 223 (multi-use side path MD 4 to Livingston Road, in phases)
 - Phase I: Steed Road to MD 5
 - Phase II: MD 5 to MD 4
 - Phase III: Livingston Road to Steed Road

G. Park Trails Priorities:

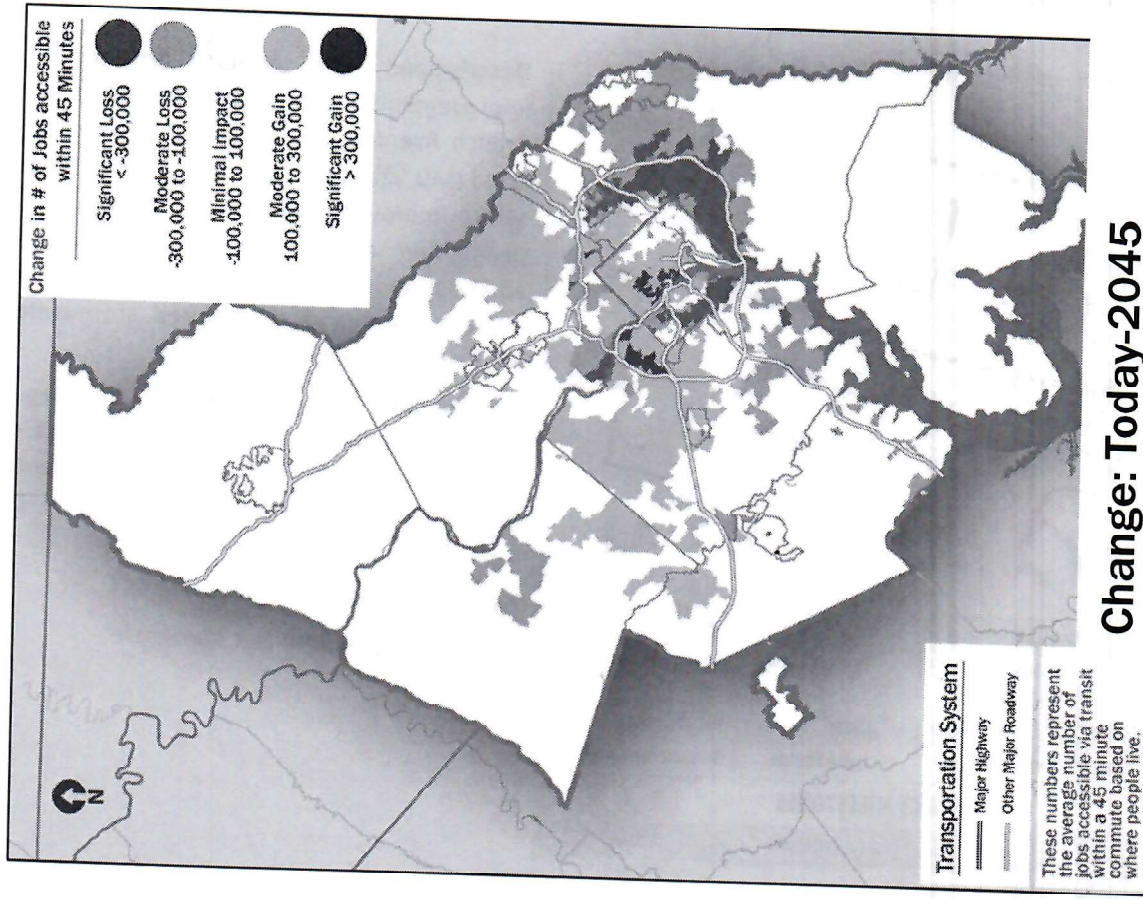
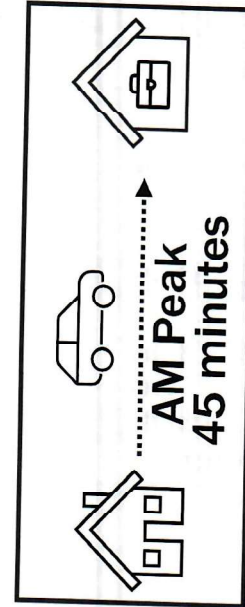
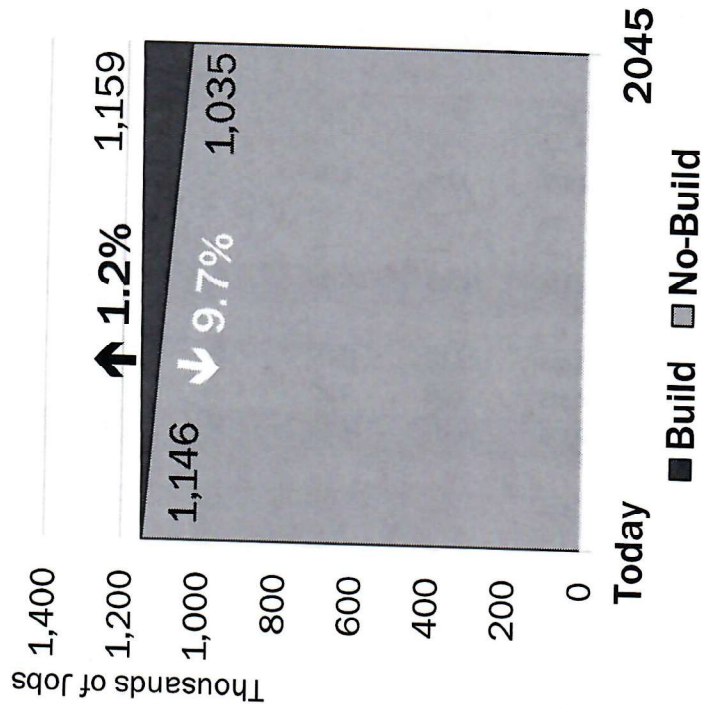
Dedicate funding for completion of and connection to trails to enhance the County and State railway network.

1. WB&A Trail Connections (Anne Arundel County to the

Anacostia River)

- Phase I: Bicycle / pedestrian bridge over Patuxent River connecting Prince George's and Anne Arundel Counties
 - Phase II: Cheverly to Bladensburg Waterfront Park (Euclid Street Park to Lloyd Street)
2. Central Avenue Connector Trail (Marvin Gaye Trail / Capitol Heights Metro to Largo Metro)
 3. Rhode Island Avenue Trolley Trail Extension
 - Phase I: Armentrout to Farragut Street
 - Phase II: DC Line to Armentrout Drive
 4. Suitland Parkway Trail (DC Line to Westphalia Central Park)
 5. Little Paint Branch Trail Extension
 - Phase I: Along Old Gunpowder Road (Denim Road to 900 feet north of Denim Road and facility gaps north of Konterra Drive)
 - Phase II: Multi-Use Facility across I-495 / I-95 (Cherry Hill Road)
 6. Piscataway Creek Trail (MD 223 to the Potomac River)
 7. Oxon Run Trail (Southern Avenue to Naylor Road)
 8. Henson Creek Trail Extension (Temple Hill Road to Suitland Parkway) including cross-Beltway access.

Change in Access to Jobs, Auto

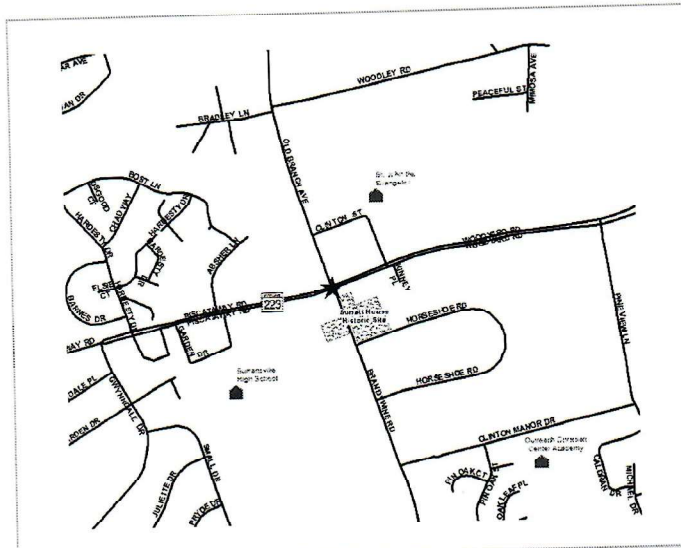


visualize
2045

Draft Documents: Visualize 2045, TIP and Air Quality Conformity Findings
April 20, 2022

PUBLIC WORKS AND TRANSPORTATION

Brandywine Road & MD 223 Intersection 4.66.0052



Location		Status	
Address	Brandywine Rd & MD 223, Clinton	Project Status	Design Not Begun
Council District	Nine	Class	Rehabilitation
Planning Area	Clinton & Vicinity	Land Status	No Land Involved

PROJECT MILESTONES

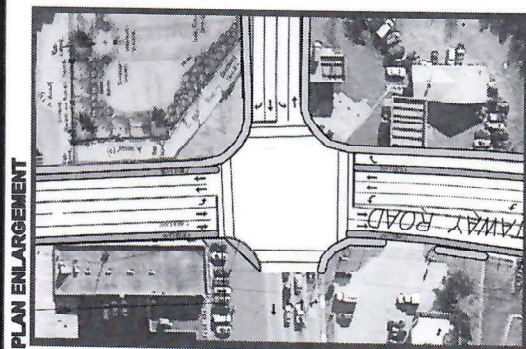
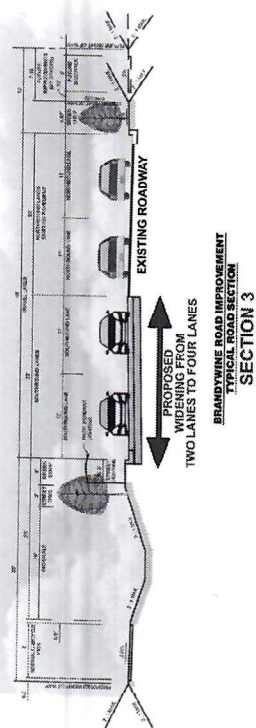
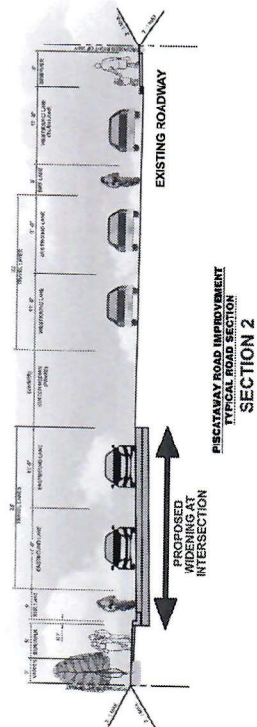
	Estimate	Actual
1 st Year in Capital Program		FY 2018
1 st Year in Capital Budget		FY 2018
Completed Design		FY 2018
Began Construction		FY 2020
Project Completion	FY 2022	

CUMULATIVE APPROPRIATION (000'S)

Life to Date	FY 2020 Estimate	FY 2021	Total
\$0	\$1,164	\$6,336	\$7,500

Project Summary

Category/Description	Total Project Cost	Life to Date Actual	FY 2020 Estimate	Total 6 Years	Budget Year FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Beyond 6 Years
EXPENDITURE											
PLANS	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—	\$—
LAND	—	—	—	—	—	—	—	—	—	—	—
CONSTR	13,834	—	1,164	12,670	6,336	6,334	—	—	—	—	—
EQUIP	—	—	—	—	—	—	—	—	—	—	—
OTHER	—	—	—	—	—	—	—	—	—	—	—
TOTAL	\$13,834	\$—	\$1,164	\$12,670	\$6,336	\$6,334	\$—	\$—	\$—	\$—	\$—
FUNDING											
DEV	\$7,266	\$—	\$611	\$6,655	\$3,328	\$3,327	\$—	\$—	\$—	\$—	\$—
OTHER	6,568	—	553	6,015	3,008	3,007	—	—	—	—	—
TOTAL	\$13,834	\$—	\$1,164	\$12,670	\$6,336	\$6,334	\$—	\$—	\$—	\$—	\$—
OPERATING IMPACT											
PERSONNEL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	
OPERATING				—	—	—	—	—	—	—	
DEBT				—	—	—	—	—	—	—	
OTHER				—	—	—	—	—	—	—	
TOTAL				\$—	\$—	\$—	\$—	\$—	\$—	\$—	



TY23-28 CTP Attachment C

ROADWAY IMPROVEMENTS PLAN

Attachment #4: County CIP Projects (2023)

Construction, Design/Engineering, Planning Projects

1. Bridge Replacement – Chestnut Avenue – The project replaces the Chestnut Avenue bridge over Newstop Branch and reconstructs the approach roadways. The existing 19- foot span steel and reinforced concrete bridge is experiencing deterioration and in need of structural replacement. Design completed in FY 2020. Planning and land acquisition funds spent in FY 2021; construction started in FY 2022, scheduled to continue in FY 2024. Construction funding of \$2.0M appears each year in Year 1 and Year 2. Estimated completion date moved back from FY 2023 to FY 2025.
2. Governor’s Bridge Replacement – This project replaces the existing structure. It is a single lane Pratt through-truss bridge with steel stringers and steel beams with an open grid steel deck. The structure is load posted for 4,000 pounds and carries a sufficiency rating of 2. Federal funding will be utilized for design and construction of the project at an 80/20 federal/local funding ratio. This structure is jointly owned by Prince George's County and Anne Arundel County Design phase completed in FY 2021. Project remains on hold.
3. Church Road Improvements – This project provides geometric and safety improvements to Church Road between Woodmore Road and MD 214 (Central Avenue). Improvements will include intersection improvements, some local realignment of the roadway, and the addition of shoulders and roadside drainage where necessary. This improvement is needed to enhance safety along the roadway. All funding remains in the Beyond 6 Years category in the CIP.
4. US Route 301 Improvements (south of MD 214) –This project consists of the improvement of US 301 by providing a third through lane north and south bound between MD 214 and MD 4 and further widening as needed, at Trade Zone Avenue, MD 214 and MD 725. Associated intersection improvements at Old Central Avenue, Trade Zone Avenue, Leeland Road and Village Drive West will also be undertaken. This project is necessary to provide satisfactory levels of service during peak periods at the intersections along US 301 should State Highway Administration planned improvements be delayed. It provides for increased capacity to accommodate planned development in this area as well as enhanced safety for the traveling public. Construction funding allocations of \$4.13M annually appears in each CIP year, from Year 1 through Year 6. Design, construction funding and project completion to be determined.
5. Horsepen Park – Installation of multi-age playground, picnic shelter, bicycle pump track and basketball court. A later phase will include a large bicycle pump track, a bicycle skills area, a shade structure and a restroom. All construction funding will be spent through FY 2021. Project completed FY 2021.
6. WB & A Bridge Over Patuxent River – The bridge over the Patuxent River is a critical link between the WB & A in Prince George’s County and the WB & A in Anne Arundel County. Design completed in FY 2019; construction began in FY 2021. Est. completion date FY 2024.
7. Collington Branch Stream Valley Park – Walking path along Hall Road. Project cost at \$396K in construction funding for FY 2025. Currently in the design stage. Estimated completion date; FY 2025. The State Highway Administration is requesting internal funding to design the proposed side path along Hall Road, adjacent to the park property. Building the trail within the park was problematic due to permitting issues and the high cost of building in a wetland. M-NCPPC

funding should remain in case SHA has a shortfall. The walking path will provide the adjacent neighborhood access through the park.

Bowie Heritage Trail – This trail is the northern section of the City of Bowie’s planned Bowie Heritage Trail. It will extend from the Bowie MARC Station eastward through Bowie State University and State DNR lands to the northern terminus of the WB & A Spur. Project cost remains \$468K. \$139K funding is shown as expended prior to FY 20, but \$329K construction funds were moved up from Year 5 to Year 4. Design and construction start TBD. Completion date remains FY 2025



City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

Attachment #5

August 15, 2022

The Honorable Angela D. Alsobrooks
Prince George's County Executive
1301 McCormick Drive, Suite 4000
Largo, Maryland 20774

RE: Bowie City Council 2022-2023 Transportation Priority List

Dear County Executive Alsobrooks:

On August 1, 2022, the Bowie City Council reviewed the City's Transportation Priority List. We wish to provide you with this letter to highlight our priorities for State and County transportation facilities. Below are the City's transportation priorities and recommendations:

1. **State Transportation Priorities**

The attached letter to Transportation Secretary James Ports includes the City Council's top priorities for projects that would be State funded. **The City's highest priority for State roadway facilities continues to be the reconstruction of MD 197 (Collington Road) between Kenhill Drive and Relocated MD 450 (currently County Priority #6).** The State Highway Administration is moving ahead with a re-design of Preliminary Engineering plans for the project. In the FY 2022-2027 CTP, \$2.5 million in funding has been dedicated to advance the project to 30% design. This project consists of upgrading and widening existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Access will be controlled with three roundabouts, and the existing trail will be relocated where appropriate. In 2021, the average daily traffic was 33,000 vehicles per day, and it is projected to be 42,500 in the Year 2041.

The existing, two-lane section is already severely congested in the morning and evening peak periods and at all hours on the weekends. The lack of roadway capacity has resulted in ever-increasing diversion of traffic from MD 197 onto the City's local street system. In addition, there are continuing concerns voiced by residents about pedestrian safety and access from the side streets. In response to numerous safety incidents, a mid-block crossing was installed recently near the Foxhill Park entrance. **MD 197 is ready for the State's investment of right-of-way and construction funding in the next CTP.** As you may know, City residents have been waiting for relief from this harmful congestion bottleneck for more than three decades. The City asks that you amend the County's Transportation Priority List to make expediting **MD 197** one of the County's **highest** priorities for construction.

The City's other major priorities for State facilities include:

Letter to County Executive Alsobrooks
re: Transportation Priority List

- Reconstruction of MD 450 (Annapolis Road) between Stonybrook Drive and MD 3 (County Priority #8), with immediate emphasis on the segment between Stonybrook Drive and Race Track Road (known as Bowie Mainstreet);
- Construction of an interchange at the US 301/MD 197 intersection (County Priority #9);
- US 301 capacity and safety improvements between Excalibur Road and Leeland Road (The City recommends adding a Project Planning study for US 301 to the County Priority List).

Design and engineering, as well as right-of-way acquisition, for MD 3, between US 50 and MD 32 (The City recommends adding this project to the County Priority List); Acquiring vacant parcels in a similar manner to the right-of-way acquisitions for US 301 (State Consolidated Transportation Plan Prince George's County Line 21) would be a cost-effective way to assemble right-of-way for lane widening and construction of the future interchange at MD 450/MD 3.

The justification for each project is offered in the attached letter to Secretary Ports.

Again, the City requests your support for including two specific projects needed to address regional traffic circulation in the next County Priority Letter:

New Interchange at US 50/MD 193

During the engineering study of the MD 450 reconstruction project, SHA traffic forecasters agreed that due to projected traffic volumes on MD 450, impacts on MD 197 between US 50 and MD 450 would be significant enough to examine the need for an additional interchange on US 50 at some location between MD 197 and MD 704. A possible interchange project is currently listed as a project planning priority (#7) on Prince George's County's list, and the project's stated purpose is to relieve congestion and improve safety on MD 197 and MD 450. The City Council determined during our review of the 2006 Bowie and Vicinity Master Plan that this interchange should be constructed at MD 193. Furthermore, Prince George's County District Council Resolution CR-018-2022, approving the Bowie, Mitchellville and Vicinity Area Master Plan, calls for the exploration of the feasibility of installing an additional interchange on US 50. The development of the Fairwood project, redevelopment of Freeway Airport and continued growth in the Church Road and Enterprise Road corridors are further justification for an additional interchange on US 50. We request your assistance in moving the new interchange at US 50/MD 193 up the County transportation priority list in your next joint signature letter to the State.

A New Roadway Connecting MD 197 near Bowie State University with MD 3 in Anne Arundel County

- There is a need to conduct a feasibility study to further examine regional traffic congestion in the MD 450 corridor, east of Race Track Road, and the heavy volume of motorists who are projected to use MD 450, Race Track Road and Jericho Park Road in order to travel between Laurel and Crofton. Please note that this need to evaluate the operational and environmental feasibility of this roadway connection is recommended in both the Approved Prince George's County Master Plan of Transportation and the Approved Bowie State/MARC Station Sector Plan. As further justification, Prince George's County District Council resolution CR-018-2022, approving the Bowie, Mitchellville and Vicinity Area Master Plan, specifically states to "add a new strategy of

Letter to County Executive Alsobrooks
re: Transportation Priority List

the Transportation and Mobility Element of the (Prince George's County Master Plan) to explore the feasibility of adding a future roadway between MD 197 and MD 424."

- This facility will greatly enhance access to the planned, mixed-use Transit Oriented Development community charted for the Bowie State MARC Station area. State leadership is key to realizing this future transportation concept, and it would be extremely beneficial if your Priority Letter to Secretary Ports could include a request for this study.

2. County Capital Improvement Program

Church Road - The City's highest priority for County roadways is Church Road. An improvement project has remained in out years of the CIP for many years, but with no real effort to move it forward. Unfortunately, the \$9.7 million upgrade project for Church Road continues to be shown in the "Beyond 6 Years" category of the CIP, and the completion date for the project is "to be determined". The referenced project provides geometric and safety improvements to Church Road between Woodmore Road and MD 214 (Central Avenue). Improvements will include intersection improvements, local realignment of the roadway, and the addition of shoulders and roadside drainage where necessary. The horizontal and vertical alignment of the roadway will be improved. The roadway upgrade is needed to enhance safety and eliminate the S-curve and narrow roadway south of Woodmore Road.

Church Road is a major road serving a large portion of the Prince George's County's estate-home community. Redevelopment of Freeway Airport with over 500 residential homes and construction of a planned 60,000 square foot church by The Redeemed Christian Church of God/Victory Temple at the intersection of Church Road and Mount Oak Road, will place a tremendous burden on the road. Because of the overwhelming need for a safer road that provides adequate traffic carrying capacity, full construction funding for the segment of Church Road between Mount Oak Road and MD 214 should be programmed in the first years of the CIP. The City owns the bulk of the land needed for straightening the dangerous S-curves, south of Tall Oaks Vocational School. The City is willing to donate six acres of land to Prince George's County thus providing the land needed for a roadway realignment at this location.

We urge you to support a feasibility study for the Church Road corridor in the DPW&T budget for FY 2023 and consider placing funding for design of improvements between MD 214 and Mount Oak Road in Year 2 of the FY 2023 CIP and funding for construction in Years 2-3, so that this critical safety project can move forward soon. Doing so will immeasurably benefit all our citizens. The City Council looks forward to your cooperation.

Mitchellville Road – This important roadway serves as a major conduit for both pedestrian and vehicular traffic, from the Bowie Town Center to Pointer Ridge and US 301. It is our understanding that a project to improve Mitchellville Road exists within the Countywide CIP page, but there is currently no funding available for it. The City recommends a cost-effective project consisting of a 2-lane urban section roadway (including on-road bike lanes) which will provide needed refuge for pedestrians, allow for safer bicycle access and improve drainage conditions. We ask for your cooperation by including full funding for these improvements, south of Mount Oak Road, in the Countywide CIP project over the next three years.

Old Stage Road - The City recommends County funded improvements to Old Stage Road, where it intersects with Church Road as soon as possible. The narrow, existing roadway near Church Road is a bottleneck for traffic congestion and restricts the ability of emergency vehicles to serve the communities along Old Stage Road. The developer of Fairwood completed an extension of Fairview Vista Drive, east of Church Road, which now connects with Old Stage Road. A large amount of traffic generated by Fairwood is impacting both Church Road and Old Stage Road. It is our hope that planning and design for

Letter to County Executive Alsobrooks
re: Transportation Priority List

Old Stage Road can be coordinated with future improvements to Church Road, which we hope will be the subject of a DPW&T feasibility study in FY 2023.

Race Track Road - The City Council supports a continuation of funding for pedestrian safety and aesthetic landscaping improvements to Race Track Road. There is avid community support for the project. We will continue to work in partnership with your Department of Public Works & Transportation and their consultant as the project moves forward through the design process. The City appreciates your helping to address the many safety challenges on Race Track Road.

Governors Bridge Replacement - The Bowie City Council is very disappointed with the decision not to replace or repair Governor's Bridge, which crosses the Patuxent River within the City limits. Governor's Bridge Road is an important vehicular route connecting Prince George's County with Anne Arundel County and construction of a replacement bridge is called for in the recently approved Prince George's County District Council Resolution CR-018-2022 approving the Bowie, Mitchellville and Vicinity Area Master Plan. The road provides a second point of access for the 240 single family dwellings in the Longleaf community, 478 multi-family apartment units at Governor's Green, the Prince George's Stadium North Parking Lot, several automobile dealerships and other properties. The City has always understood that the bridge would be repaired or replaced, so that vehicular access could be restored. The City would like to see a bridge improvement that enhances safety and preserves access (especially for emergency vehicles).

Old Town Bowie - The City asks for your commitment to evaluate sidewalk retrofit construction on Old Laurel Bowie Road, Chestnut Avenue and Duckettown Road in Old Town Bowie. Pedestrian improvements were recommended for these roadways as a result of a field review with community members, City and County staff, and elected officials in 2005, and they are long overdue. The City Council has a particular focus in ameliorating pedestrian and safety conditions on MD 564, the main street in Old Town Bowie. The City would like to have this roadway included in the County's Vision Zero efforts.

US 301 Improvements (south of MD 214) – This project consists of the improvement of US 301 by providing a third through lane north and south bound between MD 214 and MD 4 and further widening as needed, at Trade Zone Avenue, MD 214 and MD 725. Associated intersection improvements at Old Central Avenue, Trade Zone Avenue, Leeland Road and Village Drive West will also be undertaken. This project is necessary to provide satisfactory levels of service during peak periods at the intersections along US 301 should State Highway Administration planned improvements be delayed. It provides for increased capacity to accommodate planned development in this area as well as enhanced safety for the traveling public. Construction funding of \$410,000 is programmed in Year 1 of the current CIP. Construction funding allocations of \$6.3M annually appear in each CIP year, from Year 2 through Year 6.

The City Council observed that developers have added a third through lane to some segments of the southbound lanes of US 301, south of MD 214, but that no projects or funding appear to be available to add a third *northbound* lane. It is recommended that the County join the City in requesting that the Prince George's County portion of the CTP include funding for Project Planning. Alternatively, the US 301 South Corridor Transportation Study (Prince George's County CTP, Line 23), also on hold, might present a funding opportunity to plan for construction of a third northbound lane.

3. **Public Transit**

Planned mixed-use development, such as at Bowie Town Center, Melford Village, South Lake and Mill Branch Crossing strengthens the case for better and more frequent transit service

Letter to County Executive Alsobrooks
re: Transportation Priority List

within our City. In addition, some of the more remote portions of the City are sorely underserved by public transit or have no service at all. The establishment of a new Transit Oriented Development at the Bowie State MARC Station will help with this, but it won't address many of our needs.

The City Council was pleased to learn of a new County microtransit service, *PGC Link*, which is now serving the Fort Washington area. Bowie is the next location designated for this service. As envisioned, the transit system will serve the Bowie Town Center, the Park and Ride Lot and immediate neighborhoods bounded by MD 197, US 301, MD 450 and MD 214. We hope to see an expansion of *PGC Link* in Bowie by the end of 2022.

Expansion of the County transit service to the Bowie area will go a long way toward addressing the priority transit needs identified by the City Council, as follows:

1. *Initiate County bus (TheBus) transit service in Old Town Bowie to connect it to other cultural and business attractions, including Bowie State University.*
2. *Evaluate County bus (The Bus) service between the 450 Mainstreet area and the City of Greenbelt.*
3. *Evaluate County bus (The Bus) service between Bowie Town Center and Largo Town Center, including service along Woodmore, Mount Oak and Mitchellville Roads.*
4. *Evaluate County bus (The Bus) service between Fairwood and Upper Marlboro, via Fairwood Parkway, Church Road, Leeland Road and US 301.*
5. *Designate the US 50 corridor as a Priority Transit Corridor on all future County plans.*
6. *Ensure the establishment of a regional transit route from Annapolis to Laurel via the Northview Park-and-Ride lot in the next several years.*
7. *Continue to advocate for efficiency improvements to WMATA bus service.*
8. *Continue to support DPW&T's "PGC Link" microtransit pilot in the Bowie area.*

4. **Trails**

One new project with regional significance is recommended:

Acquisition of the CSX Railroad tracks from Morgantown on the Potomac River all the way to Bowie - There is a once-in-a-lifetime opportunity to establish a regional hiker-biker trail amenity in place of the CSX railroad tracks, since the coal fired power plants at Morgantown on the Potomac River and Chalk Point on the Patuxent River will be shutting down operations soon. The railroad corridors could be repurposed to a Rails-to-Trails concept, enhancing multi-modal travel opportunities within Prince George's and Charles Counties. State and County leadership are essential in this regard, and we implore you to work at the highest levels to ensure that the opportunity for non-vehicular travel is preserved and eventually realized.

The City's continuing trail priorities include:

Letter to County Executive Alsobrooks
re: Transportation Priority List

Bowie Heritage Trail - The County's assistance, through the M-NCPPC CIP, is requested for construction of a pedestrian underpass under MD 197 (outside the City limits) to connect Lemon's Bridge Road near the D.S.S. Goodloe House to the MARC Train Station at Bowie State University. A feasibility study and preliminary engineering plan, funded by the Metropolitan Washington Council of Governments' Transportation-Land Use Connections program, was completed in 2014. Also, this fiscal year, the City will complete a 2,200 linear foot extension of The Bowie Heritage Trail, from Old Town Bowie to Jericho Park/Lemon's Bridge Road. Construction must also continue on a new hiker-biker trail bridge over the Patuxent River and through the State of Maryland property adjacent to Bowie State University.

A-44 Greenway Trail - The City is also interested in a partnership with M-NCPPC to design and build a north-south trail system in the Church Road corridor (mostly outside the City limits), using lands dedicated to public use from the now-obsolete Inter-County Connector (A-44). The City would like to explore the possibility of trail construction on M-NCPPC property between Dolphin Way in Woodmore Estates and Dunwood Crossing Drive in Woodmore Highlands.

Pedestrian Bridge over MD 214 -- A project should be added to the M-NCPPC CIP to construct a new pedestrian bridge over MD 214 (outside the City limits). Last summer, the City completed a feasibility study, working with the Maryland State Highway Administration, that confirmed the potential for a grade-separated pedestrian bridge over MD 214 in the vicinity of Hall Road. A recommended location for a future bridge is on M-NCPPC land situated between Hall Road East and Pennsbury Drive, on the north side of MD 214, and County owned land in the South Lake (Karrington) development, on the south side of MD 214.

The City Council truly appreciates all you do for our community, and we thank you for your support of the City's transportation priorities. The City Council urges you to support and fund the recommendations for County facilities in the budget year ahead.

Sincerely,



Bowie City Council
Timothy J. Adams
Mayor

Attachment - Letter to Transportation Secretary Ports dated August 15, 2022

cc: The Honorable Calvin S. Hawkins, II, County Council Chair
The Honorable Todd M. Turner, County Council Member
The Honorable Jonathan M. Medlock, County Council Member
The Honorable Ronald L. Watson, State Senator
The Honorable Marvin E. Holmes, Delegate
The Honorable Geraldine Valentino-Smith, Delegate
The Honorable Cheryl S. Landis, Delegate
The Honorable Peter A. Shapiro, Chairman, Prince George's County Planning Board
Mr. Randy Clarke, WMATA General Manager/CEO
Mr. Michael Johnson, DPW & T Acting Director
Mr. William "Bill" Tyler, M-NCPPC Parks Director
Ms. Andree Green Checkley, M-NCPPC Planning Director



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: City of Bowie Consolidated Plan FY2024-2028 (HUD FY2023-2027) and FY24 (HUD FY23) Annual Action Plan– Resolution R-48-23

DATE: 08/03/2023

The City of Bowie receives Community Development Block Grant (CDBG) funds from the US Department of Housing and Urban Development (HUD) through an entitlement¹. The City of Bowie's *Consolidated Action Plan for Housing and Community Development (Plan)*, Fiscal Year 2024-2028 will analyze housing, human services, and non-housing community development needs throughout the City, identify and prioritize community needs, and include a strategy to address those needs. The Five-Year Consolidated Plan is required by the U.S. Department of Housing and Urban Development for all Entitlement Communities receiving HUD funding.

The Plan is also the means to meet federal funding requirements for the Community Development Block Grant (CDBG) program. The City of Bowie is a HUD Entitlement Community and as such must develop funding priorities that address at least one of three National Objectives. CDBG projects must benefit low-moderate income persons, eliminate slums and blight, or fulfill an urgent need. This program allows communities to carry out a wide range of community development activities directed toward revitalizing neighborhoods, economic development, and providing improved community facilities and services.

Consistent with the Council-approved Citizen Participation Plan, staff has engaged in several community outreach and information gathering activities over the several months and conducted a “**Community Outreach Survey**” which was mailed to over 10,000 residences in March 2023, made available online, and provided to the business community, homeowner associations, and property management companies.

On May 1, 2023, Council approved Resolution R-26-23 approving staff's recommendation to develop the FY2024-2028 Consolidated Plan and FY 2024 Annual Action Plan and **continue to offer the Single Family, Owner-Occupied, Residential Housing Rehab Program (with HUD income qualification requirements) that prioritizes senior citizens, disabled residents, and others for the next five years. The City should also continue the Workforce Training and Job Placement Program (funds permitting) for eligible persons in the age range of 15 – 25. The City should also evaluate other needs for years three through five, depending upon local circumstances. If needs are identified which satisfy HUD's eligible activities**

requirement, low/mod income requirements, and national objectives, steps should be taken to incorporate them into the Consolidated Plan. This will require an amendment to the Annual Action Plan for the year(s) in question.

On July 1, 2023, the Council approved staff's recommendation to reject the PGC Cooperative Agreement and its HUD CDBG program requirements and procedures for participating municipalities. Under these guidelines, PGC DHCD has no obligation to provide any requesting entity, including participating municipalities, funding for eligible projects. The program funding decisions will be based on County priorities and designated targeted communities and projects. Council also agreed with staff's recommendation to continue the city's Entitlement Community status with HUD and send the appropriate communications to HUD and Prince George's County.

Staff and its consultant have engaged the public and multiple city, county, and regional partners in a collaborative community engagement process in the development of the Consolidated Plan and Annual Action Plan. The Draft FY2024-2028 (HUD FY2023-2027) Consolidated Plan was made available for public review and comments per HUD's guidelines.

Persons who needed more information or who wished to submit written comments were directed to the Office of Grant Development & Administration at City Hall, 15901 Fred Robinson Way, Bowie, Maryland, 20716, or by email at bowieplan2428@cityofbowie.org.

DISCUSSION: Staff has completed the production of the "Draft FY 2024-2028 (HUD FY2023-2027) Consolidated Plan and FY2024 (HUD FY2023) Annual Action Plan as required by the U.S. Department of Housing and Urban Development. The reports are attached.

RECOMMENDATIONS: We recommend that Council adopts Resolution R-48-23 and authorize the staff to send the Draft Consolidated Plan FY 2024-2028 and Annual Action Plan FY24 to HUD for review and approval.

ATTACHMENTS:

1. 20230814 - Resolution R-48-23
2. 20230814 - Bowie Con Plan FINAL July 28 23
3. 20230814 - Draft 2024 Bowie AAP

**RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
APPROVING THE DRAFT FY2024-2028 (HUD FY2023-2027) CONSOLIDATED
PLAN AND FY2024 (HUD FY2023) ANNUAL ACTION PLAN FOR THE
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM**

WHEREAS, the City of Bowie (City), Maryland is an Entitlement Community concerning the Community Development Block Grant (CDBG) Program; and

WHEREAS, the City Council approved Resolution R-41-03 on May 5, 2003 authorizing the City to become an Entitlement Community; and

WHEREAS, as an Entitlement Community the City must implement a Citizen Participation Plan to encourage public participation in the development and implementation of the Consolidated Plan for the Community Development Block Grant Program for the period July 1, 2023 – June 30, 2027; and

WHEREAS, the City has approved a Citizen Participation Plan that addresses the areas of public participation, public access, public hearing, public comments, criteria for amendments to the Consolidated Plan, public notice, and adoption of the Citizen Participation Plan (R-1-23), and

WHEREAS, the City staff has conducted Community Outreach Meetings, Citizen Participation Surveys, and other community outreach activities consistent with the approved Citizen Participation Plan (R-1-23), and

WHEREAS, on May 1, 2023, Council approved Resolution R-26-23 approving staff's recommendation to develop the FY2024-2028 Consolidated Plan and FY 2024 Annual Action Plan and **continue to offer the Single Family, Owner-Occupied, Residential Housing Rehab Program (with HUD income qualification requirements) that prioritizes senior citizens, disabled residents, and others for the next five years, and**

WHEREAS, on July 1, 2023, the Council approved staff's recommendation to reject the PGC Cooperative Agreement and its HUD CDBG program requirements and procedures for participating municipalities. Under these guidelines, PGC DHCD has no obligation to provide any requesting entity, including participating municipalities, funding for eligible projects. The program funding decisions will be based on County priorities and designated targeted communities and projects. Council also agreed with staff's recommendation to continue the city's Entitlement Community status with HUD and send the appropriate communications to HUD and Prince George's County.

WHEREAS, the City staff has posted "Draft FY 2024-2028 (HUD FY2023-2027) Consolidated Plan and FY2024 (HUD FY2023) Annual Action Plan consistent with HUD rules and regulations.

NOW THEREFORE, BE IT RESOLVED that the Council of the City of Bowie,

Maryland does hereby adopt “Draft FY 2024-2028 (HUD FY2023-2027) Consolidated Plan and FY2024 (HUD FY2023) Annual Action Plan reports attached as Attachment 1 to this document.

BE IT FURTHER RESOLVED that the City Manager is authorized to “Draft FY 2024-2028 (HUD FY2023-2027) Consolidated Plan and FY2024 (HUD FY2023) Annual Action Plan to HUD for review and approval.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a Regular Meeting on August 14, 2023.

Timothy J. Adams, Mayor

ATTEST

Awilda Hernandez, City Clerk

Demo



DRAFT

Five Year Consolidated Plan for
HOUSING AND COMMUNITY DEVELOPMENT
FY2024 -2029 (HUD FY2023 - 2028)

And

HUD FY 2023 Annual Action Plan



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Executive Summary

ES-05 Executive Summary - 24 CFR 91.200(c), 91.220(b)

1. Introduction

The City of Bowie receives Community Development Block Grant (CDBG) funds from the US Department of Housing and Urban Development. The City of Bowie's Consolidated Action Plan for Housing and Community Development, HUD Fiscal Year 2023--2028 consists of an analysis of housing, human services, and non-housing community development needs throughout the City, identify and prioritize community needs, and includes a strategy to address those needs. The Five-Year Consolidated Plan is required by the U.S. Department of Housing and Urban Development for all Entitlement Communities receiving HUD funding. The Plan is also the means to meet federal funding requirements for the Community Development Block Grant (CDBG) program. The City of Bowie is a HUD Entitlement Community and as such must develop funding priorities that address at least one of three National Objectives. CDBG projects must benefit low-moderate income persons, eliminate slums and blight, or fulfill an urgent need. This program allows communities to carry out a wide range of community development activities directed toward revitalizing neighborhoods, economic development, and providing improved community facilities and services.

2. Summary of the objectives and outcomes identified in the Plan Needs Assessment Overview

Based upon data and analysis and comments from community outreach meetings, a comprehensive community survey, and public hearings, the City has decided to its Residential, Owner-Occupied, Single Family Housing Rehab Program that prioritizes senior citizens, people with disabilities, veterans, public safety & law enforcement, and teachers and its Workforce Training Program for at-risk youth and young adults ages 18-30. The City will follow the timeline below in its implementation.

Year 1 (FY 2023)

Continue the Rehab and Workforce Training Programs

Year 2 (FY 2024)

Continue the Rehab and Workforce Training Programs

Year 3 (FY 2025)

Staff prepares recommendations for City management and Council on additional needs and program implementation strategies, if needed. If not, continue programs from FY2020.

Year 4 (FY 2026) Continue Year 3 programs, unless additional needs arise where eligible activities can assist eligible participants.

Year 5 (FY 2027) Continue Year 4 programs, unless additional needs arise where eligible activities can assist eligible participants.

The City of Bowie intends to implement activities outlined in this Consolidated Plan between July 1, 2023 and June 30, 2028. The table in AP-35 of the Annual Plan summarizes the proposed activities for addressing Consolidated Plan priorities.

3. Evaluation of past performance

Each year, the City reports its progress in meeting the five-year and annual goals in the Consolidated Annual Performance and Evaluation Report (CAPER). This report is required to be submitted to HUD within 90 days after the program year ends. Previous years' CAPERs are available on the City's website:

<https://www.cityofbowie.org/1164/CAPER>

The City has consistently satisfied program mandates and has successfully targeted funds to benefit low- and moderate-income persons and neighborhoods.

While the accomplishments reported in the CAPER are used to measure the success of meeting the goals for a program year, the evaluation of past performance is a continual process. For example, the quantity and quality of responses to funding opportunities indicate the demand for a particular activity, the capacity needs of an organization, and whether the expectations of the City and program requirements were communicated clearly. Results of audit/monitoring activities are used as management tools to strengthen the City and funding partners. Regular participation of the City staff in local forums, community meetings, and neighborhood events provide partners and citizens the opportunity to communicate needs, concerns, and ideas.

4. Summary of citizen participation process and consultation process

As part of the consolidated planning process, the lead agency, The City Manager's Office, must consult with a wide variety of organizations to gain understanding of housing and community development needs. Through the two (2) City Council Hearings, three (3) Public Hearings and stakeholder consultations, a wide variety of organizations were consulted with to better understand the housing and community development needs in the city. Invitations for consultations were sent to identified key stakeholders. Additional input on the development of the plan was gathered from a city-wide survey that generated 1,133 responses. The city randomly distributed 10,000 total printed surveys to 50% of the city's residents. Comments on the draft Consolidated Plan were obtained at 3 public hearings and the 30-day public

comment period. The final Consolidated Plan reflects comments obtained through these efforts, along with analyses of local, state, and national data and local plans and reports.

5. Summary of public comments

N/A: No public comments were received.

6. Summary of comments or views not accepted and the reasons for not accepting them

N/A

7. Summary

The Process

PR-05 Lead & Responsible Agencies 24 CFR 91.200(b)

1. Describe agency/entity responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source

The following are the agencies/entities responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source.

Agency Role	Name	Department/Agency
Lead Agency	BOWIE	
CDBG Administrator	BOWIE	City Manager's Office
HOPWA Administrator		
HOME Administrator		
HOPWA-C Administrator		

Table 1 – Responsible Agencies

Narrative

Consolidated Plan Public Contact Information

City of Bowie, MD
Office of Grant Development & Administration
Attn: Kay Starr
Bowie City Hall
15901 Fred Robinson Way
Bowie, MD 20716

Email: ConPlan2428@cityofbowie.org

Jesse Buggs, Director
Kay Starr, Grant Writer and Consolidated Plan Coordinator
George Jones, Grants Manager

PR-10 Consultation – 91.100, 91.110, 91.200(b), 91.300(b), 91.215(I) and 91.315(I)

1. Introduction

Provide a concise summary of the jurisdiction’s activities to enhance coordination between public and assisted housing providers and private and governmental health, mental health and service agencies (91.215(I)).

As part of the consolidated planning process, the lead agency, The City Manager’s Office, must consult with a wide variety of organizations to gain understanding of housing and community development needs. Through the two (2) City Council Hearings, three (3) Public Hearings and 10 stakeholder consultations, a wide variety of organizations were consulted with to better understand the housing and community development needs in the city. Invitations for consultations were sent to identified key stakeholders. Additional input on the development of the plan was gathered from a city-wide survey that generated 1,133 responses. The city randomly distributed 10,000 total printed surveys to 50% of the city’s residents. Comments on the draft Consolidated Plan were obtained at 3 public hearings and the 30-day public comment period. The final Consolidated Plan reflects comments obtained through these efforts, along with analyses of local, state, and national data and local plans and reports.

Describe coordination with the Continuum of Care and efforts to address the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans, and unaccompanied youth) and persons at risk of homelessness

On an ongoing basis, the city works with the Prince George’s County Continuum of Care (CoC) whenever homeless issues arise and has established protocols in place for referring homeless persons in Bowie to the Continuum for shelter.

The Continuum of Care has developed a system to address homelessness and the priority needs of homeless individuals and families, including homeless subpopulations. The CoC addresses the housing and supportive services needs in each stage of the process to help homeless persons make the transition to permanent housing and independent living. These services are documented annually during the Continuum of Care’s point-in-time survey, and individual needs are evaluated each time a person enters the County system. This ensures individuals are receiving the appropriate type of care and are being pointed toward permanent, supportive housing and associated mainstream benefits.

The City of Bowie will continue to support the Continuum of Care strategy to meet the needs of homeless persons and those at risk of becoming homeless. In addition, the City regularly surveys areas where homeless persons may be living and engages in street outreach with people in need of aid in Bowie’s commercial areas. The City is joined by members of the County’s homeless crisis call center and staff from United Communities Against Poverty (UCAP) on outreach as needed.

Below is information on special populations served through the COC.

Special Populations: Permanent Housing for these populations presents a unique set of barriers that further complicate services to persons who are homeless & require additional strategies that are customized to remove these challenges & facilitate transition to permanency.

Unaccompanied youth & young adults: County has identified unaccompanied young people ages 13-24 as deserving of separate attention & development of a single integrated system of care. The County has developed the Homeless Youth Work Group sub-committee to lead efforts for servicing this population. Activities have included the development of a Strategic Plan, conducting 3 annual housing instability counts, creating 14 beds of emergency shelter, creating 65 beds of transitional housing, participated on a statewide task force to study housing & supportive services for unaccompanied homeless youth & made recommendations for action by the MD General Assembly & State executive agencies & helped pass related legislation to service this population.

Chronically homeless, mentally ill, substance abusing, dually diagnosed &/or disabled individuals: Studies show that tho chronically homeless people represent a small share of the homeless population, their effect on the homeless system & the community is considerable. Emergency shelters are not designed to address the extensive needs of people with serious mental illness or other disabilities. The County's strategic efforts to provide permanent housing for this subpopulation include: development of a registry of all homeless individuals who are chronic &/or experiencing a behavioral health crisis that prevents them from maintaining housing stability without intense intervention & support; Countywide implementation of the vulnerability index & multidisciplinary review panel to determine placement prioritization; & expanded housing options including Housing First PSH, Safe Haven & a drop-in center.

Veterans: The County has the largest number of vets in MD, yet few access the homeless services system County has established collaborative relationships with the VA, community colleges, workforce orgs, housing developers & service providers to take advantage of upcoming housing & related services for vets.

Re-Entry: Approx 4,000 inmates are released from the Dept of Corrections yearly. Without a structured reentry plan, it generates additional demands on communities & service systems. County's plan for a collaboration of criminal justice agencies, community organizations & service providers to promote successful re-integration of returnees confronting homelessness.

Domestic Violence Survivors: There is a significant lack of emergency shelter beds for domestic violence survivors, in general, & a complete lack of specialized shelter for survivors. County's Plan includes strategies designed to address challenges of domestic violence survivors & ensure all persons, as needed, have a safe, secure place to reside.

Describe consultation with the Continuum(s) of Care that serves the jurisdiction's area in determining how to allocate ESG funds, develop performance standards and evaluate outcomes, and develop funding, policies and procedures for the administration of HMIS

N/A, Bowie does not receive ESG funds.

2. Describe Agencies, groups, organizations and others who participated in the process and describe the jurisdictions consultations with housing, social service agencies and other entities

1	Agency/Group/Organization	Agency/Group/Organization Type	What section of the Plan was addressed by Consultation?	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?
2	Bowie Youth and Family Services (BY&FS)	Other government-local Services-children; health; education; employment Child Welfare Agency	Housing Needs Assessment Homeless Needs – families with children; unaccompanied youth Non-housing community development strategy	Agency participated in a stakeholder meeting.
3	City of Bowie Economic Development	Other government-local Services-employment Business leaders	Housing Needs Assessment Public Housing Needs Homelessness Strategy Market Analysis Anti-poverty strategy	Agency was invited to participate in a stakeholder meeting.
4	City of Bowie Office of Grant Development and Administration (OGDA)	Other government-local Housing Services-homeless; employment; fair housing	Housing Needs Assessment Public Housing Needs Homeless needs –	Agency was invited to participate in a stakeholder meeting.

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			chronically homeless Homelessness strategy Market Analysis Non-housing community development strategy Anti-poverty strategy	
5	City of Bowie Emergency Management	Other government-local Housing	Housing Needs Assessment Market Analysis	Agency participated in a stakeholder meeting.
6	City of Bowie Department of Community Services	Other government-local Services – children; elderly persons;	Non-homeless special needs Market Analysis Non-housing community development strategy	Agency participated in a stakeholder meeting.
7	Bowie Chamber of Commerce	Services- education Services-employment Regional Organization Business Leaders	Market Analysis Non-housing community development strategy	Agency was invited to participate in a stakeholder meeting.
8	Prince George's County DSS COC (Homelessness)	Continuum of Care Housing Services-persons with disabilities; victims of domestic violence; homeless; children; health	Housing Needs Assessment Public Housing Needs Homeless needs – chronically homeless; families with children; veterans; unaccompanied youth Homelessness strategy	Agency participated in a stakeholder meeting.

Demo

			HOPWA strategy Market analysis Anti-poverty strategy	
9	Prince George's County DHCD (Affordable Housing)	Housing Services – homeless; fair housing	Housing needs assessment Public Housing Needs Homeless needs – chronically homeless Homelessness strategy Market Analysis Lead based paint strategy	Agency was invited to participate in a stakeholder meeting.
10	Prince George's County EDC (Economic Development Corporation)	Services-employment Business leaders	Housing Needs Assessment Public Housing Needs Homelessness Strategy Market Analysis Anti-poverty strategy	Agency participated in a stakeholder meeting.
11	United Communities Against Poverty (UCAP)	Housing Services – children; elderly persons; persons with disabilities; victims of domestic violence; homeless; health; education; employment; fair housing	Housing Needs Assessment Public Housing Needs Homeless needs – chronically homeless; families with children; veterans; unaccompanied youth Homelessness strategy	Agency was invited to participate in a stakeholder meeting.

Demo

			Non-homeless special needs Market Analysis Anti-poverty strategy	
12	Employ Prince George's	Services – employment; education	Non-homeless special needs Market Analysis Non-housing community development strategy Anti-poverty strategy	Agency participated in a stakeholder meeting.
13	The Arc, Prince George's County	Services – elderly persons; persons with disabilities; health; education; employment; fair housing	Housing needs assessment Non-homeless special needs Market analysis Non-housing community development strategy	Agency participated in a stakeholder meeting.
14	Ochoa Urban Collaborative	Housing Services – homeless; health; education; fair housing	Housing Needs Assessment Homeless needs Homelessness Strategy Non-homeless special needs Market analysis Anti-poverty strategy	Agency participated in a stakeholder meeting.
15	Prince George's County Housing Authority	Public Housing Authority	Housing Needs assessment Public Housing needs Market Strategy	Agency participated in a stakeholder meeting.

Table 2 – Agencies, groups, organizations who participated

Identify any Agency Types not consulted and provide rationale for not consulting

The City Manager's office attempted to engage as many stakeholders as possible for input into the plan through stakeholder consultations or community meetings/public input meetings.

Other local/regional/state/federal planning efforts considered when preparing the Plan

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
State of the City, 2023	City of Bowie	Reflects the initiatives stated in the report
<i>South Bowie</i> --- The Future Development of a Sustainable Community Based on the <i>Maryland Sustainable Communities Act of 2020</i>	City of Bowie	Provide context for the needs in South Bowie
2020 Analysis of Impediments to Fair Housing Choice	Prince George's County & City of Bowie	Provides support to low-income earners in maintaining housing and increasing economic sustainability
2020 Maryland Housing Needs Assessment and 10-Year Strategic Plan	Maryland Department of Housing and Community Development and local partners	Addresses issue of cost burden and allowing residents to retain housing and increase income earning potential
Prince George's County Consolidated Plan (FY 2020-2024)	Prince George's County Department of Housing & Community Development	Supplements the wider efforts of the County
Prince George's County Hazard Mitigation Plan 2010 with 2017 update	Prince George's County Department of the Environment	Informs hazard mitigation assessment

Table 3 – Other local / regional / federal planning efforts

Describe cooperation and coordination with other public entities, including the State and any adjacent units of general local government, in the implementation of the Consolidated Plan (91.215(l))

Narrative (optional):

PR-15 Citizen Participation – 91.105, 91.115, 91.200(c) and 91.300(c)

1. Summary of citizen participation process/Efforts made to broaden citizen participation Summarize citizen participation process and how it impacted goal-setting

The City utilized a variety of citizen participation tools throughout the process to allow input on the planning process. This included a survey, stakeholder interviews, community meetings, and public input sessions. The comments received from these various forums were integrated into the development of the Plan in selecting priority needs and establishing goals. The community needs survey generated 1,133 responses. The City randomly distributed 10,000 total printed surveys to 50% of the city's residents.

Citizen Participation Outreach

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of comments received	Summary of comments not accepted and reasons	URL (If applicable)
1	Internet Outreach	Non targeted/broad community	The City of Bowie 2023 Consolidated Plan Resident Survey asked respondents various questions about the housing and community and economic development needs throughout the city. A total of 1,133 responses were received.	Outcomes of the survey results are presented throughout this document.	All comments were accepted.	
2	Public Meetings	Non targeted/broad community	Two public City Council Hearings were held on: -February 6, 2023. -May 1, 2023.		All comments were accepted.	

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			3 other public meetings were held on: -March 29, 2023 -April 12, 2023 -April 26, 2023 These three focus groups covered affordable housing, facilities and infrastructure, community services, and general resident perspectives.			
3	Public Comment Period	Non targeted/broad community	A public comment period on the draft Consolidated Plan was held from May 22 – June 20, 2023			
4	Interviews	Targeted stakeholders were interviewed to collect expertise on housing and community development topics.	Targeted stakeholders were interviewed to collect expertise on housing and community development topics.		All comments were accepted.	
5	Online Advertisements	Non-targeted/broad community	The community survey was posted via online ads on: The Bowie Brief, Bowie		N/A	

Consolidated Plan

BOWIE

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			Spotlight, and the City of Bowie's website			
6	Television Advertisements	Non-targeted/broad community	The community survey was advertised on Bowie Cable TV.		N/A	
7	Social Media	Non-targeted/broad community	Posted on the City's Facebook and Twitter.		N/A	
8	Print Materials	Non-targeted/broad community	Information was posted in St. George's Post. The City also had information posted at the Bowie Public Libraries, Senior Center, Recreation Centers, and City Hall. Letters and flyers were distributed to the HOA's mailing list and City's mailing list.			

Table 4 – Citizen Participation Outreach

Survey Results:

Results from the City of Bowie 2023 Consolidated Plan Resident Survey showed that the top five community development improvement priorities were: level of crime, transit and travel improvements (specifically road and pavement, public transportation, and traffic levels), youth services, parks and open spaces, and decent affordable housing. The top three priority housing needs are: major home improvements, affordable ownership, and energy conservation. In terms of economic development, almost half of the respondents reported that the City of Bowie does not have enough job opportunities. Those that work outside of the city do so due to: low wages and lack of jobs. There was high interest in workforce development services and business start-up support. The top three economic hardship events that impacted residents over

Demo

the past year were: major home repairs, job or wage losses, and legal aid. Over 80% of respondents felt there is a need to invest in economic or retail improvements. 60% of respondents feel that parks and recreation facilities need improvements, followed by 43% of people who said community centers need improvements. Road improvements had the highest reported infrastructure need (63%), followed by sidewalk improvements (43%). Only about 8% of respondents reported using public transportation services to get to and from employment – the concern about traffic levels is correlated to many individuals driving to work and local roads not being able to handle that capacity.

Needs Assessment

NA-05 Overview

Needs Assessment Overview

The Needs Assessment of the Consolidated Plan, combined with input gathered through the consultation/citizen participation process, provides a picture of affordable housing, special needs housing, community development, and homelessness needs in Bowie. Information contained in the Needs Assessment along with the Market Analysis drive the identification of the Consolidated Plan's priority needs, which serve as the basis for the Strategic Plan and proposed projects to be funded in the Action Plan.

The Needs Assessment includes the following sections:

- **Housing Needs Assessment:** data on population, income level, number and type of households, and housing problems. For the purpose of this section, housing problems are defined as:
 - Lack of complete kitchen facilities.
 - Lack of complete plumbing facilities.
 - Cost burden: the allocation of more than 30% of gross household income toward housing costs. For renters, housing costs include rent paid by the tenant plus utilities; for owners, housing costs include mortgage payment, taxes, insurance, and utilities. This section includes data on severe cost burden, as well, which is paying more than 50% of gross household income on housing costs.
 - Overcrowding: more than one person per room, not including bathrooms, porches, foyers, halls, or half-room.

HUD default data for this section are from the 2000 Census (Base Year); 2013-2017 American Community Survey (ACS); and the 2013-2017 CHAS (Comprehensive Housing Affordability Strategy). Where available, data is updated or supplemented with 2017-2020 ACS data and 2016-2019 CHAS data. All data encompasses The City of Bowie, with references to the broader area of Prince George's County where applicable.

- **Disproportionately Greater Need:** when the members of a racial or ethnic group at a given income level experiences housing problems (as defined above) at a greater rate (10% or more) than the income level for the County as a whole. HUD default data for this section is from the 2013-2017 CHAS (Comprehensive Housing Affordability Strategy). Where available, data is updated or supplemented with 2017-2020 ACS data and 2016-2019 CHAS data.

- **Public Housing:** information on the number and type of public housing units and the characteristics of residents is presented. For the purpose of this section, “public housing” includes traditional public housing units subsidized by annual contribution contracts (ACC) and former public housing units that have been converted to “affordable housing” under the Rental Assistance Demonstration (RAD) program. Data on voucher programs is provided, as well.

Needs Assessment Overview (continued)

- **Homeless Needs Assessment:** the nature and extent of homelessness in Bowie using data from the Homeless Management Information System (HMIS) and the 2020 Point-In-Time Count (PITC). This data is supplemented with information provided by the Metropolitan Homelessness Commission as noted.
- **Non-Homeless Special Needs Assessment:** housing needs for persons who are not homeless but require supportive services are presented. These populations include the elderly, frail elderly, persons with disabilities, and persons with alcohol or other drug addictions. HUD default data is not provided; data used to assess these needs is appropriately cited. Because Bowie sits within the District of Columbia’s HOPWA program, this section includes data on the size and characteristics of the population with HIV/AIDS and their families within the District of Columbia. HOPWA data is based on CDC HIV Surveillance Data and the HOPWA CAPER and HOPWA Beneficiary Verification Worksheet.
- **Non-Housing Community Development Needs:** non-housing community development needs (i.e., public facilities, public improvements, and public services) is based on input from consultations/community input and local plans and reports as HUD default data is not provided.

Maps Used in the Needs Assessment

To provide the most current representation of needs in Bowie, where available, GIS Maps are used to support the data tables. All maps are based on 2017-2021 ACS data.

NA-10 Housing Needs Assessment - 24 CFR 91.205 (a,b,c)

Summary of Housing Needs

The population of the City of Bowie had grown to 58,290 by 2017 – a 9% increase from 2009. According to table III.1, the population of residents aged 55-64 had the highest rate of growth out of all the age ranges with a 4.8% increase. The total populations of those in age groups 25-34 and 65-74 both had slight increases (0.5% and 1.1% respectively) with the remaining age groups all seeing a decline in both total number and total percentage of the population. As the older population age groups continue to grow, there will be a need for additional affordable housing options for seniors. The age groups that saw the biggest decline in population between 2017 and 2021 were those aged 35-44 and 5-14. This suggests that there is a lack of affordable housing options for families in the city and many are being forced to move elsewhere.

Between 2011-2021, the City of Bowie’s racial compositions had the biggest shift in residents who identified as Black or African American. As shown in table II.2, Black residents comprised 57.9% of the total population by 2021, which was a 9.1% increase from 2011. Comparatively, the population of White residents decreased by 11.8% of the total population by 2021. All other racial groups saw less than a 1% change in population percentages except for those that identified as two or more races, which saw an increase of 2.1%. The Hispanic population grew by almost 1%, but still only accounted for 7.2% of the population by 2021.

The total number of households saw a 6% increase between 2009 and 2017 – there were 20,500 households by 2017. Households with incomes at or below 80% AMI comprise of around 22% of the total household number – there were 1,465 households between 0-30% AMI (7.2%), 1,840 households between >30-50% AMI (9%), and 1,195 households between >50-80% AMI (5.8%). The median income in Bowie increased by 9% between 2009 and 2017 – the median income in 2017 was \$108,637. 2021 5-year ACS data estimates that only 3.3% of the population is living below the poverty level, although housing cost burden is the biggest housing problem. The comparatively low number of low-moderate households may suggest that there are not enough affordable housing options to allow LMI individuals to live in Bowie.

Demographics	Base Year: 2009	Most Recent Year: 2017	% Change
Population	53,572	58,290	9%
Households	19,422	20,500	6%
Median Income	\$99,883.00	\$108,637.00	9%

Table 5 - Housing Needs Assessment Demographics

Data Source: 2000 Census (Base Year), 2013-2017 ACS (Most Recent Year)

Table II.1
Population Change by Age
City of Bowie, MD
2011-2021 ACS Data

	2017 ACS 1-year estimates		2021 ACS 5-Year Estimates		Change in Percentage
Age	Population	% of Total	Population	% of Total	2011-2021
Under 5	3,210	5.5%	2,935	5.1%	-0.4%
5-14	6,798	11.6%	6,741	10.1%	-1.5%
15-24	7,566	13.0%	6,722	11.6%	-1.0%
25-34	6,594	11.3%	6,851	11.8%	0.5%
35-44	7,871	13.5%	7,351	12.6%	-1.4%
45-54	10,559	18.1%	8,785	15.1%	-3.0%
55-64	7,475	12.8%	10,294	17.8%	4.8%
65-74	4,642	7.9%	5,245	9.0%	1.1%
75-84	2,489	4.2%	2,189	3.8%	-0.4%
85 or older	1,086	1.9%	1,000	1.7%	-0.2%

Demo

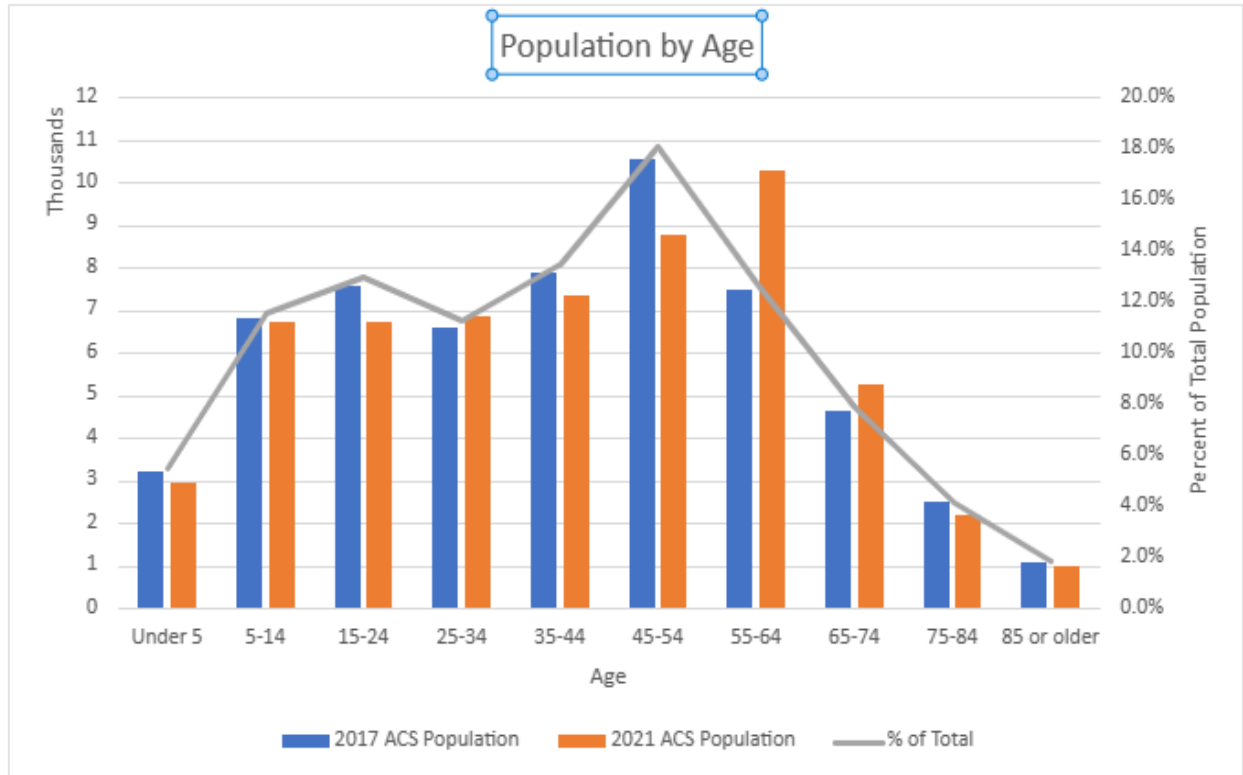


Table II.2
Population by Race and Ethnicity
City of Bowie, MD

	2011 ACS 1-year estimates		2021 ACS 1-year estimates		Change in Percentage
Race	Population	% of Total	Population	% of Total	2011-2021
White	22,586	41.4%	17,197	29.6%	-11.8%
Black or African American	26,588	48.8%	33,637	57.9%	9.1%
American Indian and Alaska Native	162	0.3%	132	0.2%	-0.1%
Asian	2,139	3.9%	2,089	3.6%	-0.3%

Demo

Native Hawaiian and Other Pacific Islander	5	0.0%	0	0.0%	0.0%
Other	1,094	2.6%	1,753	3.0%	0.4%
Two or More Races	1,949	3.6%	3,305	5.7%	2.1%
Total	54,523	100.0%	58,113	100.0%	
Non-Hispanic	51,091	93.7%	53,955	92.8%	-0.9
Hispanic	3,432	6.3%	4,158	7.2%	0.9

Number of Households Table

	0-30% HAMFI	>30-50% HAMFI	>50-80% HAMFI	>80-100% HAMFI	>100% HAMFI
Total Households	1,465	1,840	1,195	1,470	14,525
Small Family Households	260	400	445	615	7,720
Large Family Households	75	250	205	115	1,595
Household contains at least one person 62-74 years of age	350	575	260	345	2,935
Household contains at least one person age 75 or older	373	560	225	225	1,040
Households with one or more children 6 years old or younger	77	260	189	213	1,404

Table 6 - Total Households Table

Data 2013-2017 CHAS
Source:

Housing Needs Summary Tables

1. Housing Problems (Households with one of the listed needs)

	Renter					Owner				
	0-30% AMI	>30- 50% AMI	>50- 80% AMI	>80- 100% AMI	Total	0- 30% AMI	>30- 50% AMI	>50- 80% AMI	>80- 100% AMI	Total
NUMBER OF HOUSEHOLDS										
Substandard Housing - Lacking complete plumbing or kitchen facilities	15	10	25	10	60	4	0	0	10	14
Severely Overcrowded - With >1.51 people per room (and complete kitchen and plumbing)	0	0	0	0	0	0	0	0	0	0
Overcrowded - With 1.01-1.5 people per room (and none of the above problems)	0	4	15	0	19	4	20	8	25	57
Housing cost burden greater than 50% of income (and none of the above problems)	395	220	70	4	689	750	470	135	150	1,505
Housing cost burden greater than 30% of	0	125	145	239	509	135	425	340	470	1,370

Demo

income (and none of the above problems)										
Zero/negative Income (and none of the above problems)	10	0	0	0	10	90	0	0	0	90

Table 7 – Housing Problems Table

Data 2013-2017 CHAS

Source:

2. Housing Problems 2 (Households with one or more Severe Housing Problems: Lacks kitchen or complete plumbing, severe overcrowding, severe cost burden)

	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
NUMBER OF HOUSEHOLDS										
Having 1 or more of four housing problems	410	235	110	20	775	765	485	145	185	1,580
Having none of four housing problems	25	145	210	395	775	175	970	730	870	2,745
Household has negative income, but none of the other housing problems	10	0	0	0	10	90	0	0	0	90

Table 8 – Housing Problems 2

Data 2013-2017 CHAS

Source:

3. Cost Burden > 30%

	Renter				Owner			
	0-30% AMI	>30- 50% AMI	>50- 80% AMI	Total	0-30% AMI	>30- 50% AMI	>50- 80% AMI	Total
NUMBER OF HOUSEHOLDS								
Small Related	30	50	55	135	199	245	245	689
Large Related	25	60	59	144	50	144	105	299
Elderly	219	123	94	436	355	434	89	878
Other	125	125	10	260	290	75	33	398
Total need by income	399	358	218	975	894	898	472	2,264

Table 9 – Cost Burden > 30%

Data 2013-2017 CHAS

Source:

4. Cost Burden > 50%

	Renter				Owner			
	0-30% AMI	>30- 50% AMI	>50- 80% AMI	Total	0-30% AMI	>30- 50% AMI	>50- 80% AMI	Total
NUMBER OF HOUSEHOLDS								
Small Related	30	50	10	90	185	120	40	345
Large Related	25	40	10	75	50	54	50	154
Elderly	219	63	59	341	270	224	14	508
Other	125	80	0	205	260	65	29	354
Total need by income	399	233	79	711	765	463	133	1,361

Table 10 – Cost Burden > 50%

Data 2013-2017 CHAS

Source:

5. Crowding (More than one person per room)

	Renter					Owner				
	0-30%	>30-50%	>50-80%	>80-100%	Total	0-30%	>30-50%	>50-80%	>80-100%	Total

	AMI	AMI	AMI	AMI		AMI	AMI	AMI	AMI	
NUMBER OF HOUSEHOLDS										
Single family households	0	4	15	0	19	0	10	8	25	43
Multiple, unrelated family households	0	0	0	0	0	4	4	0	0	8
Other, non-family households	0	0	0	0	0	0	0	0	0	0
Total need by income	0	4	15	0	19	4	14	8	25	51

Table 11 – Crowding Information – 1/2

Data 2013-2017 CHAS

Source:

	Renter				Owner			
	0-30% AMI	>30-50% AMI	>50-80% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	Total
Households with Children Present								

Table 12 – Crowding Information – 2/2

Describe the number and type of single person households in need of housing assistance.

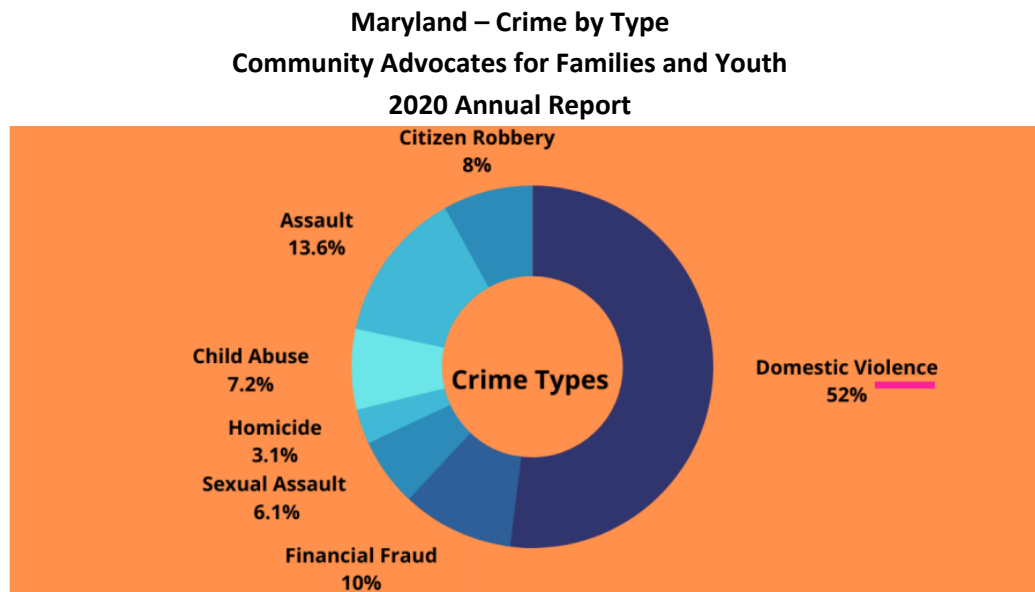
According to 2021 ACS 5-Year Estimates, of the 20,846 total households in Bowie, 4,786 (23%) are single-person households. Of this number, over half (52.4%) are residents aged 35-64 years, 39.4% are aged 65 or older, and 8.2% are aged 15-34. Over forty percent of the total cost-burdened households in the 0-30% AMI were elderly and 41% of cost-burdened households in the <30-50% category were elderly showing that the single person households over 65 years old are likely to be lower income and in need of housing assistance.

Estimate the number and type of families in need of housing assistance who are disabled or victims of domestic violence, dating violence, sexual assault and stalking.Persons with Disabilities

2021 ACS data shows that 42.6% of the city’s population aged 75 or older are living with a disability. Independent living difficulties (because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor’s office or shopping) is the highest disability type for that age range. There is a need for more housing assistance for those living with disabilities, especially the elderly population.

Victims of Domestic Violence, Dating Violence, Sexual Assault, and Stalking

There is currently 1 domestic violence and abuse shelter in Bowie. DomesticShelters.org estimates that out of 5,976,407 total Maryland residents, there are 6,651 individuals utilizing domestic violence shelters and programs –4,865 are women (73.2%). Community Advocates for Families and Youth’s 2020 Annual Report reported assisting 5,034 victims of crime – 52% of these cases were domestic violence. The Maryland Coalition Against Sexual Assault¹ reported that there were 1,891 reported rapes in Maryland in 2020, which was a 4.4% decrease from 2019 – Prince George’s County was not one of the counties with higher rape reports.



The 2020 Annual Report by University of Maryland SAFE Center for Human Trafficking Survivors reports that Maryland had more than 265 human trafficking survivors over a five-year period. 54% of these survivors experienced sex trafficking and 30% experienced labor trafficking. Black or African American and Latinx residents were disproportionately impacted by trafficking – 39% of survivors were Black or African American and 38% of survivors were Latinx. Comparatively, only 10% of survivors were White. Additionally, 90% of trafficking survivors were women compared to 10% being men. The Maryland

¹ See <https://umdsafecenter.org/wp-content/uploads/2021/11/UMD-SAFE-Center-2020-Annual-Report.pdf>

Coalition Against Sexual Assault highlighted that the central location of Maryland, easy access to freeways and truck/rest stops, and proximity to major airports allow for sex trafficking operations.

What are the most common housing problems?

Housing cost burden is the most common housing problem in the city of Bowie. A housing unit is considered cost-burdened when between 30 and 50 percent of its income goes toward housing costs, and severely cost-burdened when housing costs consume more than 50 percent of a household's income as shown in Tables 8 and 9 above. Table 7 shows that 1,370 households are cost-burdened, and 1,505 households are severely cost burdened.

Are any populations/household types more affected than others by these problems?

Renter and owner households between 0-50% AMI are most affected by cost-burdening. Table 10 shows that out of the 2,072 combined owner and renter households that were severely cost-burdened, 1,164 were in the 0-30% AMI category (56.2%) and 696 were in the <30-50% AMI category (33.6%). Owners were more likely to be cost-burdened than renters. According to the CHAS data for 2013-2017, there were 1,361 homeowners who were cost-burdened with spending <30-50% of their income on housing compared to 711 renters were cost-burdened in the same range. For those in the 0-30% AMI category, 2,264 homeowners were cost-burdened, compared to 975 cost-burdened renters. Additionally, elderly homeowners and renters are disproportionately impacted by cost-burdening. 40.6% of the total cost-burdened households in the 0-30% AMI were elderly and 41% of cost-burdened households in the <30-50% category were elderly.

Describe the characteristics and needs of Low-income individuals and families with children (especially extremely low-income) who are currently housed but are at imminent risk of either residing in shelters or becoming unsheltered 91.205(c)/91.305(c)). Also discuss the needs of formerly homeless families and individuals who are receiving rapid re-housing assistance and are nearing the termination of that assistance

Low-income, cost-burdened residents are most at risk of becoming unsheltered. According to Table 8, between 2013-2017 there were 1,175 households at or below 30% AMI with one or more housing problems. As residents must move further away from the city, they are removed from the convenience and location of health services, schools, employment, and other amenities.

If a jurisdiction provides estimates of the at-risk population(s), it should also include a description of the operational definition of the at-risk group and the methodology used to generate the estimates:

Bowie does not provide estimates of its at-risk populations.

Specify particular housing characteristics that have been linked with instability and an increased risk of homelessness

Cost burden is by far the most common housing problem and threatens housing stability. About 27% of households in Bowie are cost burdened and 11% of households are severely cost burdened.

The greatest number of cost burdened households are those earning less than 30% AMI. These proportions represent an increase from those found in the prior Consolidated Plan, which cited 2009-2013 CHAS data. Even though someone may be housed, they may not have a savings to fall back on if needed in times of emergency. They may not be budgeting as needed. They may still rely heavily on community resources but do not know if these are always available to them.

Discussion

NA-15 Disproportionately Greater Need: Housing Problems – 91.205 (b)(2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

Introduction

A disproportionately greater housing need exists when the members of racial or ethnic group at a given income level experience housing problems at a greater rate (10% points or more) than the income level as a whole. The following tables analyze housing problems experienced by different racial and ethnic groups across income ranges.

0%-30% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	1,310	59	100
White	455	35	29
Black / African American	725	19	50
Asian	65	10	10
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	35	0	0

Table 13 - Disproportionally Greater Need 0 - 30% AMI

Data 2013-2017 CHAS

Source:

*The four housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%

30%-50% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	1,275	565	0
White	430	360	0
Black / African American	580	130	0
Asian	34	10	0

American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	175	55	0

Table 14 - Disproportionally Greater Need 30 - 50% AMI**Data** 2013-2017 CHAS**Source:**

*The four housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%

50%-80% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	735	459	0
White	225	309	0
Black / African American	430	90	0
Asian	15	8	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	50	45	0

Table 15 - Disproportionally Greater Need 50 - 80% AMI**Data** 2013-2017 CHAS**Source:**

*The four housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%

80%-100% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	914	550	0
White	254	280	0

Black / African American	575	195	0
Asian	44	10	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	25	55	0

Table 16 - Disproportionally Greater Need 80 - 100% AMI**Data** 2013-2017 CHAS**Source:**

*The four housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%

Discussion

Approximately 89.2% of households with 0-30% AMI experience one or more housing problems. 45.5% of households in this income category that experience one or more housing problems are Black or African American. 86.7% of all White households, 86.7% of Asian households, 82.3% of Black or African American households, in this income group experience housing problem(s). The percentage of Hispanic households with a housing problem is disproportionately higher at 100%.

Looking at households with incomes of 30-50% AMI, 69.3% of households in Bowie experience housing problem(s). Black or African American households in this income group experience housing problem(s) at more than 10% than that of the City, at 81.7%. Over seventy-seven percent of Asian households and 54.4% of White households experience housing problem(s). Over fifty-eight percent of Hispanic households are also experience one or more housing problems.

NA-20 Disproportionately Greater Need: Severe Housing Problems – 91.205 (b)(2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

Introduction

A disproportionately greater housing need exists when the members of racial or ethnic group at a given income level experience housing problems at a greater rate (10% points or more) than the income level as a whole. The following tables analyze severe housing problems experienced by different racial and ethnic groups across income ranges. (See Tables 9 and 10 for analyses of cost burden by income range; however, these analyses do not include race or ethnicity). The four severe housing problems are: 1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%.

0%-30% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	1,175	200	100
White	345	144	29
Black / African American	705	34	50
Asian	60	20	10
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	35	0	0

Table 17 – Severe Housing Problems 0 - 30% AMI

Data Source: 2013-2017 CHAS

*The four severe housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

30%-50% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the
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			other housing problems
Jurisdiction as a whole	720	1,115	0
White	189	599	0
Black / African American	325	385	0
Asian	24	20	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	150	80	0

Table 18 – Severe Housing Problems 30 - 50% AMI

Data Source: 2013-2017 CHAS

*The four severe housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

50%-80% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	255	940	0
White	45	490	0
Black / African American	195	330	0
Asian	4	19	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	0	95	0

Table 19 – Severe Housing Problems 50 - 80% AMI

Data Source: 2013-2017 CHAS

*The four severe housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

80%-100% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the
---------------------------------	---	--	--

			other housing problems
Jurisdiction as a whole	205	1,265	0
White	40	489	0
Black / African American	129	640	0
Asian	25	30	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	0	75	0

Table 20 – Severe Housing Problems 80 - 100% AMI

Data Source: 2013-2017 CHAS

*The four severe housing problems are:

1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

Discussion

Approximately 80% of households with incomes 0-30% AMI experience a severe housing problem. Of white households in this income group, the percent experiencing a housing problem is lower than (66%) the City as a whole, while the rate of Black/African American is almost ten percentage points higher (89%).

The rate of Asian households earning less than 30% AMI with a housing problem is lower than the City average (67% for Asian households). All (100%) of Hispanic or Latino households in this income category experienced a housing problem during the survey period. These proportions are similar to those reported in the City's 2018-2022 Consolidated Plan.

In looking at households with incomes 30-50% AMI, the rate of households in Bowie experiencing a housing problem drops slightly (69% of all households earning between 30-50% AMI). Black/African-American households in this group experienced housing problems at a rate that is over ten percentage points higher than the jurisdiction total (82%) and white households in this income group experienced housing problems at a rate that was 15 percentage points lower (54%).

The rate of households with a housing problem typically decreases as incomes increase. Only 14% of households earning 80-100% AMI experienced one or more housing problems. However, racial disparities are even more pronounced for moderate-income households. 7% of white households earning 80-100% AMI experienced one or more housing problems, whereas 17% of Black/African-American households and 45% of Asian households did.

NA-25 Disproportionately Greater Need: Housing Cost Burdens – 91.205 (b)(2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

Introduction:

As with the preceding tables, a disproportionately greater housing need exists when the members of racial or ethnic group at a given income level experience housing problems at a greater rate (10% points or more) than the income level as a whole. The following table analyzes cost burden experienced by different racial and ethnic groups. Cost burdened households are defined as those who spend between 30% and 50% of their income on housing-related costs, while severely cost burdened households are defined as those who spend more than 50% of their income on housing-related costs. The table's columns split the data by income relative to the Area Median.

Housing Cost Burden

Housing Cost Burden	<=30%	30-50%	>50%	No / negative income (not computed)
Jurisdiction as a whole	14,894	3,175	2,315	105
White	6,105	1,065	625	39
Black / African American	7,175	1,730	1,345	50
Asian	630	90	100	10
American Indian, Alaska Native	0	0	0	0
Pacific Islander	0	0	0	0
Hispanic	654	214	159	0

Table 21 – Greater Need: Housing Cost Burdens AMI

Data 2013-2017 CHAS
Source:

Note: Because the data presented above utilizes the 2013-2017 CHAS, it may conflict with more recent data presented elsewhere (tables that refer to a more recent CHAS period).

Discussion:

According to this table, 27% of households in Bowie are cost burdened and 11% of households are severely cost burdened. These proportions represent an increase from those found in the prior Consolidated Plan, which cited 2009-2013 CHAS data. Black households (30% facing cost burden; 13% facing severe cost burden) are also significantly more likely to experience severe cost burden as white households (22% facing cost burden; 8% facing severe cost burden). Black households represent 58% of all households experiencing severe cost burden. Hispanic and Latino households experienced cost burden at a rate that exceeded every other racial or ethnic group (36% facing cost burden; 15% facing severe cost burden), while Asian households experienced cost burden at a rate that was lower than the jurisdiction average (23% facing cost burden; 12% facing severe cost burden).

NA-30 Disproportionately Greater Need: Discussion – 91.205(b)(2)

Are there any income categories in which a racial or ethnic group has disproportionately greater need than the needs of that income category as a whole?

Black/African-American households experienced housing problems disproportionately across all income levels and experience cost burden at a higher rate than the jurisdiction average. Asian and Hispanic/Latino households earning 0-30% AMI also experienced housing problems at a disproportionate rate relative to the jurisdiction average for this income group. Asian households earning 80-100% AMI also experienced housing problems at a disproportionate rate, though it should be noted that housing problem data includes small sample sizes when split by race and ethnicity for this income bracket.

If they have needs not identified above, what are those needs?

Housing-related needs identified in community meetings held in 2023 included the following:

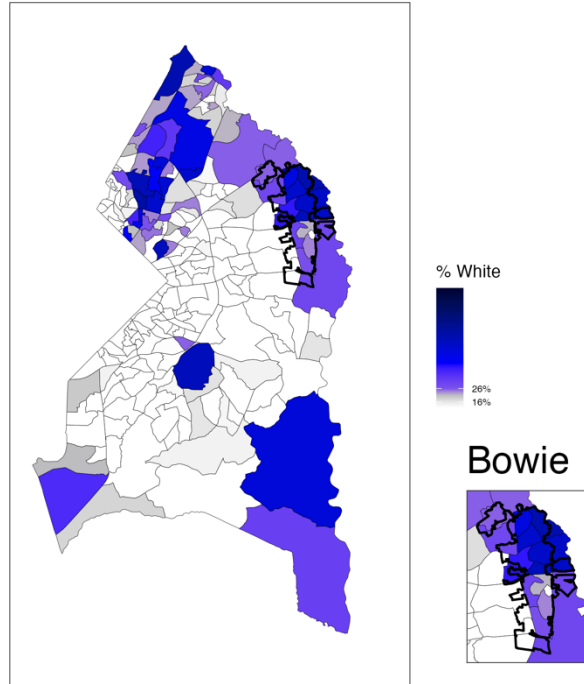
- A need for additional rental subsidies
- Housing opportunities for vulnerable populations
- New construction (a shortage of rental units)
- Rental unit rehabilitation
- Additional emergency shelter for those experiencing homelessness

Are any of those racial or ethnic groups located in specific areas or neighborhoods in your community?

The following maps show the distribution of the groups analyzed in this section. As the maps indicate, White and Black/African American, and Hispanic/Latino groups are segregated in certain parts of the City. White households tend to be concentrated in the northern section of Bowie, while Black/African American households tend to be concentrated in census tracts along the southeast of Bowie Town Center. Relative to county census tract averages, Bowie does not contain any census tracts with a disproportionate share of Asian or Hispanic/Latino households.

White Households

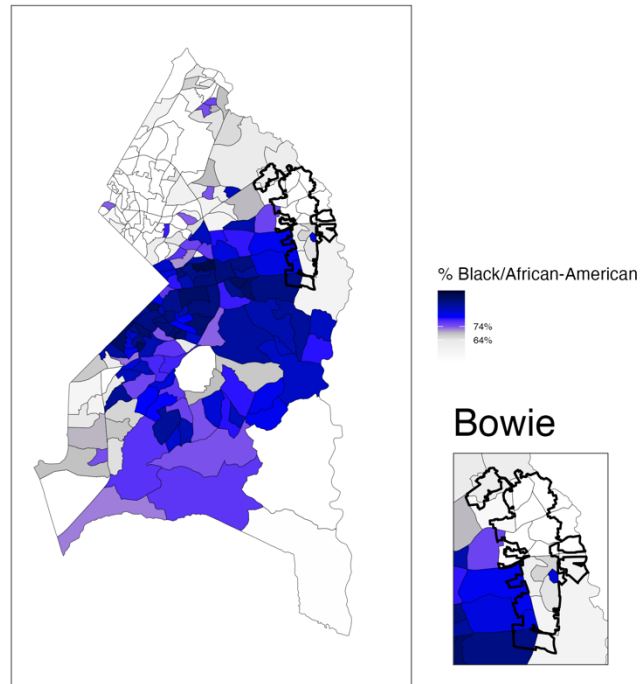
Prince George's County



Source: 2019 5-Year ACS, Tigerline

Black/African-American Households

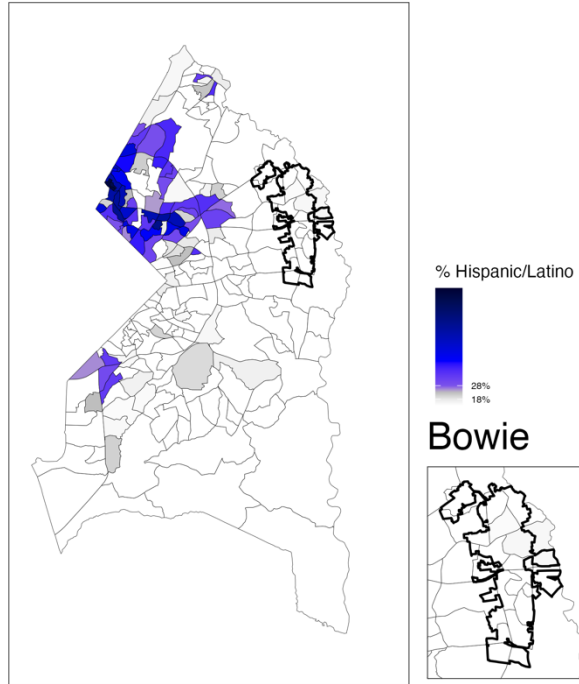
Prince George's County



Source: 2019 5-Year ACS, Tigerline

Hispanic/Latino Households

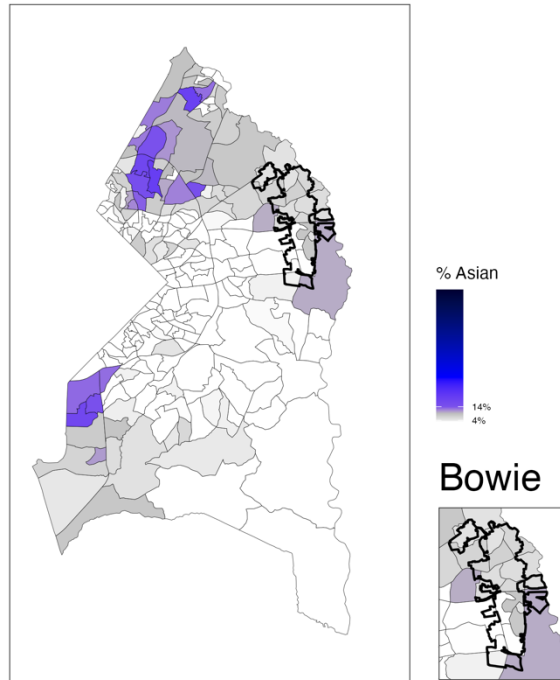
Prince George's County



Source: 2019 5-Year ACS, Tigerline

Asian Households

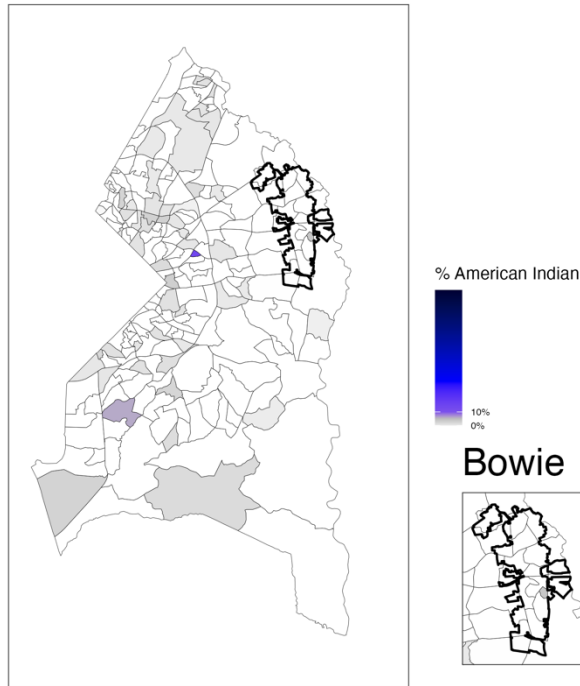
Prince George's County



Source: 2019 5-Year ACS, Tigerline

American Indian Households

Prince George's County



Source: 2019 5-Year ACS, Tigerline

NA-35 Public Housing – 91.205(b)

Introduction

The following information is based on Prince George's County Housing Authority vouchers are included due to the absence of public housing in Bowie.

Totals in Use

	Program Type								
	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project - based	Tenant - based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
# of units vouchers in use	0	190	362	4,624	96	3,991	82	389	0

Table 2 - Public Housing by Program Type

*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition

Data Source: PIC (PIH Information Center)

Characteristics of Residents

	Program Type								
	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project - based	Tenant - based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	
Average Annual Income	0	14,237	14,155	17,079	10,882	17,028	13,517	15,943	
Average length of stay	0	6	7	8	7	9	0	7	
Average Household size	0	2	1	3	2	2	1	3	

Consolidated Plan

BOWIE

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Demo

	Program Type							
	Certificate	Mod-Rehab	Public Housing	Vouchers			Special Purpose Voucher	
				Total	Project - based	Tenant - based	Veterans Affairs Supportive Housing	Family Unification Program
# Homeless at admission	0	0	0	9	0	8	0	1
# of Elderly Program Participants (>62)	0	19	134	547	11	506	9	19
# of Disabled Families	0	51	141	835	28	685	36	79
# of Families requesting accessibility features	0	190	362	4,624	96	3,991	82	389
# of HIV/AIDS program participants	0	0	0	0	0	0	0	0
# of DV victims	0	0	0	0	0	0	0	0

Table 3 – Characteristics of Public Housing Residents by Program Type

Data Source: PIC (PIH Information Center)

Race of Residents

Race	Program Type								
	Certificate	Mod-Rehab	Public Housing	Vouchers			Special Purpose Voucher		
				Total	Project - based	Tenant - based	Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
White	0	0	18	147	3	117	3	23	0
Black/African American	0	190	342	4,464	93	3,865	77	365	0
Asian	0	0	2	6	0	6	0	0	0

Consolidated Plan

BOWIE

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Demo

Program Type									
Race	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project -based	Tenant -based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
American Indian/Alaska Native	0	0	0	7	0	3	2	1	0
Pacific Islander	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition									

Table 4 – Race of Public Housing Residents by Program Type

Data Source: PIC (PIH Information Center)

Ethnicity of Residents

Program Type									
Ethnicity	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project -based	Tenant -based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
Hispanic	0	1	7	51	2	37	1	11	0
Not Hispanic	0	189	355	4,573	94	3,954	81	378	0
*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition									

Table 5 – Ethnicity of Public Housing Residents by Program Type

Data Source: PIC (PIH Information Center)

Section 504 Needs Assessment: Describe the needs of public housing tenants and applicants on the waiting list for accessible units:

While there are no public housing units or vouchers administered by a city public housing authority, the county's last Five-Year Consolidated plan noted that approximately fifty percent (50%) of the households on the county's Public Housing Waiting List are elderly and families with disabilities. Thirty five percent (35%) of the families on the public housing waiting list receive Social Security, Supplemental Security Income (SSI) or Social Security Disability Income (SSDI) benefits. These figures indicate a significant need in the county for accessible units.

Most immediate needs of residents of Public Housing and Housing Choice voucher holders

While there are no public housing units or vouchers administered by a city public housing authority, the most immediate need identified by the county for Public Housing and HCV populations in its last Five-Year Consolidated Plan is access to safe, decent and affordable housing within the County.

How do these needs compare to the housing needs of the population at large

Due to increasing cost burden for all income levels, these needs are similar to the population at large but intensify for the lowest income earners in the community.

Discussion

NA- Homeless Needs Assessment – 91.205(c)

Introduction:

The Continuum of Care's 2017 Point-in-Time (PIT) survey is the most recent survey data available. The PIT provides only a "snapshot" of the County's homeless population and subpopulations and is not specific to Bowie, however, it is the best data available on the housing and supportive service needs of these populations. The Prince George's County Continuum of Care (CoC) for homeless persons is coordinated through the County's Homeless Services Partnership (HSP), the local Homeless Advisory Board for the County Executive.

According to the Metropolitan Washington Council of Governments (COG), of which Prince George's County is a member, from 2013 to 2017, Prince George's County experienced the 3rd greatest reduction in persons experiencing homelessness in the COG with 154 fewer homeless persons. Still, Prince George's County experienced an increase in the number of homeless persons in families from 2016 to 2017 (an additional 30 persons in families).

On January 25, 2017, a total of 532 homeless adults and children were counted in Prince George's County, Maryland: (193 single adults, 124 adults in families, 214 children in families and 1 unaccompanied child) reflecting a 2% decrease from 2016. Of this number, 444 (84%) were sheltered and 88 (16%) were unsheltered.

Homeless Needs Assessment

Population	Estimate the # of persons experiencing homelessness on a given night		Estimate the # experiencing homelessness each year	Estimate the # becoming homeless each year	Estimate the # exiting homelessness each year	Estimate the # of days persons experience homelessness
	Sheltered	Unsheltered				
Persons in Households with Adult(s) and Child(ren)	8	116	0	0	0	0
Persons in Households with Only Children	0	0	0	0	0	0
Persons in Households with Only Adults	73	120	0	0	0	0

Population	Estimate the # of persons experiencing homelessness on a given night		Estimate the # experiencing homelessness each year	Estimate the # becoming homeless each year	Estimate the # exiting homelessness each year	Estimate the # of days persons experience homelessness
	Sheltered	Unsheltered				
Chronically Homeless Individuals	15	13	0	0	0	0
Chronically Homeless Families	1	0	0	0	0	0
Veterans	0	0	0	0	0	0
Unaccompanied Child	2	15	0	0	0	0
Persons with HIV	1	2	0	0	0	0

Table 6 - Homeless Needs Assessment

Data Source
Comments:

Indicate if the homeless population is: Has No Rural Homeless

If data is not available for the categories "number of persons becoming and exiting homelessness each year," and "number of days that persons experience homelessness," describe these categories for each homeless population type (including chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth):

Nature and Extent of Homelessness: (Optional)

Race:	Sheltered:	Unsheltered (optional)
White	0	0
Black or African American	0	0
Asian	0	0
American Indian or Alaska Native	0	0
Pacific Islander	0	0
Ethnicity:	Sheltered:	Unsheltered (optional)
Hispanic	0	0
Not Hispanic	0	0

Data Source

Comments:

Estimate the number and type of families in need of housing assistance for families with children and the families of veterans.

See table attached is Administration (AD-25) for a table with this data.

Describe the Nature and Extent of Homelessness by Racial and Ethnic Group.

The data was unavailable by racial and ethnic group.

Describe the Nature and Extent of Unsheltered and Sheltered Homelessness.

There are no homeless shelters in Bowie; however, the City is in the service area of shelters and service providers located in the County.

Discussion:

NA-45 Non-Homeless Special Needs Assessment - 91.205 (b,d)

Introduction:

Persons with special needs include the elderly and frail elderly, persons with severe mental illness, developmentally disabled, physically disabled, persons with alcohol/other drug addictions, and public housing residents. The segments of these populations requiring special housing options has not been quantified. Many persons with such special needs also have very low incomes. Therefore, their needs may have already been taken into account in estimating the housing needs of persons with very low incomes. However, for some people, supportive housing – housing with supportive services – is needed as they are unable to undertake the activities of daily living (ADL) without assistance.

Supportive housing is defined as living units that provide a range of services needed for the resident to achieve personal goals. Various subpopulations with special needs require supportive housing. The needs of these subpopulations are described below.

Describe the characteristics of special needs populations in your community:

Elderly and Frail Elderly

Elderly persons may need housing assistance for two reasons – financial and supportive. When a person has one or more limitations on activities of daily living (ADL), he or she may need assistance to perform routine activities of daily living and, therefore, can be considered frail. Supportive housing is needed when an elderly person is both frail and very low income since housing assistance offers services to compensate for the frailty in addition to the financial assistance. By this definition of need, there are no elderly that require supportive housing, only frail elderly.

The number of persons age 65 and older in Bowie in 2016 was 7,657 persons, or 13.3% of the population, compared to 5,547 persons, or 10.2% of the population in 2010. There is no data on the number of frail elderly living in Bowie.

Persons with Mental, Physical, and/or Other Developmental Disabilities

Severe mental illness includes the diagnoses of psychoses and the major affective disorders such as bipolar and major depression. The condition must be chronic, meaning it has existed for at least one year, to meet the HUD definition for a disability.

Not all persons with disabilities require supportive housing; however, those that cannot live with supportive family or are in need of help in basic life activities do require supportive housing and/or services. Physically disabled individuals usually require modifications to their living space including the removal of physical barriers. Generally, accommodations are made to adapt the unit for use by wheelchair bound persons. There is no data on accessibility features of private rental units in Bowie.

According to 2016 American Community Survey data:

§ Among the civilian non-institutionalized population, 9.3% reported a disability

§ The likelihood of having a disability varied by age - from 5.0% of people under 18 years old, to 13.2% of people 18 to 64 years old, and to 65.6% of those 65 and over.

The data shows a higher level of disability for persons 65 and over than for all other age groups.

Persons with Alcohol or other Drug Addictions

There is no data available on the number of persons in Bowie with alcohol or other drug addictions.

Persons with HIV/AIDS and their families

Through the federal Housing Opportunities for Persons with AIDS (HOPWA), the County provides housing for 125 individuals or families with HIV/AIDS. There is no data on the number of individuals or families in Bowie living with HIV/AIDS.

Victims of Domestic Violence, Dating Violence, Sexual Assault and Stalking

There is no data available on the number of City residents who are victims of domestic violence, dating violence, sexual assault and stalking.

What are the housing and supportive service needs of these populations and how are these needs determined?

Needs are determined by the social service and housing agencies most directly in contact with special needs populations in the City of Bowie and Prince George's County.

The largest special needs population is the elderly population. This group is presently served by a variety of supportive services including assisted housing at the Bowie Commons project, housing rehabilitation programs by the City of Bowie, and extensive recreational and educational services at the Bowie Senior Center. Despite these existing services, the growth in the elderly population may necessitate additional investments in senior services to meet the growing need.

In addition, interviews with stakeholders indicated a continued need for more services for veterans and their families to access resources, including disability benefits, housing, and to meet health needs. Also, behavioral health is a growing problem due to substance abuse problems and limited access to mental health facilities.

The following describes the needs of disabled persons in Bowie:

The following describes the needs of disabled persons in Bowie:

§ The unemployment rate in the City is 6.6% with higher percentages for those with disabilities. Lower, fixed incomes severely restrict housing choice for persons with disabilities, particularly as it relates to rental deposits or downpayment and closing costs for home purchases.

§ Limited income and the high cost of housing accessibility modifications make homeownership nearly impossible. A program designed to assist with downpayment and closing costs would help with homeownership opportunities for persons with disabilities.

§ While the poverty rate of those with a disability is lower overall than those without a disability, the poverty rate of those with a disability age 65 and above is slightly higher than the same age group without a disability. Affordable, accessible housing for the elderly is an identified need.

Volunteers of America has 24 Alternative Living Facilities (ALF) in Bowie that provide housing and services for chronically mentally ill persons. These are the only facilities located in the City that assists persons who are not homeless but who require supportive housing. The program ensures that persons returning from mental institutions receive appropriate supportive housing. It is a countywide program, not limited to Bowie residents.

Discuss the size and characteristics of the population with HIV/AIDS and their families within the Eligible Metropolitan Statistical Area:

According to the most recent Prince George's County CAPER, the greatest unmet need and barrier to housing for persons living with HIV/AIDS is the scarcity of affordable housing in suburban Maryland. Given the high costs of treatment, individuals often cannot afford high housing costs. In addition, the improving life expectancies of persons with HIV/AIDS has increased the long-term costs of housing and limited the amount of support available. Increased funding for housing is identified as a need for this group.

There is no additional data specific to the City of Bowie on the population with HIV/AIDS.

Discussion:

NA-50 Non-Housing Community Development Needs – 91.215 (f)

Describe the jurisdiction's need for Public Facilities:

Continued support of the Senior Center was identified as an ongoing need. Opportunities for social, educational, and physical activities, as well as local and out-of-town trips for adults 55 years of age and older. By partnering with the local community college, the Center is able to offer educational classes for seniors. The Senior Center includes seven classrooms, a computer lab, fitness room, exercise room, billiards room, large multipurpose room, library, lounge, and a health and counseling suite.

How were these needs determined?

Non-housing community development needs were identified through a combination of extensive stakeholder interviews conducted for the Consolidated Plan and the City's Community Needs Survey.

The City's Community Needs Survey, mailed out to 10,000 households and businesses, was used to assess community needs in the areas of housing, homelessness, and community development.

The top three "High Need" rankings (high and moderate need combined) for each question.

Describe the jurisdiction's need for Public Improvements:

The older water and sewer infrastructure was identified as an ongoing issue. The City Bowie is the only municipality in Prince George's County that has its own water and sewer system, and that presents a unique set of challenges for city officials.

Infrastructure challenges are also facing Bowie's water system. While the engineer stated that the storage infrastructure is in good shape, the pipes in the distribution system are aging and will need to be replaced in coming years. The system is funded through a dedicated fund using fees paid by customers, so the city has less money to work with than Washington Suburban Sanitary Commission (WSSC) with its larger customer base.

How were these needs determined?

Non-housing community development needs were identified through a combination of extensive stakeholder interviews conducted for the Consolidated Plan and the City's Community Needs Survey.

Describe the jurisdiction's need for Public Services:

Interviews with stakeholders indicated a continued need for more services for veterans and their families to access resources, including disability benefits, housing, and health needs. Also, behavioral health is a growing problem due to substance abuse problems and limited access to mental health facilities.

Workforce development and training is a need in the City. A pilot project to examine the potential for a workforce and employment training in Old Town Bowie Huntington community has been underway. Recent events in the Old Town Bowie section of the City highlighted the extent to which several historical issues required special, focused attention and services, community engagement and outreach to address the critical issue of the need for employment, and employability skill development for young adults in the community. The matter of full-time, permanent employment and the ability to obtain and retain a job by a large segment of the young adult population (principally males) is an acute one which may require other interventions and services to chart a path to sustained performance and success.

Additional transportation options was identified as a need during interviews with community stakeholders. Residents of Bowie are not well-served by transit. Residents report that Metro buses do not come frequently and do not reach critical destinations. As such, the majority of persons in Bowie must utilize personal vehicles, limiting housing choice for those without access to a car. Additional transit routes, increased service frequency, and extending service later into the night and on weekends/holidays are important transportation needs.

How were these needs determined?

Non-housing community development needs were identified through a combination of extensive stakeholder interviews conducted for the Consolidated Plan and the City's Community Needs Survey. The City's Community Needs Survey, mailed out to 10,000 households and businesses, was used to assess community needs in the areas of housing, homelessness, and community development.

Housing Market Analysis

MA-05 Overview

Housing Market Analysis Overview:

The housing stock in the City of Bowie consists primarily of single-family owner-occupied units with three or more bedrooms. Bowie has 20,314 occupied housing units comprised of 82.8% owner units and 17.2% rental units. Most of the homes (89.9%) are single-family units, with a substantial number of attached townhouse-style owner-occupied units. A majority of both the owner-occupied units (92.9%) and renter-occupied units (51.6%) have three or more bedrooms. Of the 20,314 occupied units, only 935 units (or fewer than 5%) are studio or one-bedroom units. In addition, a need exists for more affordable rental and sales options for younger households in the 25-44 age cohort.

As the population grows in Bowie, demand will continue for large, owner-occupied units for established families; however, additional demand is growing for smaller units. Bowie's population is aging, and smaller and more affordable units will be needed for those elderly residents desiring to age in place.

Cost of Housing:

Between 2017 and 2021 ACS 5-year estimates, the median income for City residents has increased by 16.9%, or from \$108,637 to \$127,029 after adjusting for inflation. Median contract rent increased by 10% and median home values increased by 14.9%. This means that housing costs take up a relatively larger share of income for households in the City compared to 2017. As a result, buying or renting a house in Bowie became less affordable between 2017 and 2021.

Narrowing the Digital Divide

According to FCC data on residential wired broadband access provided by PolicyMap, a small area in the center of Bowie appears to have limited broadband access. The City provides residents with information on the recently launched federal Affordable Connectivity Program, which assists eligible households to access discounted internet services.

Prince George's County's Office of Information Technology (OIT) provides support for all of the agencies, departments and branches in the County government. OIT is a dynamic organization focused on:

- Exploring and leveraging technology to move the County forward
- Increasing services to citizens and constituents
- Providing infrastructure for the County
- Providing data management and business intelligence to the County Government

Local public libraries offer access to the Internet in addition to Microsoft Word and Excel classes.

Natural Hazard Risks

Prince George's County completed a Hazard Mitigation Plan in 2010 with an update in 2017. The original hazard mitigation plan was prepared by a Mitigation Advisory Committee composed of staff representatives from the bi-county agencies of Maryland-National Capital Park & Planning Commission and the Washington Suburban Sanitary Commission and various County departments including: Department of the Environment (formerly Department of Environmental Resources); Department of Homeland Security and Office of Emergency Management; Department of Public Works & Transportation, Department of Housing & Community Development and Office of Central Services.

The City of Laurel participated as a separate incorporated municipality. Representatives from the Maryland Emergency Management Agency, the Maryland Department of the Environment and the Maryland Department of Natural Resources were notified of the meetings. Other federal agencies were notified and invited to attend too.

The following items are recommended based on the review of the Hazard Mitigation Plan:

- The Prince George's County staff should continue their job of implementing the Plan's ongoing recommendations.
- The County should continue the annual outreach programs including "June Flood Awareness Month" and mailings to the owners of properties determined to be impacted by flood hazards, and other mailings.
- Update the material related to Flood Management in the Public Library; if possible, digital versions of them should also be provided for the library's website.
- Update the County website to include a notice of availability of this progress report.

MA-10 Number of Housing Units – 91.210(a)&(b)(2)

Introduction

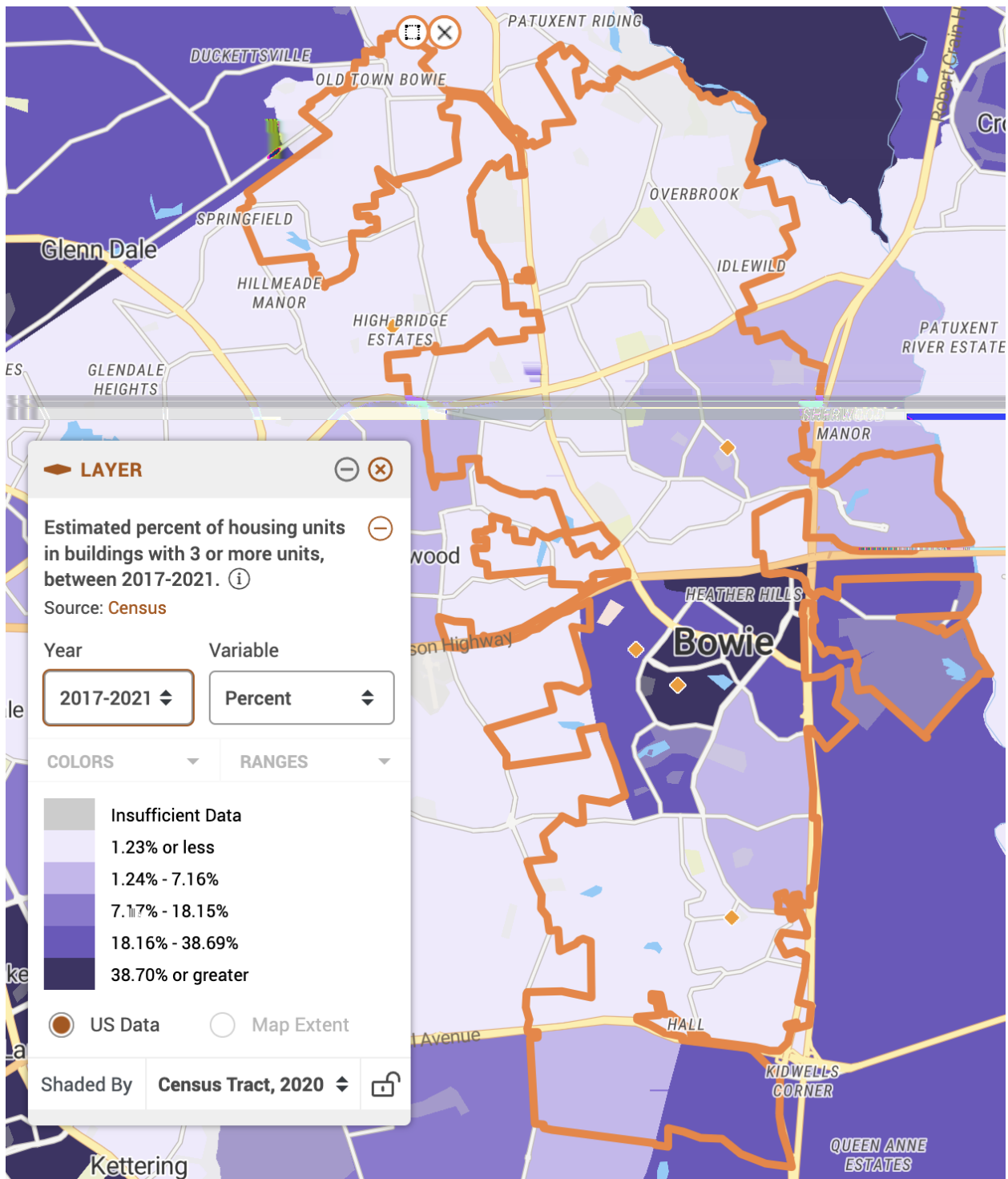
Using data from the 2015-2019 ACS 5 Year Estimates, the following table lists all residential properties in the City of Bowie. Most units (70%) are one-unit, detached structures. Of multi-unit structures, roughly 40% are large, 50+ unit structures. These census estimates found no mobile home units.

Roughly 17% of units in Bowie are renter-occupied. This proportion represents a three-percentage point increase over the past decade. Both owner- and renter-occupied units are, with a few exceptions, 3 room or larger. Fewer than 1% of all owner-occupied units contain fewer than three rooms, and only 11% of renter-occupied units contain fewer than three rooms.

The maps below show the locations of multi-family (3 or more unit) developments in Davidson County based on 2021 5-Year ACS data.

Percent of Buildings Containing 3 or more units

****HUD-subsidized multifamily units are included via the orange points shown on the map:***



All residential properties by number of units

Property Type	Number	%
1, detached	15,325	70%
1, attached	4,252	19%
2	13	0%
3 or 4	126	1%
5 to 9	271	1%
10 to 19	693	3%
20 to 49	320	1%
50 or more	874	4%
Mobile home	0	0%
Boat, RV, van, etc.	0	0%
Total	21,874	100%

Table 31 – Residential Properties by Unit Number

Data Source: 2015-2019 ACS

Unit Size by Tenure

	Owners		Renters	
	Number	%	Number	%
1 room	0	0%	82	2%
2 rooms	36	<1%	330	9%
3 or more rooms	17,298	99%	3,237	89%
Total	17,334	100%	3,649	100%

Table 32 – Unit Size by Tenure

Data Source: 2015-2019 ACS

Describe the number and targeting (income level/type of family served) of units assisted with federal, state, and local programs.

There are no public housing units within the City of Bowie. There are a number of privately assisted housing complexes according to HUD's Picture of Subsidized Households. There are no privately assisted multifamily developments located in Bowie.

The City of Bowie's 8 HUD-subsidized multifamily developments contain 271 subsidized housing units, with 92% of those units occupied (as of a 2022 HUD report). Of the 271 available units, 246 have been reported on, representing 99% of the total number of units. The percentage of residents who moved in the past year is 3%. On average, there are 2.8 people per unit, with a total of 677 people living in HUD-subsidized housing. The average family expenditure per month is \$574, while the average HUD expenditure per month is \$1347.

The median household income per year in a Bowie HUD-subsidized unit is \$23,413, with 95% of households considered very low income. Of the households with children, 43% are headed by a single adult and 88% are headed by a female. Additionally, 23% of the head, spouse, or co-head of household aged 61 years or less have a disability, while 42% of those aged 62 years or older have a disability. The waiting list for subsidized housing units in Bowie has an average wait time of 22 months, while the average time since moving in is 141 months.

Provide an assessment of units expected to be lost from the affordable housing inventory for any reason, such as expiration of Section 8 contracts.

There are no units expected to be lost from the current set of affordable housing inventory.

Does the availability of housing units meet the needs of the population?

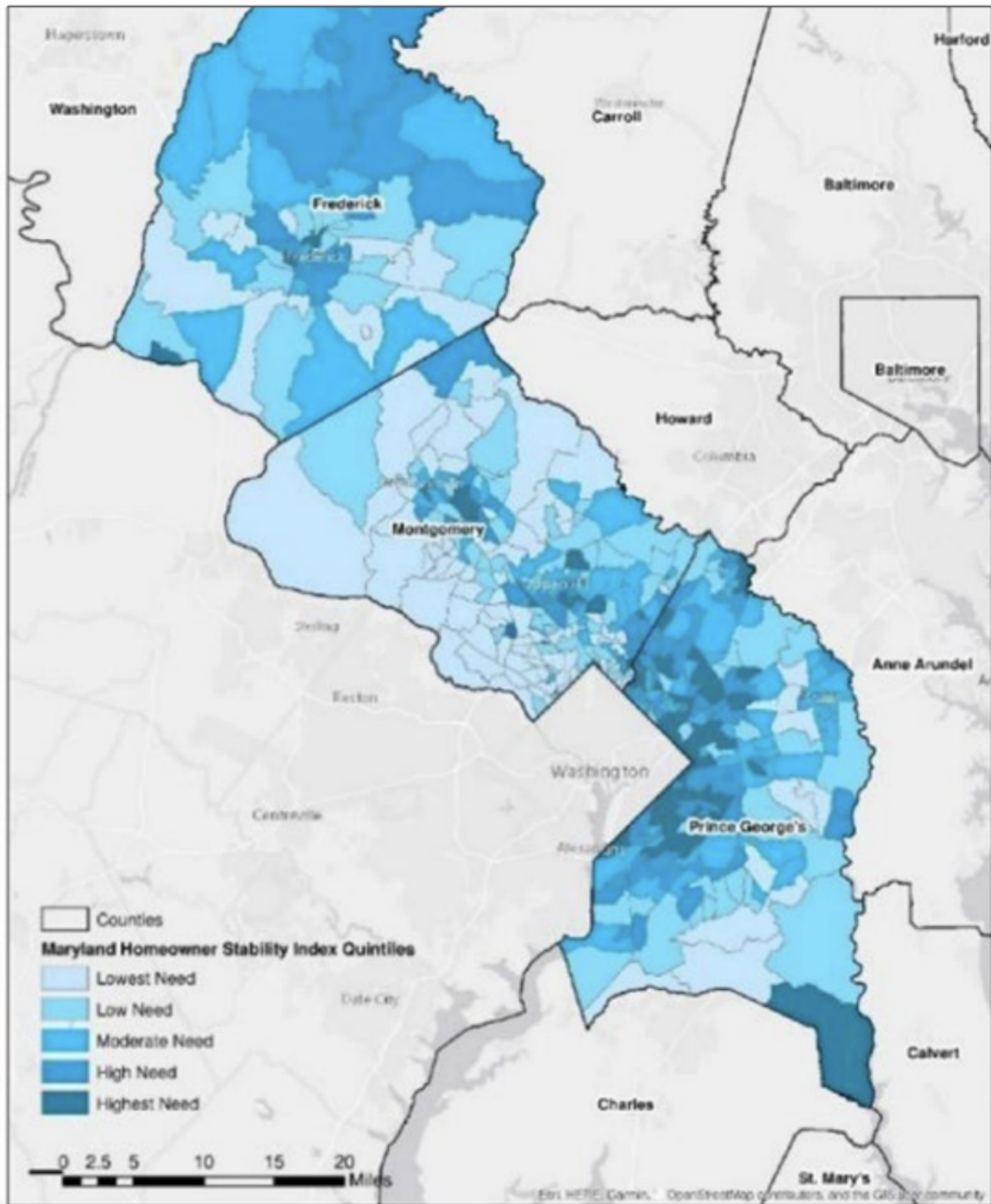
Cost burden data from the Needs Assessments clearly indicate that the availability of housing units in Bowie does not meet the needs of the population. The waiting list for HUD-subsidized units (an average wait time of 22 months) is indicative of a lack of affordable units.

An additional report (the 2020 Maryland Housing Needs Assessment and 10-Year Strategic Plan¹) sheds further light on unmet housing needs in the Washington, D.C. Suburbs region of Maryland (Frederick, Montgomery, and Prince George's counties). Renter cost burden is cited as a critical issue for the region.

With significant disparities in homeownership rates by race, high costs for renters tend to affect Black, Hispanic and Latino, Asian, and other non-white racial groups. As of 2017, the homeownership rate for Black households was 56%², which is 20 percentage points lower than the rate for white households (76%) across all counties in the region. This gap can be attributed to a history of discriminatory and predatory lending practices, a high rate of home loan denials, and investment and policymaking priorities that favor white households, such as tax structures. Stakeholders have emphasized the need for a focus on racial equity when addressing these disparities, including tailored actions that address the specific needs of underserved populations.

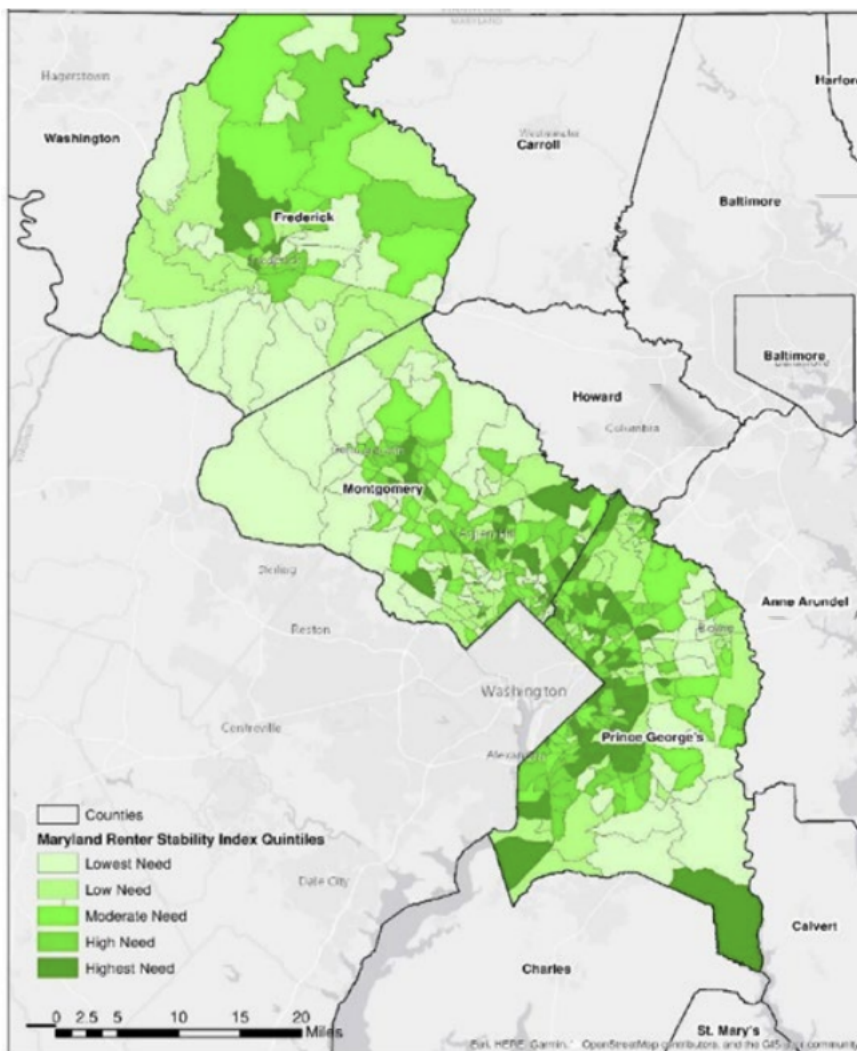
The Maryland Needs Assessment evaluates homeowner and renter stability across regions. Homeowners in Prince George's County experienced the highest rate "highest need" for increased stability of any county in the region. As can be seen in the map below, Bowie's northern census tracts contain the highest rates of homeowner instability.

Map 3. Maryland Homeowner Stability Index, Needs by Category, Washington, DC suburbs



The report’s assessment of renter stability also found Prince George’s County to contain the highest rate of “highest need” in the region, with more than half of tracts in the County falling into the most extreme category of need. The map below depicts the severity of this index that stretches across the boundary of the City of Bowie, from the southernmost edge to northern census tracts.

Map 4. Maryland Renter Stability Index, Needs by Category, Washington, DC suburbs



Describe the need for specific types of housing:

Disparities in homeownership by race and ethnicity, particularly when paired with a large concentration of single-family, owner-occupied units, work to crowd out non-white residents. The City is in need of opportunities to make homeownership more affordable to low and moderate-income households. “Affordable Ownership” was cited as a top housing need by

respondents to the 2023 Citizen Participation Survey, as were “Major Home Improvements” to support the City’s aging housing stock.

The City of Bowie is also in need of deeply affordable rental housing. The 2020 Maryland Housing Needs Report cited a discrepancy between the federally defined AMI (which accounts for the entire Washington, D.C. region) and county-level household incomes in Prince George’s County (which are lower than the rest of the region). As such, the need for housing that is affordable to the lowest-income households (per the federal definition) is important to ensuring true affordability.

MA-15 Housing Market Analysis: Cost of Housing - 91.210(a)

Introduction

According to a variety of sources, Bowie's housing market is extremely strong as reflected in the cost of housing, but supply is not meeting demand. The cost of housing in Bowie has increased rapidly since 2000. A February 2023 State of the City Report³ indicated that the average single-family detached home sale was \$516,354; the average townhouse sale was \$363,534; and the average residential condo sale was \$253,203. Recent development has not kept pace with demand. The State of the City document also reported that Bowie is the fastest selling new home community in the state, and the sixth fastest selling new home community in the nation.

Similarly, rental rates have also increased. More than 81% of all rentals in Bowie leased for \$1,500 or more according to data in the 2015-2019 ACS. This is up from about the same percentage for units over \$1000 five years ago. This high rent would require an annual income of over \$60,000 if a household were to pay no more than 30% of income for housing costs.

The tables below depict data on the cost of housing and housing affordability in the City of Bowie:

Cost of Housing

Table 33 – Cost of Housing

Rent Paid	Number	%
Less than \$1,000	121	4%
\$1,000-\$1,500	465	16%
\$1,500-\$2,000	1,036	35%
\$2,000+	1,360	46%

Table 34 - Rent Paid

Data Source: 2015-2019 ACS

Housing Affordability

% Units affordable to Households earning	Renter	Owner
30% of AMI	12%	11%
50% of AMI	2%	44%
80% of AMI	23%	41%
100% of AMI	44%	47%

Table 35 – Housing Affordability

Data Source: 2015-2019 CHAS

Monthly Rent

Monthly Rent (\$)	Efficiency	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Fair Market Rent	\$1539	\$1567	\$1785	\$2260	\$2713

High HOME Rent	\$1539	\$1567	\$1785	\$2260	\$2536
Low HOME Rent	\$1246	\$1335	\$1601	\$1850	\$2063

Table 36 – Monthly Rent

Data Source: 2021 HUD FMR and HOME Rents

In addition to South Lake and Melford, two other developments are in Bowie’s future. The first is a mixed-use development proposed in the old Sears space at Bowie Town Center. It is approved for up to 450 apartments and 150 townhouses. The other development coming is Mill Branch Crossing, which will include 408 apartments and 190 townhouses, and a commercial component. Over the next ten years, these four projects will increase the city's housing stock by about 4,100 units and will provide a variety of new housing options for buyers and renters. They will also eventually increase the tax base, but they will also create more demands for services. I assure you that our departments are already talking and planning for how to meet these new challenges.

Is there sufficient housing for households at all income levels?

This housing affordability data, when supplemented with cost burden data displayed in Sections NA-25 and NA-30, reveals a deficit in affordable housing stock across income levels.

Data from the census and the Comprehensive Housing Affordability Survey make it clear that low-income household lack sufficient access to affordable housing. The data reveal a shortage of affordable housing for households earning 30% and 50% of the area median income (AMI) in both the renter and owner categories. Only 12% of rental units and 11% of owner units are affordable to households earning 30% of the AMI, while only 2% of rental units and 44% of owner units are affordable to households earning 50% of the AMI. However, for households earning 80% and 100% of the AMI, a greater percentage of units are affordable. 23% of rental units and 41% of owner units are affordable to households earning 80% of the AMI, and 44% of rental units and 47% of owner units are affordable to households earning 100% of the AMI. Thus, a greater supply of affordable housing is available for those earning higher incomes.

How is affordability of housing likely to change considering changes to home values and/or rents?

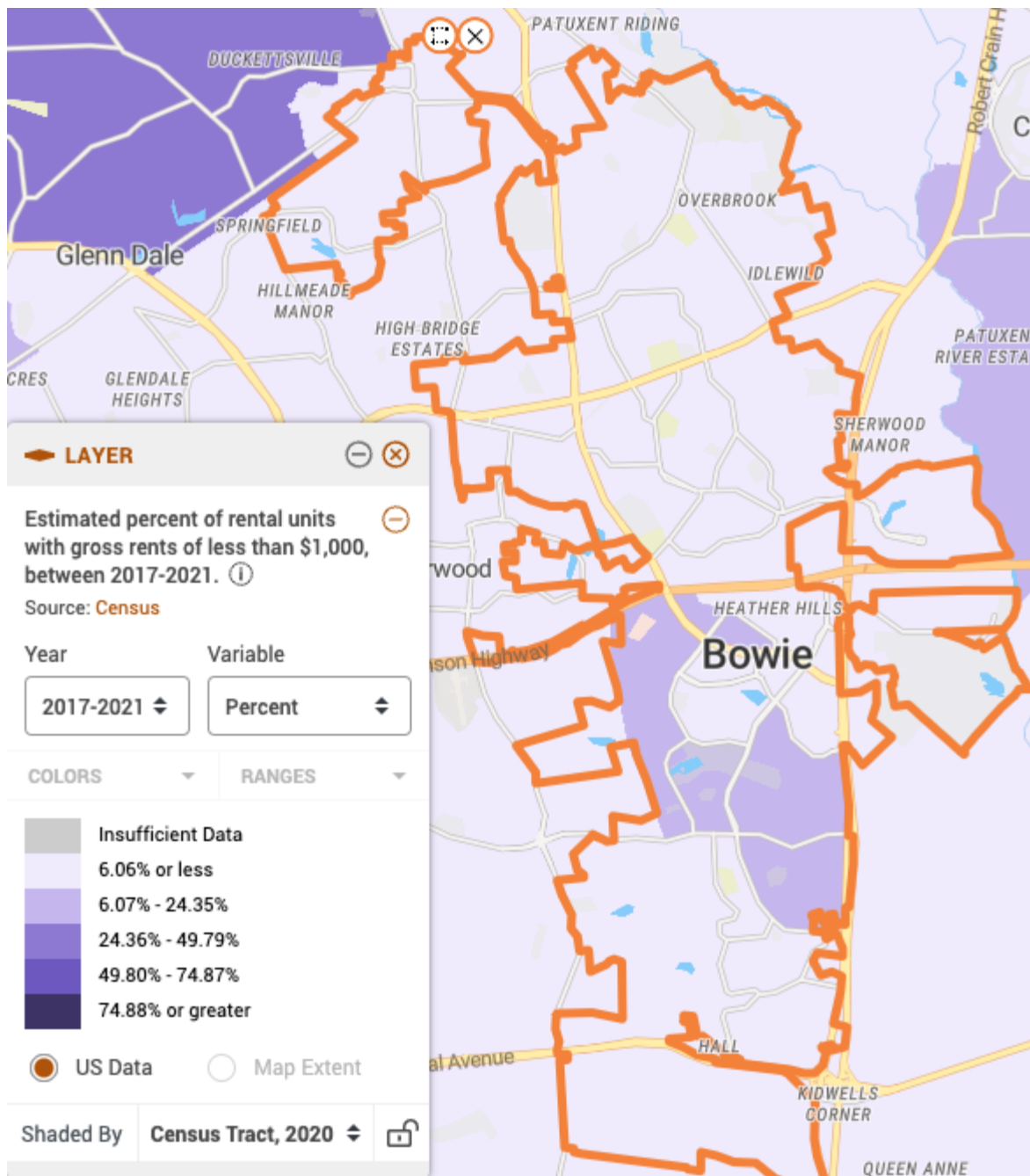
The stock of affordable housing is expected to fall further behind as home values and rents continue to increase at a rapid pace. The 2020 Maryland Housing Needs Report projects an 8% increase in the number of households across the state from 2020 to 2030; the supply of affordable housing will thus need to outpace this growth in the state’s population.

Additionally, there is a need for more multifamily development. 73% of residential construction permits issued from 2000-2020 were for single-family homes. From 2015-2020, the share of permits issued for single-family homes dropped only slightly (to 67% of all residential permits).

Further complicating these projections is a significant increase in home values and rents in recent years. A February 2023 State of the City Report³ indicated that the average single-family detached home sale was \$516,354; the average townhouse sale was \$363,534; and the average residential condo sale was \$253,203. Recent development has not kept pace with demand. The State of the City document also reported that Bowie is the fastest selling new home community in the state, and the sixth fastest selling new home community in the nation.

Rents have increased to keep pace with sale prices. These increases are reflected across the City of Bowie, which contains only two census tracts in which the proportion of rental units renting for less than \$1,000 exceeds 6%:

Percent of Rental Units with Gross Rents <\$1,000



How do HOME rents / Fair Market Rent compare to Area Median Rent? How might this impact your strategy to produce or preserve affordable housing?

According to 2017-2021 ACS data, the median rent in the City is \$2,014. According to Table 31, 20% of households in the City pay less than \$1,499 in monthly rent.

The Fair Market Rents and High HOME Rents for efficiency, 1-bedroom, 2-bedroom, and 3-bedroom units are all higher than the area median rent of \$2,014, while the Low HOME Rents are lower than the area median rent.

This indicates that producing or preserving affordable housing units at the Fair Market Rent or High HOME Rent levels may not adequately serve the needs of households with lower incomes, who may not be able to afford these rents. However, producing or preserving housing units at the Low HOME Rent levels may help to provide more affordable options for households with lower incomes.

It's important to consider the income levels of the target population and the overall housing market conditions when developing a strategy for producing or preserving affordable housing. This might involve exploring alternative funding sources, such as tax credits or grants, to support the development or preservation of affordable housing units at lower rent levels.

MA-20 Housing Market Analysis: Condition of Housing – 91.210(a)

Introduction

The “selected” conditions of housing presented in the table below are like housing problems in the Needs Assessment and are defined as (1) lacking complete plumbing facilities; (2) lacking complete kitchen facilities; (3) more than one person per room; and (4) cost burden greater than 30%. Updated ACS data for this analysis is not available; however, the data is consistent with the Housing Problems Analysis shown in Table 8.

Definitions

Units that are classified as standard condition meet all state and local codes. Units that are classified to be in “substandard condition but suitable for rehabilitation” are both structurally and financially feasible to rehabilitate to a condition that meet all state and local codes.

Condition of Units

Table 37 - Condition of Units

Data Source: 2013-2017 ACS

According to ACS data, 85.4% of all occupied units in Bowie in 2017-2021 were owner occupied and 14.6% were renter-occupied.

Table
Housing Characteristics of Occupied Housing Units
City of Bowie, MD
ACS 5-year estimates

	2017-2021 ACS 5-year estimates		2012-2016 ACS 5-year estimates	
Characteristic	Total Units	Percent of Total	Total Units	Percent of Total
Lacking Complete Plumbing Facilities	21	0.1%	20	0.1%
Lacking Complete Kitchen Facilities	125	0.6%	122	0.6%
No Telephone Service Available	83	0.4%	183	0.9%
Total	20,848	100%	20,314	100%

Table 38 – Year Unit Built

Data 2013-2017 CHAS
Source:

Year Housing Unit Built
2021 ACS 5-Year Estimates

Year Unit Built	Number of Units	Percent
2000 or later	2,826	13.20%
1980-1999	3,878	18.20%
1950-1979	9,686	45.40%
Before 1950	447	2.10%
Total	21,347	100.00%

Risk of Lead-Based Paint Hazard

Risk of Lead-Based Paint Hazard	Owner-Occupied		Renter-Occupied	
	Number	%	Number	%
Total Number of Units Built Before 1980.				
Housing units built before 1980 with children present				

Table 39 – Risk of Lead-Based Paint

Data 2013-2017 ACS (Total Units) 2013-2017 CHAS (Units with Children present)
Source:

Vacant Units

Table
Occupancy Status
City of Bowie, MD
ACS 5-year estimates

	2017-2021 ACS 5-year estimates		2012-2016 ACS 5-year estimates	
Housing Unit Type	Total Units	Percent of Total	Total Units	Percent of Total
Occupied Housing Units	20,856	97.7%	20,323	96.3%
Vacant Housing Units	491	2.3%	781	3.7%
Total	21,347	100.0%	21,104	100.0%

	Suitable for Rehabilitation	Not Suitable for Rehabilitation	Total
Vacant Units			
Abandoned Vacant Units			
REO Properties			
Abandoned REO Properties			

Table 40 - Vacant Units

Need for Owner and Rental Rehabilitation

According to ACS data, in 2017-2021 85.4% of occupied housing units were owner occupied, compared to 14.6% being renter-occupied. As discussed previously, elderly owners and renters are disproportionately impacted by cost-burdening in Bowie. Seniors or those on a fixed or limited income oftentimes cannot afford to maintain their home or to make necessary safety accommodations. As costs of materials for new builds continue to rise, rehabilitation assistance for low-income families and those on fixed incomes such as seniors and those with disabilities will be an important tool in allowing them to maintain their housing and lessen the risks of homelessness.

Estimated Number of Housing Units Occupied by Low or Moderate Income Families with LBP Hazards

Housing units built prior to 1980 may contain lead-based paint in portions of the home (window and door frames, walls, ceilings, etc.) or throughout the entire home. Housing units built before 1980 have a risk of lead-based paint hazards and should be tested in accordance with HUD standards. According to 2021 ACS data, there are 10,133 housing units in the City of Bowie that were built prior to 1980 and are therefore at-risk of lead-based paint hazards. These risks increase as the housing units age and if the rehabilitation needs are not met. Testing for lead-based paint and the repair, if needed, is another added cost for home rehabilitation.

Discussion

MA-25 Public and Assisted Housing – 91.210(b)

Introduction

The City of Bowie is served by Prince George’s County Housing Authority. The Housing Authority operates 377 units, none of which are located within the City of Bowie. The Housing Authority also issues and manages 5,176 Housing Choice Vouchers, 150 of which are located within the City.

Totals Number of Units

	Program Type								
	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project - based	Tenant - based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
# of units vouchers available	0	194	377	5,176	0	5,176	499	3,491	0
# of accessible units									
*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition									

Table 7 – Total Number of Units by Program Type

Data PIC (PIH Information Center)
Source:

Describe the supply of public housing developments:

The City does not operate any public housing but information presented here reflect the County public housing information for reference.

Describe the number and physical condition of public housing units in the jurisdiction, including those that are participating in an approved Public Housing Agency Plan:

The City does not operate any public housing but information presented here reflect the County public housing information for reference. In the county’s last Five-Year Consolidated Plan, it reported that according to the most recent Green Physical Needs Assessment (GPNA), all public housing properties were rated as “Good Condition” based on renovations completed in recent years.

Public Housing Condition

Public Housing Development	Average Inspection Score

Table 8 - Public Housing Condition

Describe the restoration and revitalization needs of public housing units in the jurisdiction:

The City does not operate any public housing but information presented here reflect the County public housing information for reference. In the county's last Five-Year Consolidated Plan, it reported that considerable funding has been expended for public housing renovations involving building systems, building exteriors, site improvements (including accessibility), parking, and drainage. Standard renovations for all properties include, bathroom and kitchen repairs, replacement of flooring and painting.

Describe the public housing agency's strategy for improving the living environment of low- and moderate-income families residing in public housing:

The City does not operate any public housing but information presented here reflect the County public housing information for reference. In the county's last Five-Year Consolidated Plan, it reported all residents are offered a well-managed living environment. The needs of both the resident and property are addressed in an expeditious manner, and residents are consistently informed and directed to all available resources that offer social services. Several strategies for addressing resident needs were presented.

Discussion:

MA-30 Homeless Facilities and Services – 91.210(c)

Introduction

The Prince George's County Continuum of Care (CoC) for homeless persons is coordinated through the County's Homeless Services Partnership (HSP), the local Homeless Advisory Board for the County Executive. Bowie is part of the Prince George's County CoC.

The County has a network of hypothermic, emergency, transitional, and permanent supportive housing facilities that are designed to provide a coordinated and systemic response to persons identified as literally homeless as well as a centralized intake and assessment system that ensures prioritization of the most vulnerable among this group. Unfortunately, while this network is strong, it is insufficient to meet the daily demands of persons in crisis and a broader network which includes non-traditional partnerships and leveraging opportunities are essential to effectively expand the current capacity in the County. Much of this development work is being guided by the County's Ten-Year Plan.

There are no shelters within the City, but there are a number of housing units provided to homeless persons by churches. These are generally scattered in apartment complexes owned by the hosting organizations or within the church complexes. The community is served by a number of shelters throughout Prince George's County. The following data on facilities and housing targeted to homeless is from the CoC and includes all of Prince George's County. No specific data is available for the City.

Facilities and Housing Targeted to Homeless Households

	Emergency Shelter Beds		Transitional Housing Beds	Permanent Supportive Housing Beds	
	Year Round Beds (Current & New)	Voucher / Seasonal / Overflow Beds	Current & New	Current & New	Under Development
Households with Adult(s) and Child(ren)	206	0	108	140	
Households with Only Adults	186	0	75	179	
Chronically Homeless Households	N/A	N/A	N/A	179	
Veterans	0	0	0	0	
Unaccompanied Youth	15	0	82	6	

Table 9 - Facilities and Housing Targeted to Homeless Households

Source: 2022 Continuum of Care Homeless Assistance Programs Housing Inventory Count

Note: all data reported represents the Continuum of Care geography (Prince George's County)

Describe mainstream services, such as health, mental health, and employment services to the extent those services are used to complement services targeted to homeless persons

Prince Georges County utilizes a full complement of mainstream programs and benefits to provide support services for homeless persons. CoC policy requires evaluation of all new shelter entries within 72 hours to identify mainstream resources, culminating with a plan for new clients. Importantly, the CoC prioritizes and streamlines the process for shelter residents, enabling immediate access to a host of supportive service programs, including but not limited to public welfare programs Temporary Cash Assistance (TCA), Supplemental Nutrition Assistance Program (SNAP), Medical Assistance (MA), Purchase of Care (POC), Emergency Assistance to Families with Children (EAFIC) and other assistance programs.

List and describe services and facilities that meet the needs of homeless persons, particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth. If the services and facilities are listed on screen SP-40 Institutional Delivery Structure or screen MA-35 Special Needs Facilities and Services, describe how these facilities and services specifically address the needs of these populations.

The City does not have any homeless facilities or services in its jurisdiction. For reference, the following information was provided in the county's last Five-Year Consolidated Plan

Centralized Intake and Assessment: The CoC operates a 24/7/365 hotline for calls related to housing instability and homelessness. Entrance to all County emergency shelters, as well as diversion and prevention measures, are accessed through this hotline. The central point of entry allows homeless persons to gain services and shelter without having to navigate several different systems and application procedures. Residents are screened, assessed and linked to a prevention/diversion program or an appropriate emergency shelter based on gender, family composition, need, and bed availability.

Coordinated Entry: The County has established a system wide coordinated entry protocol for prioritizing and customizing homeless services based on the identified needs of the individual. These protocols include a prioritization code for all those currently in or entering the system which is used to help determine which response – RRH, Emergency Shelter, Transitional Shelter, or PSH is best suited to the household and helps reduce the time spent in homelessness as well as reducing the cost per successful placement. As part of this approach, the CoC also maintains a complete registry of all homeless persons and using a vulnerability index to prioritize those most in need of long-term subsidies and support.

Rapid Re-Housing: The County has limited resources available to provide rapid re-housing (RRH) assistance and access is coordinated through central intake. Rapid Re-housing is recognized as a national best practice and the County's RRH services include case management, housing

search/lease up assistance, start-up (i.e. first month's rent, security deposit, utility deposit), tenant landlord conflict resolution, budget counseling/credit repair, mediation, and referrals for critical support services as appropriate including legal, job readiness/placement, mental health, community food assistance and McKinney Vento educational services for the children. In addition, case managers work with families to eliminate financial barriers impacting their ability to sustain housing including enrollment in mainstream public benefits (TANF, EAFB, Social Security, SSI/SSDI, Medicaid/Medicare, SNAP, and childcare) and subsidized and unsubsidized employment. The CoC has strong partnerships in place with local landlords that have frequently provided second chance housing to RRH families and CoC staff will work closely with these landlords and RRH customers on an ongoing basis to resolve potential problems, including unpaid rent, lease violations, property damage and/ or other concerns to support customer and program success.

Emergency Shelters: There are five-year round projects that provide beds for singles, unaccompanied youth and families experiencing homelessness in the County. Each shelter resident is provided with basic shelter amenities as well as employment, case management, health care, and housing placement assistance. Additionally, there is a 35-bed hypothermia shelter that operates November through March as part of the County's commitment to protecting its most vulnerable citizens during the harshest months and a 53-bed domestic violence shelter for women and children at imminent risk of harm.

Joint Transitional-Rapid Rehousing Programs: There are three year-round transitional-rapid rehousing projects that provide beds for singles, unaccompanied youth and families experiencing homelessness in the County. Each shelter resident is provided with comprehensive case management, supportive wrap around services, and assistance with employment and housing relocation.

Permanent Supportive Housing: There are fifteen year-round permanent supportive housing (PSH) projects that provide beds for singles and families identified by the CoC's coordinated entry process as being at the highest risk. In addition to a permanent subsidized residence, PSH programs provide comprehensive support services which address multiple long-term needs of program participants through key partnerships with public mainstream programs, private non-profit agencies and community-based programs. All program efforts are geared toward ensuring that participants enjoy the safest but least restrictive environment possible based on their individual vulnerability.

In addition to the sheltering system described above, the CoC aggressively pursues other supportive services and housing programs to provide more permanent housing for persons who are homeless.

MA-35 Special Needs Facilities and Services – 91.210(d)

Introduction

See below.

Including the elderly, frail elderly, persons with disabilities (mental, physical, developmental), persons with alcohol or other drug addictions, persons with HIV/AIDS and their families, public housing residents and any other categories the jurisdiction may specify, and describe their supportive housing needs

As described in NA-45, needs are generally determined by the social service and housing agencies most directly in contact with special needs populations in the City of Bowie and Prince George's County.

The largest special needs population is the elderly population. This group is presently served by a variety of supportive services including assisted housing at the Bowie Commons project, housing rehabilitation grants by the City of Bowie, and extensive recreational and educational services at the Bowie Senior Center. Despite these existing services, the growth in the elderly population may necessitate additional investments in senior services to meet the growing need.

The following describes the needs of disabled persons in Bowie:

§ The unemployment rate in the City is 2.2%, following a spike during the pandemic lockdowns of 2020-2021, with higher percentages for those with disabilities. Lower, fixed incomes severely restrict housing choice for persons with disabilities, particularly as it relates to rental deposits or downpayment and closing costs for home purchases.

§ Limited income and the high cost of housing accessibility modifications make homeownership nearly impossible. The City currently offers assistance for first-time homeowners in the form of a \$2,000 grant to eligible residents, with a matching grant from the State of MD, for \$4,000 in total assistance. This program is especially targeted towards first responders, teachers, and veterans.

§ While the poverty rate of those with a disability is lower overall than those without a disability, the poverty rate of those with a disability age 65 and above is slightly higher than the same age group without a disability. Affordable, accessible housing for the elderly is an identified need.

Volunteers of America has 24 Alternative Living Facilities (ALF) in Bowie that provide housing and services for chronically mentally ill persons. These are the only facilities located in the City that assists persons who are not homeless but who require supportive housing. The program ensures that persons returning from mental institutions receive appropriate supportive housing. It is a countywide program, not limited to Bowie residents.

According to the most recent Prince George's County CAPER, the greatest unmet need and barrier to housing for persons living with HIV/AIDS is the scarcity of affordable housing in suburban Maryland. Given the high costs of treatment, individuals often cannot afford high housing costs. In addition, the improving life expectancies of persons with HIV/AIDS has increased the long-term costs of housing and limited the amount of support available. Increased funding for housing is identified as a need for this group.

Describe programs for ensuring that persons returning from mental and physical health institutions receive appropriate supportive housing

The CoC continues to work collaboratively with the hospital social workers and DSS staff to gather relevant data and develop feasible strategies for identifying housing and treatment options for chronically homeless persons with disabling conditions. These meaningful discussions will continue to lead to identification of appropriate housing alternatives that prevent vulnerable homeless individuals from being released to the streets as well as reduce the public cost associated with non-reimbursed emergency room care.

Maryland has a formal protocol that has been designated for publicly-funded mental health institutions to which the CoC adheres. The discharge policy is listed under the Health General Article of Annotated Code 10-809 which prohibits discharges from state facilities to homelessness. All collaborating mental health agencies/facilities prepare a written After Care Plan that includes life skills, vocational and social rehabilitation, job skills, case management, supportive services and housing. The agencies are responsible for ensuring that participants approaching discharge are not discharged into homelessness. The Maryland Department of Health and Mental Hygiene is a participating member of the CoC and is responsible for ensuring compliance amongst provider agencies.

Many of the individuals at risk of being discharged into homelessness are suffering from serious mental illness and/or a co-occurring disorder. Most of them do not trust shelters or living with strangers, therefore a significant number – even when housing is offered – return by choice to their prior living situation which includes encampments in the woods. The PIT team and the DSS street outreach teams are intimately familiar with many of these individuals and have been able to develop a level of trust over time that has enabled the CoC to begin to achieve some significant success. The HSP sub-committee for chronically homeless, mentally ill, substance abusing, dually diagnosed and/or disabled persons has identified several gaps in service delivery and are working to develop a series of recommendations to the CoC for implementation including strategies to formalize the discharge plan and ways to help this population secure the mainstream benefits and written diagnoses needed to qualify them for PH.

Specify the activities that the jurisdiction plans to undertake during the next year to address the housing and supportive services needs identified in accordance with 91.215(e) with respect to persons who are not homeless but have other special needs. Link to one-year goals. 91.315(e)

In the next year, the City of Bowie intends to undertake a Single Family, Owner-Occupied, Residential Housing Rehab Program (with HUD income qualification requirements) that prioritizes senior citizens, disabled residents, and others for the next two years. A total of 15 units are expected to be rehabilitated in 2023. The City also intends to continue working with Prince George's County to deliver countywide benefits to City residents.

For entitlement/consortia grantees: Specify the activities that the jurisdiction plans to undertake during the next year to address the housing and supportive services needs identified in accordance with 91.215(e) with respect to persons who are not homeless but have other special needs. Link to one-year goals. (91.220(2))

N/A

MA-40 Barriers to Affordable Housing – 91.210(e)

Negative Effects of Public Policies on Affordable Housing and Residential Investment

Barriers to affordable housing include the following public policies:

- Focus on 'high-quality' neighborhoods and luxury rental units has limited more affordable types of multi-family developments.
- Occupancy codes restrict the number of persons per bedroom to one for rental units, causing families with new children to lose housing and driving up rental affordability.
- The County has land use authority (zoning) over the City.

MA-45 Non-Housing Community Development Assets – 91.215 (f)

Introduction

The following HUD-generated tables contain data pertinent to economic development in the City of Bowie. Discussion and analysis follows after the last table.

Economic Development Market Analysis

Business Activity

Sector	Number of establishments	% of establishments	Number of employees	% of employees
Agriculture, forestry, fishing and hunting	5	0.0%	26	0.0%
Mining, quarrying, and oil and gas extraction	3	0.0%	42	0.0%
Utilities	16	0.1%	536	0.2%
Construction	1,834	11.4%	32,356	12.7%
Manufacturing	256	1.6%	6,703	2.6%
Wholesale trade	536	3.3%	9,820	3.9%
Retail trade	2,225	13.8%	36,525	14.3%
Transportation and warehousing	585	3.6%	14,607	5.7%
Information	267	1.7%	5,538	2.2%
Finance and insurance	591	3.7%	5,346	2.1%
Real estate and rental and leasing	839	5.2%	8,425	3.3%
Professional, scientific, and technical services	2,006	12.4%	30,267	11.9%
Management of companies and enterprises	83	0.5%	3,115	1.2%
Administrative and support and waste management and remediation services	1,009	6.3%	21,558	8.5%

Educational services	235	1.5%	3,653	1.4%
Health care and social assistance	2,139	13.3%	32,603	12.8%
Arts, entertainment, and recreation	167	1.0%	3,205	1.3%
Accommodation and food services	1,487	9.2%	28,245	11.1%
Other services (except public administration)	1,812	11.2%	12,032	4.7%
Industries not classified	35	0.2%	31	0.0%
Total	16,130	100%	254,633	100%

Table 45 - Business Activity

Data 2021 County Business Patterns (Prince George's County)
Source:

Labor Force

Total Population in the Civilian Labor Force	34,449
Civilian Employed Population 16 years and over	32,663
Unemployment Rate	5.2%
Unemployment Rate for Ages 16-24	12.8%
Unemployment Rate for Ages 25-65	3.9%

Table 46 - Labor Force

Data 2015-2019 ACS
Source:

Travel Time

Travel Time	Number	Percentage
< 30 Minutes	11,119	40.0%
	10,725	38.3%
60 or More Minutes	6,132	21.7%
Total	27,976	100.0%

Table 48 - Travel Time

Data 2015-2019 ACS
Source:

Education:

Educational Attainment by Employment Status (Population 16 and Older)

Educational Attainment	In Labor Force		
	Civilian Employed	Unemployed	Not in Labor Force
Less than high school graduate	837	21	302
High school graduate (includes equivalency)	4,717	304	1,252
Some college or Associate's degree	6,856	445	1,470
Bachelor's degree or higher	14,839	318	1,467

Table 49 - Educational Attainment by Employment Status

Data 2015-2019 ACS
Source:

Educational Attainment by Age

	Age				
	18–24 yrs	25–34 yrs	35–44 yrs	45–65 yrs	65+ yrs
Less than 9th grade	45	6,918	7,040	19,000	8,646
9th to 12th grade, no diploma	392	65	131	207	133
High school graduate, GED, or alternative	1,015	134	144	479	494
Some college, no degree	1,527	1,419	1,248	3,606	2,274
Associate’s degree	355	1,525	1,032	4,036	1,738
Bachelor’s degree	701	345	385	1,513	431
Graduate or professional degree	34	1,878	1,726	4,728	1,884

Table 50 - Educational Attainment by Age

Data 2015-2019 ACS
Source:

Educational Attainment – Median Earnings in the Past 12 Months

Educational Attainment	Median Earnings in the Past 12 Months
Less than high school graduate	\$26,788
High school graduate (includes equivalency)	\$46,154
Some college or Associate’s degree	\$57,137
Bachelor’s degree	\$71,304
Graduate or professional degree	\$95,655

Table 51 – Median Earnings in the Past 12 Months

Data 2015-2019 ACS
Source:

Based on the Business Activity table above, what are the major employment sectors within your jurisdiction?

2021 County Business Pattern data suggests that Prince George's County, MD is home to a diverse range of employment sectors. The largest sector in terms of both the number of employees and establishments is Retail Trade, with 14.3% of employees and 13.8% of establishments. The next largest sector is Health Care and Social Assistance, with 12.8% of employees and 13.3% of establishments. The third largest sector in terms of the number of employees is Accommodation and Food Services, with 11.1% of employees and 9.2% of establishments.

Construction is also a significant sector in Prince George's County, with 11.4% of establishments and 12.7% of employees. Recent surges in construction activity will likely contribute to further growth in this sector. Other notable sectors in terms of employment include Professional, Scientific, and Technical Services (11.9%), Administrative and Support and Waste Management and Remediation Services (8.5%), and Transportation and Warehousing (5.7%).

Some of the smaller sectors in terms of employment include Agriculture, Forestry, Fishing and Hunting, Mining, Quarrying, and Oil and Gas Extraction, and Utilities. However, each of these sectors still represents an important aspect of the county's economy.

Describe the workforce and infrastructure needs of the business community:

The primary workforce need was housing at an affordable price for those working at retail, arts and entertainment jobs in the City. While larger homes for commuters enabled persons to commute to and from Washington D.C. for jobs, fewer affordable units means a smaller workforce in close proximity to places of employment such as Bowie Town Center. The City has entered into agreements with developers at the Melford and South Lake locations to set aside 5% of new rental units for low and moderate income residents; those programs are currently being discussed with the property owners as residential development projects move forward.

In addition, a workforce that is “work-ready” has been a growing need in the community. Bowie launched developing a Workforce Training program targeted towards younger persons who need to build work and life skills to be successful and to gain employment. The program has been in operation for 5 years, offering presentations on life skills and STEM career paths, as well as innovation and entrepreneurship to residents aged 15 – 25. According to feedback from participants, comments from the community during program recruitment, and resident survey data, there continues to be strong community interest in workforce development and business start-up training.

Describe any major changes that may have an economic impact, such as planned local or regional public or private sector investments or initiatives that have affected or may affect job and business growth opportunities during the planning period. Describe any needs for workforce development, business support or infrastructure these changes may create.

There are two major changes that may have an economic impact. These include the following:

Millbranch Crossing: an approximately 70-acre site zoned for office and retail located on the east side of U.S. Highway 301 has potential to attract employers seeking new locations with added retail amenities.

Bowie Town Center – the closing of the Sears store has increased the possibility of a redevelopment similar to the conversion of the Sears Auto Center into a mid-scale restaurant. In addition, there is a potential for workforce housing to be created by the adaptive reuse of the Seritage building now that the Sears retail location has closed.

How do the skills and education of the current workforce correspond to employment opportunities in the jurisdiction?

Comparing the education attainment data for Bowie to the employment by sector data for Prince George's County can provide some insights into how the skills and education of the Bowie workforce align with the industries common to the county.

For instance, the construction sector in Prince George's County employs a relatively high number of workers, and the education attainment data for Bowie shows a significant proportion of individuals with a high school diploma or less, which may align with the skills needed for jobs in the construction industry.

The professional, scientific, and technical services sector in Prince George's County employs a significant number of workers with bachelor's and graduate degrees, and the education attainment data for Bowie also shows a significant proportion of individuals with bachelor's and graduate degrees. This suggests that there may be a strong alignment between the skills and education of the Bowie workforce and the needs of the professional, scientific, and technical services sector.

Similarly, the health care and social assistance sector in Prince George's County employs a significant number of workers with associate's, bachelor's, and graduate degrees, and the education attainment data for Bowie also shows a significant proportion of individuals with associate's, bachelor's, and graduate degrees. This suggests that there may be a strong

alignment between the skills and education of the Bowie workforce and the needs of the health care and social assistance sector.

Overall, the education attainment data for Bowie suggests that there may be a strong alignment between the skills and education of the Bowie workforce and the needs of several of the industries common to Prince George's County, including construction, professional, scientific, and technical services, and health care and social assistance.

Describe any current workforce training initiatives, including those supported by Workforce Investment Boards, community colleges and other organizations. Describe how these efforts will support the jurisdiction's Consolidated Plan.

The Prince George's Workforce Services Corporation (WSC), through the Workforce Services Division, is the primary service provider with offices located in Largo. Services include:

- § Vocational training

- § GED Training

- § Job readiness training and counseling

- § Access to information about job openings

- § Training programs for specific retailers including CVS, Giant Food and Safeway

- § Employment Referral

The City works with the WSC to provide business referrals for job placements of Welfare-to-Work clients. Through the leveraging of resources and collaborations in the public and private sectors, WSC also offers affordable housing, dental care, clothing and mental health counseling in addition to jobs and training.

The Prince George's County Workforce Development Board has identified the following industries as the primary in-demand industries of focus for the Prince George's County public workforce system:

- § Transportation & Warehousing

- § Retail Trade

- § Health Care & Social Assistance

- § Federal Government

§ Professional & Business Services

§ Hospitality/Accommodation and Food Services

§ Construction

§ Information Technology

While the projections above dictate that the County's top growth industries are Transportation and Warehousing, Retail Trade and Health Care and Social Assistance, current labor market information shows that Prince George's County's top three industries based on the highest current advertised job openings are Professional, Scientific and Technical Services, Retail Trade and Health Care and Social Assistance.

Does your jurisdiction participate in a Comprehensive Economic Development Strategy (CEDS)?

No.

If so, what economic development initiatives are you undertaking that may be coordinated with the Consolidated Plan? If not, describe other local/regional plans or initiatives that impact economic growth.

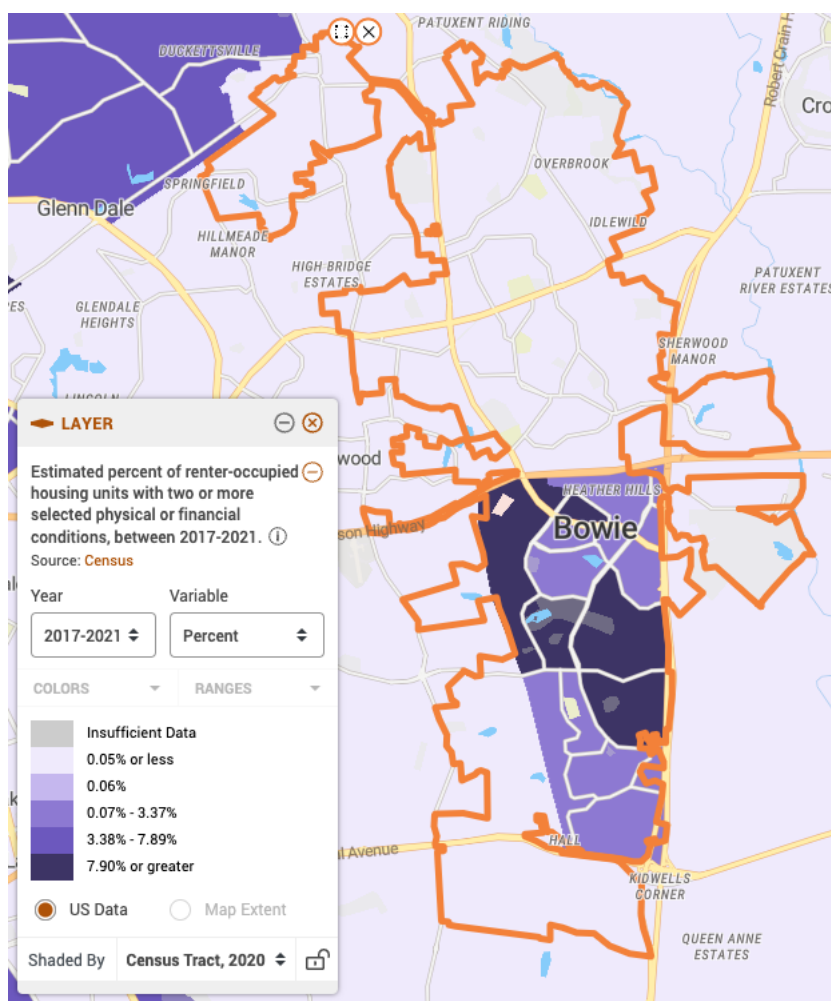
N/A

MA-50 Needs and Market Analysis Discussion

Are there areas where households with multiple housing problems are concentrated? (include a definition of "concentration")

In Bowie, 22.5% of renter households experience a housing problem. There are multiple census tracts in two or more housing problems are concentrated, with concentrations defined as census tracts in which housing problems are reported by more than twice the County rate:

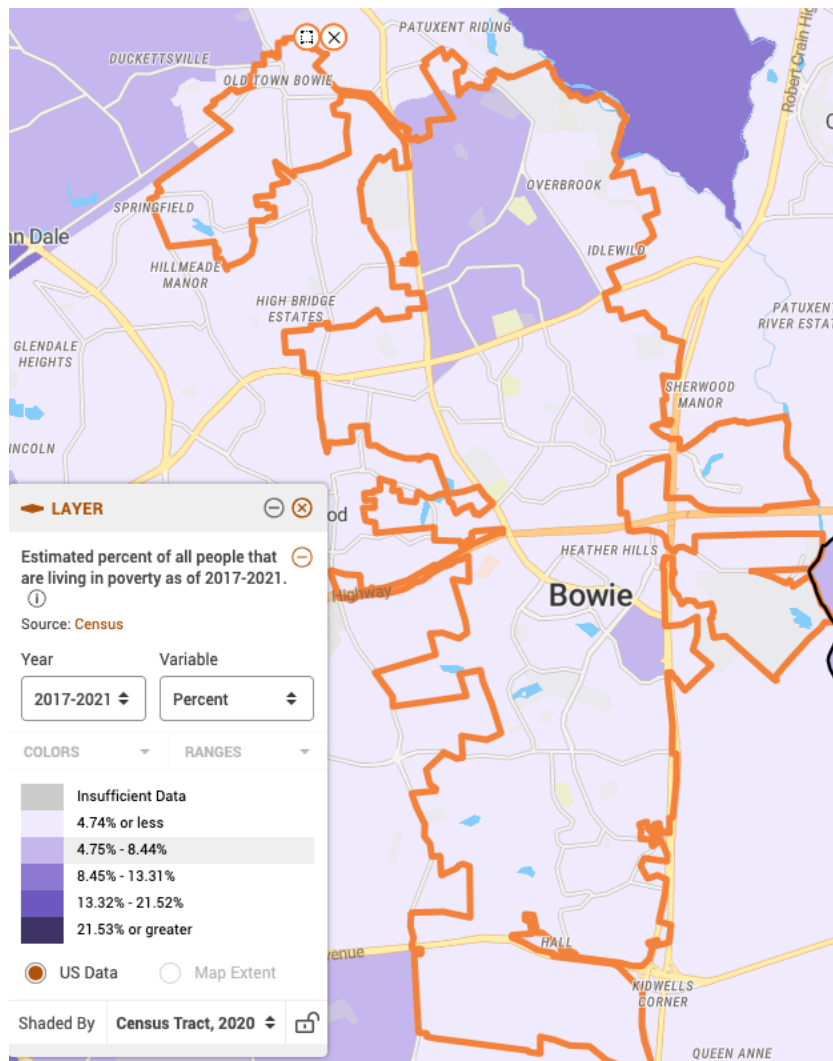
Census Tracts with Two or More Reported Housing Problems (2017 5-year ACS)



Are there any areas in the jurisdiction where racial or ethnic minorities or low-income families are concentrated? (include a definition of "concentration")

Definition of concentration: In the maps shown below, concentration is defined as a particular geographic area (a census tract) in which the prevalence of a particular racial, ethnic, or income group exceeds the county average by at least twenty percentage points. Areas of concentration are highlighted on these maps with blue shading.

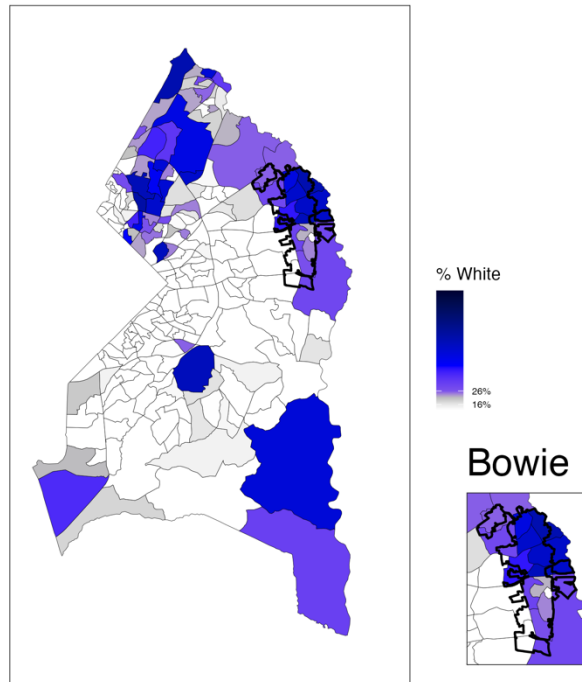
The map below depicts share of households experiencing poverty in the City of Bowie. Approximately 3% of Bowie residents experienced poverty per the 2021 5-year census estimate, and 3 census tracts (two in the northern portion of the city and one on the eastern edge, south of Collington Road) reported concentrated levels of poverty:



The set of maps shown below reflect racial and ethnic concentrations in Bowie. These maps show a concentrated share of white households in the southern and northern-most portions of the county, a concentrated share of Black/African-American households in the southwest census tracts:

White Households

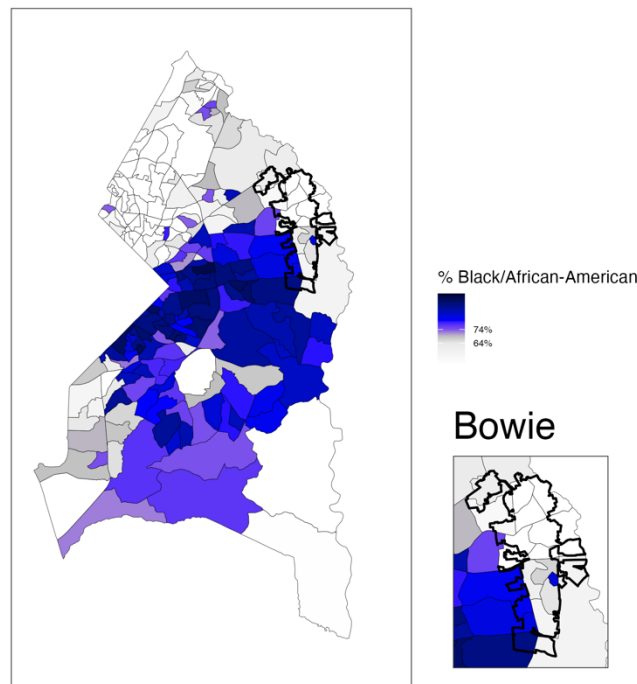
Prince George's County



Source: 2019 5-Year ACS, Tigerline

Black/African-American Households

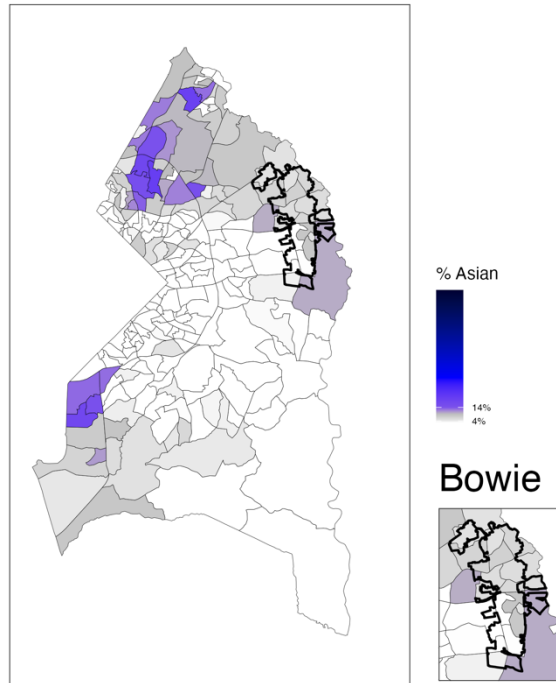
Prince George's County



Source: 2019 5-Year ACS, Tigerline

Asian Households

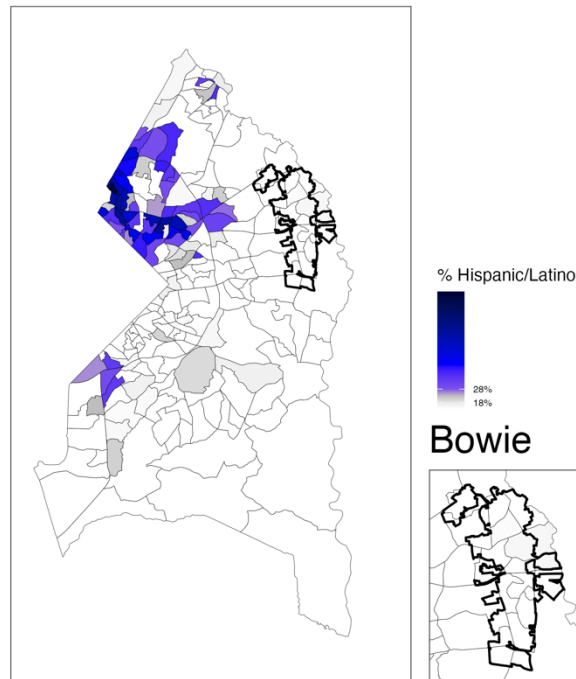
Prince George's County



Source: 2019 5-Year ACS, Tigerline

Hispanic/Latino Households

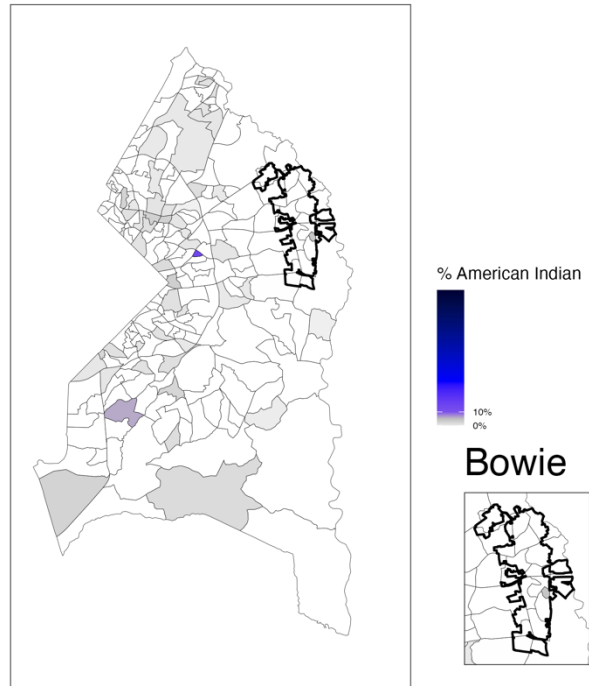
Prince George's County



Source: 2019 5-Year ACS, Tigerline

American Indian Households

Prince George's County

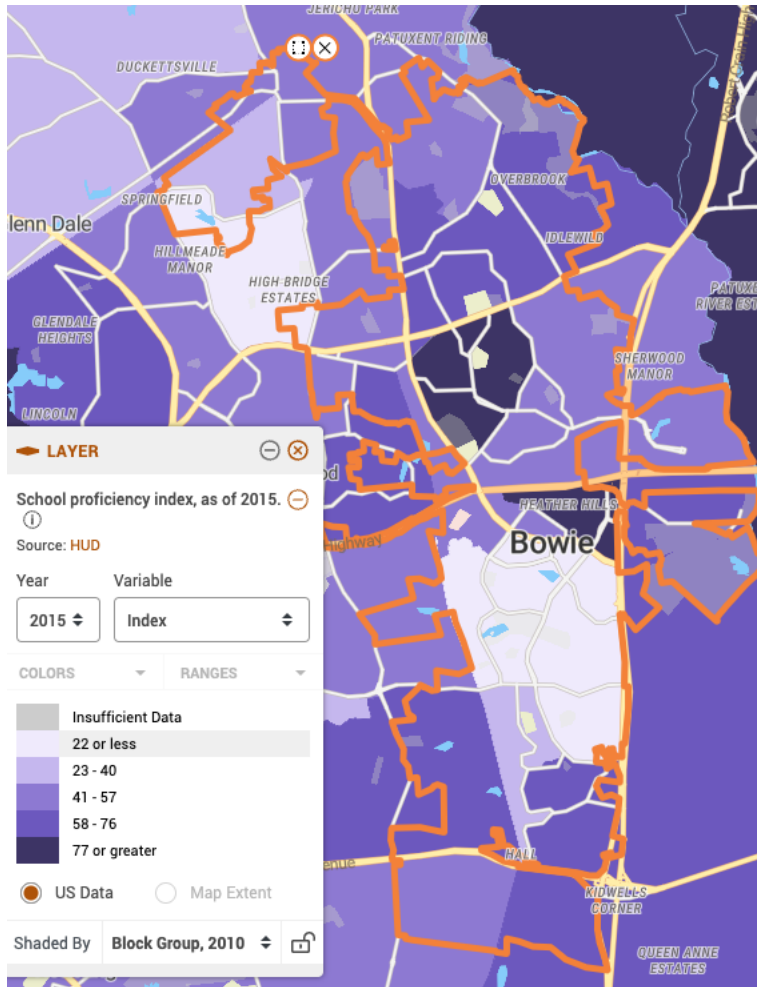


Source: 2019 5-Year ACS, Tigerline

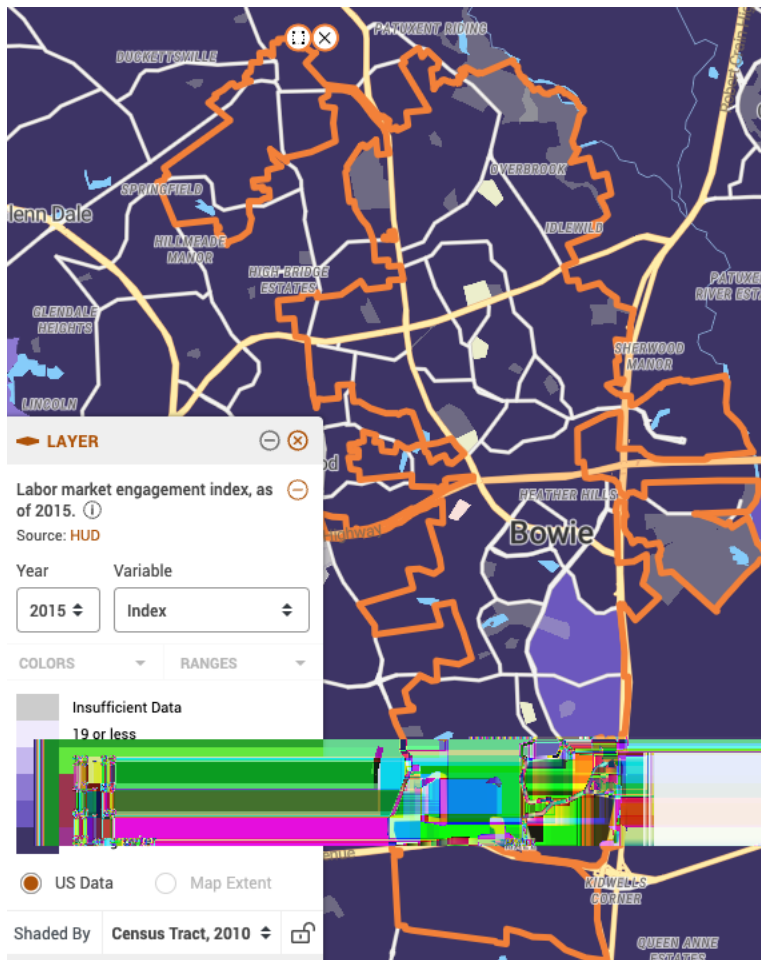
What are the characteristics of the market in these areas/neighborhoods?

The maps below reveal a strong connection between higher poverty areas, access to quality schools, and access to the labor market. Several census tracts highlighted below also contain several of Bowie's HUD-subsidized multifamily developments and are also tracts in which high proportions of multiple housing problems were reported:

School Proficiency Index (HUD, 2015)



Labor Market Engagement Index (HUD, 2015)



Are there any community assets in these areas/neighborhoods?

One community asset in the highlighted areas above is a major employment and shopping center: the Bowie Town Center. As mentioned above, the highlighted areas also contain several HUD-subsidized developments.

Are there other strategic opportunities in any of these areas?

MA-60 Broadband Needs of Housing occupied by Low- and Moderate-Income Households - 91.210(a)(4), 91.310(a)(2)

Describe the need for broadband wiring and connections for households, including low- and moderate-income households and neighborhoods.

According to information provided by the Federal Communications Commission, Prince George's County has 100% service coverage through fixed and mobile broadband connections. However, while connections may be physically available in all areas, it does not guarantee that broadband connections are accessible by all residents. Digital inclusion efforts work to ensure all residents are able to connect regardless of skill levels, access to equipment, language barriers, and other challenges. Local public libraries offer access to the Internet in addition to Microsoft Word and Excel classes.

Prince George's County's Office of Information Technology (OIT) provides support for all of the agencies, departments and branches in the County government. OIT is a dynamic organization focused on:

- Exploring and leveraging technology to move the County forward
- Increasing services to citizens and constituents
- Providing infrastructure for the County
- Providing data management and business intelligence to the County Government

Describe the need for increased competition by having more than one broadband Internet service provider serve the jurisdiction.

Competition is always helpful for pricing, but that generally adequate competition exists. Rather than competition, there is a need for collaboration between internet service providers, the government, and nonprofits to ensure that the basic needs for broadband connection are met for all residents – from coverage to cost to skills.

MA-65 Hazard Mitigation - 91.210(a)(5), 91.310(a)(3)

Describe the jurisdiction's increased natural hazard risks associated with climate change.

Prince George's County completed a Hazard Mitigation Plan in 2010 with an update in 2017. The original hazard mitigation plan was prepared by a Mitigation Advisory Committee composed of staff representatives from the bi-county agencies of Maryland-National Capital Park & Planning Commission and the Washington Suburban Sanitary Commission and various County departments including: Department of the Environment (formerly Department of Environmental Resources); Department of Homeland Security and Office of Emergency Management; Department of Public Works & Transportation, Department of Housing & Community Development and Office of Central Services.

The City of Laurel participated as a separate incorporated municipality. Representatives from the Maryland Emergency Management Agency, the Maryland Department of the Environment and the Maryland Department of Natural Resources were notified of the meetings. Other federal agencies were notified and invited to attend too.

Flooding was the most likely hazard identified. The following items are recommended based on the review of the Hazard Mitigation Plan:

- The Prince George's County staff should continue their job of implementing the Plan's ongoing recommendations.
- The County should continue the annual outreach programs including "June Flood Awareness Month" and mailings to the owners of properties determined to be impacted by flood hazards, and other mailings.
- Update the material related to Flood Management in the Public Library; if possible, digital versions of them should also be provided for the library's website.
- Update the County website to include a notice of availability of this progress report.

Describe the vulnerability to these risks of housing occupied by low- and moderate-income households based on an analysis of data, findings, and methods.

Generally, more vulnerable and LMI populations are at greater risk of being impacted by natural disasters, especially flooding, due to geographic location, housing structure, or both. Historic zoning policies and demographic migration trends have resulted in low income and minority populations often residing in more undesirable and low-lying areas that are more prone to flooding or are closer to floodplains.



DRAFT

City of Bowie

HOUSING AND COMMUNITY DEVELOPMENT

HUD FY 2023 Annual Action Plan



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Strategic Plan

SP-05 Overview

Strategic Plan Overview

The Strategic Plan outlines Bowie's priority needs, anticipated resources, and ultimate goals for its federal funding allocation. The City has identified a variety of community needs including:

- § Housing rehabilitation
- § Workforce training, particularly for young males
- § Additional fair housing education
- § Affordable housing
- § Emergency assistance (home repairs, rental assistance, etc.)
- § Water and sewer infrastructure

Increasing housing prices and the aging population are projected to continue into the near future. Based on these conditions and given limited resources, the City has opted to invest in three projects for the duration of the Five-Year Plan: a single family, owner-occupied residential rehabilitation program, fair housing activities, and workforce training and job placement. The first will be Single Family Home Rehabilitation Program (with HUD income qualification requirements) that prioritizes senior citizens, disabled residents, and others for the next two years. The second project will be a program to help educate residents, businesses, property owners and others about fair housing practices and requirements. The third project will be to undertake a Workforce Training Program.

The Bowie City Manager's Office (OGDA) will be the administering agency and will continue to work with County agencies, private developers and non-profit groups to effectively administer the program. The City Manager's Office will also be in charge of monitoring the use of funds.

This section contains additional information about the proposed City programs and how they meet the needs of the community, how they will help to overcome obstacles to fair and affordable housing, and how they fit into the City's larger anti-poverty and homelessness strategies.

SP-10 Geographic Priorities – 91.215 (a)(1)

Geographic Area

Table 1 - Geographic Priority Areas

N/A

SP-25 Priority Needs - 91.215(a)(2)

Priority Needs

Table 2 – Priority Needs Summary

1	Priority Need Name	Housing Rehabilitation
	Priority Level	High
	Population	Extremely Low Low Moderate Middle Elderly Frail Elderly
	Geographic Areas Affected	
	Associated Goals	Improve the quality of owner-occupied housing
	Description	Housing rehabilitation that prioritizes senior citizens, disabled residents, and others for the next two years
	Basis for Relative Priority	
2	Priority Need Name	Public Service: Workforce Training Job Placement
	Priority Level	High
	Population	Extremely Low Low Moderate Middle Unaccompanied Youth Non-housing Community Development
	Geographic Areas Affected	
	Associated Goals	Workforce Training and Job Placement
	Description	Programs to train workers for future positions
	Basis for Relative Priority	

3	Priority Need Name	Fair Housing Education
	Priority Level	High
	Population	Extremely Low Low Moderate Middle Non-housing Community Development
	Geographic Areas Affected	
	Associated Goals	Improve access to affordable housing
	Description	Education through fair housing training for various groups including non-profits, city staff, landlords and others related to the housing industry
	Basis for Relative Priority	Fair Housing Activities
4	Priority Need Name	Affordable Housing
	Priority Level	High
	Population	Moderate Middle Large Families Families with Children
	Geographic Areas Affected	
	Associated Goals	
	Description	Construction of housing affordable for working families
	Basis for Relative Priority	Construction of housing affordable for working families
5	Priority Need Name	Emergency Assistance
	Priority Level	High

	Population	Extremely Low Low Moderate Large Families Families with Children Elderly
	Geographic Areas Affected	
	Associated Goals	
	Description	Monetary assistance for emergency repairs, prevention of utility shut-off, etc
	Basis for Relative Priority	Monetary assistance for emergency repairs, prevention of utility shut-off, etc
6	Priority Need Name	Infrastructure: Sewer Lines
	Priority Level	High
	Population	Extremely Low Low Moderate
	Geographic Areas Affected	
	Associated Goals	
	Description	
	Basis for Relative Priority	
7	Priority Need Name	Infrastructure: Sewage Overflow Container
	Priority Level	High
	Population	Extremely Low Low Moderate
	Geographic Areas Affected	
	Associated Goals	
	Description	

	Basis for Relative Priority	
--	------------------------------------	--

Narrative (Optional)

The table above shows priority needs within the City of Bowie. Priority needs were included based on the results of public input and stakeholder interviews. Additional needs were identified through consultation with City agencies.

Only the needs with the highest priority level were identified.

SP-30 Influence of Market Conditions – 91.215 (b)

Influence of Market Conditions

Affordable Housing Type	Market Characteristics that will influence the use of funds available for housing type
Tenant Based Rental Assistance (TBRA)	N/A
TBRA for Non-Homeless Special Needs	N/A
New Unit Production	N/A
Rehabilitation	The growth of the elderly population in Bowie means the need for elderly services will continue to increase. The increase in elderly population combined with high levels of poverty creates a need for financial assistance in updating, rehabilitating, and preserving the existing homes of income-eligible senior citizens. Rehabilitation projects will also help to preserve affordable housing stock in Bowie over the long-term by maintaining older homes that might otherwise fall into disrepair. The program prioritizes senior citizens, disabled residents, and others for the next two years.
Acquisition, including preservation	N/A

Table 3 – Influence of Market Conditions

SP-35 Anticipated Resources - 91.215(a)(4), 91.220(c)(1,2)

Introduction

The following table shows the amount of funds expected to be available in Year 1 of this Consolidated Plan.

The City reserves the right to change allocation priorities up to 20 percent for new projects or redistribution of funds among projects without public notice.

Anticipated Resources

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan \$	Narrative Description
			Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$		
CDBG	public - federal	Acquisition Admin and Planning Economic Development Housing Public Improvements Public Services	\$192,200	0	0	\$192,200	\$768,800	CDBG funds will be used to address community housing needs, specifically, housing rehabilitation. The rehabilitations will include energy efficiency measures; Fair housing; Workforce Development

Table 4 - Anticipated Resources

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

The City of Bowie will utilize general funds for an education component of the Single Family Home Rehabilitation Program. Sessions will be held to teach residents about energy efficiency measures in their own homes to lower monthly utility costs. Between \$350,000 and \$400,000 of City General Funds will be leveraged by the CDBG funding.

If appropriate, describe publicly owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

Discussion

SP-40 Institutional Delivery Structure – 91.215(k)

Explain the institutional structure through which the jurisdiction will carry out its consolidated plan including private industry, non-profit organizations, and public institutions.

Responsible Entity	Responsible Entity Type	Role	Geographic Area Served
BOWIE	Government	Ownership	

Table 5 - Institutional Delivery Structure

Assess of Strengths and Gaps in the Institutional Delivery System

The City Manager's Office (OGDA) will be responsible for overall program compliance to federal CDBG regulations. The City of Bowie's Department of Community Services will provide linkages to the Senior Center. The City's Finance Department will conduct the financial management of the CDBG funds. The Director of the Office of Grant Development and Administration, under direct supervision of the City Manager's Office, will complete required evaluation reporting and ensure overall project compliance with the approved Citizen Participation Plan, the approved Consolidated Plan, and all applicable federal regulations.

Strengths

The City of Bowie City Manager's Office (OGDA) manages the CDBG grant program and reporting for the City, since the department has experience managing the CDBG program in addition to providing a strong support system to enable the City to focus on its own services.

The City has relationships with a number of key County agencies that impact social services and outreach efforts, including the Continuum of Care (CoC) and senior services.

Gaps

Due to the location of the City, most of the social service agencies are located in other areas of the County, generally closer to the boundary with the District of Columbia. None of the homeless or housing providers are located in the City, with senior services being the only social service directly provided in the community.

Availability of services targeted to homeless persons and persons with HIV and mainstream services

Homelessness Prevention Services	Available in the Community	Targeted to Homeless	Targeted to People with HIV
Homelessness Prevention Services			
Counseling/Advocacy	X	X	X
Legal Assistance	X		X
Mortgage Assistance	X	X	X

Homelessness Prevention Services	Available in the Community	Targeted to Homeless	Targeted to People with HIV
Homelessness Prevention Services			
Rental Assistance	X	X	X
Utilities Assistance	X	X	X
Street Outreach Services			
Law Enforcement	X	X	X
Mobile Clinics			
Other Street Outreach Services	X	X	X
Supportive Services			
Alcohol & Drug Abuse	X	X	X
Child Care			
Education			
Employment and Employment Training	X	X	X
Healthcare	X	X	X
HIV/AIDS	X	X	X
Life Skills	X	X	X
Mental Health Counseling	X	X	X
Transportation			
Other			
	X	X	X

Table 6 - Homeless Prevention Services Summary

Describe how the service delivery system including, but not limited to, the services listed above meet the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth)

As noted in other sections of this document, the City of Bowie is a member of the Prince George's County CoC. The services provided are not located within the City, but are available to residents. The services listed above and discussed elsewhere in this document meet the needs of homeless persons in Prince George's County and the City of Bowie. Diversion programs are a major part of the institutional delivery system that limit the number of persons becoming homeless in the County through minor interventions. When diversion programs fail, transitional housing is available with a variety of supportive services to move persons rapidly into permanent housing. These programs are available and targeted to a variety of subpopulations in the County.

Describe the strengths and gaps of the service delivery system for special needs population and persons experiencing homelessness, including, but not limited to, the services listed above

Currently, there are 182 clients on the waiting list for housing. The housing gaps are emergency housing, transitional housing, long-term housing facilities, and supportive services. The County considers this

need a “high priority”; therefore, the five-year goal is to provide housing opportunities for 182 additional persons with HIV/AIDS and their families and to provide supportive services for existing and new clients.

The CoC and Bowie, in partnership to the County, have a history of coordinating with government offices, municipalities, agencies, and nonprofit organizations, comprising its institutional delivery system.

Provide a summary of the strategy for overcoming gaps in the institutional structure and service delivery system for carrying out a strategy to address priority needs

SP-45 Goals Summary – 91.215(a)(4)

Goals Summary Information

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Improve the quality of owner-occupied housing	2023	2027	Affordable Housing		Housing Rehabilitation	CDBG: \$826,500	Homeowner Housing Rehabilitated: 50 Household Housing Unit
2	Improve access to affordable housing	2023	2027	Affordable Housing		Fair Housing Education	CDBG: \$9,500	Public service activities for Low/Moderate Income Housing Benefit: 10 Households Assisted
3	Workforce Training and Job Placement	2023	2027	Non-Housing Community Development		Public Service: Workforce Training Job Placement	CDBG: \$125,000	Public service activities other than Low/Moderate Income Housing Benefit: 150 Persons Assisted

Table 7 – Goals Summary

Goal Descriptions

1	Goal Name	Improve the quality of owner-occupied housing
	Goal Description	Single Family, Owner-Occupied, Residential Housing Rehab Program (with HUD income qualification requirements) that prioritizes senior citizens, disabled residents, and others for the next two years. Matrix code 14A.
2	Goal Name	Improve access to affordable housing
	Goal Description	Fair Housing outreach activities, including training sessions, informational brochures or outreach sessions to improve the community's understanding of fair housing laws. Matrix code 05J.

3	Goal Name	Workforce Training and Job Placement
	Goal Description	The project will be to undertake a small community study in the form of a pilot project to examine the potential work workforce and employment training in the Old Town Bowie; Huntington community. Matrix code 05H.

Estimate the number of extremely low-income, low-income, and moderate-income families to whom the jurisdiction will provide affordable housing as defined by HOME 91.315(b)(2)

The City of Bowie does not receive HOME funds.

SP-50 Public Housing Accessibility and Involvement – 91.215(c)

Need to Increase the Number of Accessible Units (if Required by a Section 504 Voluntary Compliance Agreement)

There are no public housing facilities in the City of Bowie.

Activities to Increase Resident Involvements

There are no public housing facilities in the City of Bowie.

Is the public housing agency designated as troubled under 24 CFR part 902?

No

Plan to remove the ‘troubled’ designation

N/A

SP-55 Barriers to affordable housing – 91.215(h)

Barriers to Affordable Housing

Barriers to affordable housing include the following public policies:

- Focus on 'high-quality' neighborhoods and luxury rental units has limited more affordable types of multi-family developments
- Occupancy codes restrict the number of persons per bedroom to one for rental units, causing families with new children to lose housing and driving up rental affordability
- The County has land use authority (zoning) over the City

Strategy to Remove or Ameliorate the Barriers to Affordable Housing

The City of Bowie and Prince George's County completed a joint AI in 2020. The City currently allocates 1% of its annual CDBG entitlement allocation grant for fair housing activities.

The City of Bowie is working with developers to include workforce housing set-asides as part of major new developments and will work with Prince George's County to discuss possible updates to the zoning code to improve access to affordable housing. This year, CDBG funds will finance housing rehabilitation projects, which will update and preserve housing in Bowie and maintain the stock of affordable housing in the City. The City is using an additional 1% of its CDBG allocation this year to finance fair housing education workshops.

Following the completion of its recent AI, the City of Bowie outlined additional fair housing initiatives. These include:

Goal 1: Increase awareness on fair housing issues, rights and responsibilities

Action 1: Continue fair housing education programs

Action 2: Share data and findings with Washington metro region's Regional Analysis of Impediments effort.

Goal 2: Provide opportunities for a greater range of housing types within the City of Bowie

Action 1: Implement a moderately-priced dwelling unit (MPDU) or inclusionary housing

SP-60 Homelessness Strategy – 91.215(d)

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

See AD-25 Administration, Unique Appendices, for the full homeless text (text exceeded the 4,000 character limit).

Addressing the emergency and transitional housing needs of homeless persons

The City of Bowie will address the emergency and transitional housing needs of homeless persons as a participant in the Prince George's County Continuum of Care (CoC). The City does not directly provide services or receive ESG funds, but will work with the CoC to address homelessness. No homeless housing is available in the City; however, the City works closely with its police force and within its City departments to address the needs of homeless individuals. Any homeless individual in Bowie is immediately referred to the Continuum of Care for the services they provide. The City is also presently in discussions with various community and faith-based groups interested in increasing the supply of homeless residences in the City.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again.

See AD-25 Administration, Unique Appendices, for the full homeless text (text exceeded the 4,000 character limit).

Help low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families who are likely to become homeless after being discharged from a publicly funded institution or system of care, or who are receiving assistance from public and private agencies that address housing, health, social services, employment, education or youth needs

The first defense against homelessness is prevention and/or diversion, both of which are highlighted as priorities in the County's Strategic Plan. It is much more cost effective for many households to maintain their housing rather than the County facilitating entry into the homeless emergency system and re-housing the family. The County has a very strong system for prevention and intervention but does not have the funding required to end homelessness.

Shelter diversion: The goal of this strategy is to help at-risk households seeking shelter to identify alternative housing options (avoiding entry into a shelter), and to offer support services that will help them stabilize until a permanent housing opportunity becomes available. Shelter diversion is handled through the coordinated intake process and is used in cases where it is a safe and practical alternative to shelter.

Prevention: Prevention assistance, usually in the form of immediate and short-term rental and/or utility assistance, provides a means of preserving permanent housing situations and saving households from entering the homeless assistance system. Prevention and diversion programs are of critical importance to keeping people from becoming homeless in the face of a personal crisis. The County's Plan includes creation of a publicly and privately funded and coordinated intervention system focused on preventing homelessness and maximizing the effectiveness of this limited pool of resources.

Prince George's County envisions a comprehensive housing crisis response system through which homelessness can be prevented, and as required, homelessness can be quickly ended. The plan is designed to identify and align homeless support systems to meet the distinct needs of people at risk of, or experiencing homelessness, make additional affordable housing resources available either through development and/or subsidy programs, realign existing resources with prevention and rapid re-housing initiatives, and target permanent supportive housing for those deemed most vulnerable.

SP-65 Lead based paint Hazards – 91.215(i)

Actions to address LBP hazards and increase access to housing without LBP hazards

The majority of housing in Bowie was build post World War II and is free of lead-based paint. The concentration of older housing is located within the CDBG project area. The Office of Grant Development & Administration administers the Housing Rehab program and retains a contractor to conduct lead-based paint testing on all projects. The City does not have a Housing Authority that performs lead paint assessments or rehabilitation, but regularly refers residents to regional programs addressing lead paint hazards. These agencies include: the Maryland Department of Environmental Resources, Maryland Department of Environment, Maryland Department of Housing and Community Development, and the National Center for Lead Safe Housing.

How are the actions listed above related to the extent of lead poisoning and hazards?

Given the very limited amount of funding available to the City and the relatively few number of low-income households with children that may have lead-based paint in Bowie, the City has opted to utilize countywide (and state) programs rather than undertake local programs to combat lead-based paint hazards.

How are the actions listed above integrated into housing policies and procedures?

The City of Bowie performs all historic preservation and renovation in accordance with Maryland Building Rehabilitation Code and preservation standards. This takes into account lead-based paint procedures in all renovations.

SP-70 Anti-Poverty Strategy – 91.215(j)

Jurisdiction Goals, Programs and Policies for reducing the number of Poverty-Level Families

The key to the City's anti-poverty strategy is job creation through the promotion of economic development activities. By working with the growing number of commercial developers in the City, Bowie is enhancing job opportunities and housing for all economic levels. The City also sponsors seasonal job fairs, offering employment opportunities for persons interested in parks and recreation.

In addition, the City is in the process of developing a Workforce and Life Skills training program to meet the need for employment and employability skill development for young adults in the community. The need for full-time, permanent employment and the ability to obtain and retain a job by a large segment of the young adult population (principally males) is an acute one which may require other interventions and services to achieve success.

Also, the City encourages coordination with programs and services with a number of County, State and local organizations:

§ The County's Financial Services Corporation (FSC First), a private non-profit corporation affiliated with the Economic Development Corporation that provides financial assistance to businesses and administers the Small Business Growth Fund and the Small Business Administration 504 Commercial Real Estate Loan Program.

§ The County's Workforce Services Division (WSD), addressing the workforce development needs of existing and potential employers. It represents collaboration among the University of Maryland at College Park, Prince George's Community College and the Prince George's County Public Schools.

§ Bowie State University, a leader in seeking HUD funds for Historically Black Colleges and Universities to enhance its entrepreneurship programs, developing capacity among small business owners, non-profit and housing advocates. Bowie State University also works with communities around the County, including the City, to establish small business information centers at local libraries in collaboration with the Economic Development Corporation and the County library system. The City has worked with Bowie State University to fund a business incubator at the business school. The long-term goal is to house new businesses in Bowie and to foster growth and expansion.

§ Organizations that sponsor community forums on issues related to revitalization and community needs.

How are the Jurisdiction poverty reducing goals, programs, and policies coordinated with this affordable housing plan

The activities outlined in this Consolidated Plan do not directly affect the jurisdiction's anti-poverty strategy; however, the construction jobs created as part of the Housing Rehabilitation program may

benefit workers within Bowie. In addition, keeping homes affordable for in Bowie by lowering energy costs to maintain a home will ensure more residents can stay in their homes. The cost burden among homeowners increased across all lower income bands, with the highest increase among the elderly and small related households.

The strategy of creating jobs, including construction jobs, and lowering maintenance costs for seniors and those with disabilities, as well as other residents, are the City's main methods of improving families' livelihoods.

SP-80 Monitoring – 91.230

Describe the standards and procedures that the jurisdiction will use to monitor activities carried out in furtherance of the plan and will use to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements

City of Bowie Office of Grant Development & Administration, Department of Finance, and other Departments as required, have the capacity to manage capital improvement projects, and has been providing site management and monitoring on CDBG projects for the past 20 years. On site monitoring will be carried out on a regular basis by trained City staff. The City will enforce all HUD rules and regulations through on-site interviews, and by collecting relevant data and documentation.

The City of Bowie administers a number of federal and state grant programs and has demonstrated its capacity to administer and manage the CDBG program. Project files will be maintained on the CDBG-funded activity; reports will be collected and submitted to HUD on a timely basis. Record keeping will be in accordance with City and federal policies. The City Manager's Office will ensure compliance with HUD regulations that deal with the effective use of federal Community Development Block Grant funds.

The City will conduct all CDBG-funded activities in accordance with federal and local laws and policies, particularly in regards to Affirmative Action and Equal Opportunity. The City currently directly mails Requests for Proposals (RFP) to a list of local minority contractors and provides them an opportunity to bid on municipal capital projects. All RFPs are advertised in the Prince George's Journal and local papers. The RFPs encourage women/handicapped and minority owned businesses to submit proposals.

Annual Goals and Objectives

Expected Resources

AP-15 Expected Resources – 91.220(c)(1,2)

Introduction

The following table shows the amount of funds expected to be available in year one of this Consolidated Plan.

Anticipated Resources

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan \$	Narrative Description
			Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$		
CDBG	public - federal	Acquisition Admin and Planning Economic Development Housing Public Improvements Public Services	\$192,200	0	0	\$192,200	\$768,800	CDBG funds will be used to address community housing needs, specifically, housing rehabilitation; Fair housing; and Workforce Development

Table 8 - Expected Resources – Priority Table

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

The City of Bowie will utilize general funds for an education component of the Single Family Home Rehabilitation Program. Sessions will be held to teach residents about energy efficiency measures that can lower monthly utility costs. Between \$350,000 and \$400,000 of City General Funds will be leveraged by the CDBG funding.

If appropriate, describe publicly owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

No publicly owned land or property within the jurisdiction will be used to address the needs identified in the plan.

Discussion

Annual Goals and Objectives

AP-20 Annual Goals and Objectives

Goals Summary Information

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Improve the quality of owner-occupied housing	2018	2022	Affordable Housing		Housing Rehabilitation	CDBG: \$165,300	Homeowner Housing Rehabilitated: 10 Household Housing Unit
2	Improve access to affordable housing	2018	2022	Affordable Housing		Fair Housing Education	CDBG: \$1,900	Other: 2 Other
3	Workforce Training and Job Placement	2018	2022	Non-Housing Community Development		Public Service: Workforce Training Job Placement	CDBG: \$25,000	Other: 20 Other

Table 9 – Goals Summary

Goal Descriptions

1	Goal Name	Improve the quality of owner-occupied housing
	Goal Description	Single Family, Owner-Occupied, Residential Housing Rehab Program (with HUD income qualification requirements) that prioritizes senior citizens, disabled residents, and others for the next two years. Matrix code 14A.

2	Goal Name	Improve access to affordable housing
	Goal Description	Fair Housing outreach activities, including training sessions, informational brochures or outreach sessions to improve the community's understanding of fair housing laws. Matrix code 05J.
3	Goal Name	Workforce Training and Job Placement
	Goal Description	The project will be to undertake a small community study in the form of a project to examine the potential workforce and employment training in communities throughout the city. Matrix code 05H.

Projects

AP-35 Projects – 91.220(d)

Introduction

The Annual Action Plan reflects the City's funding priorities and identifies projects that the City proposes to implement with funds from the U.S. Department of Housing and Urban Development's Community Development Block Grant (CDBG) Program. The funding is allocated to the community's highest priority needs.

Projects

#	Project Name
1	Workforce Development Activities
2	Single Family Home Rehabilitation
3	Fair Housing Education

Table 10 - Project Information

Describe the reasons for allocation priorities and any obstacles to addressing underserved needs

AP-38 Project Summary
Project Summary Information

1	Project Name	Workforce Development Activities
	Target Area	
	Goals Supported	Workforce Training and Job Placement
	Needs Addressed	Public Service: Workforce Training Job Placement
	Funding	: \$25,000
	Description	The project will be to undertake a project to provide the potential workforce and employment training to residents aged 15-25 in the City of Bowie.
	Target Date	
	Estimate the number and type of families that will benefit from the proposed activities	Public service activities other than low/moderate income housing benefit. 20 persons assisted.
	Location Description	City of Bowie
2	Planned Activities	Online seminars for youth residents aged 15-17 and adult residents aged 18 - 25. The program will cover life skills topics such as effective communication, stress management, and decision-making, as well as highlighting careers in STEM industries such as cyber security, IT, and healthcare. We will also explore technology innovations and entrepreneurship
	Project Name	Single-Family Home Rehabilitation
	Target Area	
	Goals Supported	Improve the quality of owner-occupied housing
	Needs Addressed	Housing Rehabilitation
	Funding	: \$165,300
	Description	Single Family, Owner-Occupied, Residential Housing Rehab Program (with HUD income qualification requirements) that prioritizes senior citizens, disabled residents, and others for the next two years.
	Target Date	
	Estimate the number and type of families that will benefit from the proposed activities	Homeowner Housing Rehabilitated: 10 Household Housing Units
	Location Description	City of Bowie

	Planned Activities	The Single Family, Owner-Occupied, Residential Housing Rehab Program (with HUD income qualification requirements) prioritizes senior citizens, disabled residents, and others for the next two years. The goals for the rehabilitation program are consistent with HUD's policies and its goals for the Energy Star Program by removing constraints on mobility, reducing total household expenses, improving indoor air quality, reducing health hazards, increasing comfort, increasing property value, and improving outlook on life. In implementing this plan, CDBG Entitlement funds are supplemented by MD DHCD Community Legacy grant funds for the Senior Citizen "Green" Housing Rehabilitation Program.
3	Project Name	Fair Housing Education
	Target Area	
	Goals Supported	Improve access to affordable housing
	Needs Addressed	Fair Housing Education
	Funding	: \$1,900
	Description	Fair Housing outreach activities, including training sessions, informational brochures or outreach sessions to improve the community's understanding of fair housing laws.
	Target Date	
	Estimate the number and type of families that will benefit from the proposed activities	Public service activities other than low/moderate income housing benefit. 2 activities.
	Location Description	City of Bowie
	Planned Activities	Funding for fair housing activities will support education and outreach efforts in the City of Bowie. Typical actions include seminars and trainings for residents, landlords, and city staff covering an array of fair housing topics. This year the City of Bowie will hold workshops for residents, landlords, city staff and other interested parties on their rights and responsibilities under fair housing laws.

AP-50 Geographic Distribution – 91.220(f)

Description of the geographic areas of the entitlement (including areas of low-income and minority concentration) where assistance will be directed

N/A

Geographic Distribution

Target Area	Percentage of Funds

Table 11 - Geographic Distribution

Rationale for the priorities for allocating investments geographically

N/A

Discussion

Affordable Housing

AP-55 Affordable Housing – 91.220(g)

Introduction

The City of Bowie's CDBG program will support the rehabilitation of housing. All rehabilitation funds will be used to support the rehab of existing homes that prioritizes senior citizens, disabled residents, and others for the next two years. Specifically, the program aims to make major repairs for households that would otherwise be unable to afford needed maintenance. The program also aims to reduce monthly living costs by creating more energy efficient homes. These goals help maintain the City's affordable housing stock while improving the financial stability of residents.

One Year Goals for the Number of Households to be Supported	
Homeless	0
Non-Homeless	0
Special-Needs	10
Total	10

Table 12 - One Year Goals for Affordable Housing by Support Requirement

One Year Goals for the Number of Households Supported Through	
Rental Assistance	0
The Production of New Units	0
Rehab of Existing Units	10
Acquisition of Existing Units	0
Total	10

Table 13 - One Year Goals for Affordable Housing by Support Type

Discussion

AP-60 Public Housing – 91.220(h)

Introduction

The City of Bowie is served by the Prince George's County Housing Authority. There is no conventional public housing in Bowie although a number of senior housing units are subsidized, including those at Bowie Commons and Pin Oak Village.

Actions planned during the next year to address the needs to public housing

Bowie does not have its own public housing agency, nor is there public housing in the City. As public housing has not been established as a high priority need in Bowie, the City will continue to encourage the development of other types of affordable housing that serve the demographics of the community.

Actions to encourage public housing residents to become more involved in management and participate in homeownership

While no conventional public housing exists in Bowie, the City has taken a strategic and coordinated effort to ensure those living in affordable senior housing have access to premium social services, decent housing, ample recreational facilities, convenient and affordable health care, senior service provisions, educational extension services, and responsible and interactive law enforcement that enhance the quality of life in the community, increase housing values, and develop employment opportunities.

If the PHA is designated as troubled, describe the manner in which financial assistance will be provided or other assistance

The City of Bowie does not have a PHA. The Prince George's County Housing Authority is not designated as troubled.

Discussion

AP-65 Homeless and Other Special Needs Activities – 91.220(i)

Introduction

Given the City of Bowie's limited allocation, no CDBG funds are being used to directly address homelessness in the community. The City does, however, work closely with various groups to address homelessness.

Describe the jurisdictions one-year goals and actions for reducing and ending homelessness including

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

The City of Bowie is a participant in the Prince George's County Continuum of Care. The Continuum of Care has developed a system to address homelessness and the priority needs of homeless individuals and families, including homeless subpopulations. The CoC addresses the housing and supportive services needs in each stage of the continuum process to help homeless persons make the transition to permanent housing and independent living. These services are documented annually during the Continuum of Care's point-in-time survey, and individual needs are evaluated each time a person enters the County system. This ensures individuals are receiving the appropriate type of care and are being pointed toward permanent, supportive housing and associated mainstream benefits.

The City of Bowie will continue to support the Continuum of Care strategy to meet the needs of homeless persons and those at risk of becoming homeless. In addition, this year the City will increase its surveys and engagement activities in Bowie's commercial areas. The City will be joined by members of the County's homeless crisis call center and staff from United Communities Against Poverty (UCAP).

Addressing the emergency shelter and transitional housing needs of homeless persons

The City of Bowie will address the emergency and transitional housing needs of homeless persons as a participant in the Prince George's County Continuum of Care (CoC). The City does not directly provide services or receive ESG funds, but will work with the CoC to address homelessness. No homeless housing is available in the City; however, the City works closely with its police force and within its City departments to address the needs of homeless individuals. Any homeless individual in Bowie is immediately referred to the Continuum of Care for the services they provide. The City is also presently in discussions with various community and faith-based groups interested in increasing the supply of homeless residences in the City.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals

and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

The County's Plan contains a range of options to reduce the time a household remains homeless, and to expedite their transition to permanent housing and independence to prevent recidivism. This part of the County's Plan focuses on two key strategies: (1) Rapid Re-Housing (RRH), and (2) Permanent Housing (PH). Additionally, accommodations were made for five subpopulations identified by the CoC as presenting unique challenges under these two strategies: (1) unaccompanied youth, (2) veterans, (3) chronically homeless, mentally ill, substance abusing or dually diagnosed persons and/or disabled individuals; (4) domestic violence survivors; and (5) returning residents. The CoC created subcommittees charged with designing and implementing additional sustainable strategies to address the unique barriers to permanent housing for their particular sub-population.

Rapid Re-Housing (RRH): In FY 2014, the County's RRH funding serviced the needs of less than 2% of all households. Keys to the success of this approach include but are not limited to: a well-developed housing barrier assessment process, good relationships with landlords, the presence of staff skilled in negotiation, housing location, case management, and the availability of funds for short-to-medium rental and utility subsidies, as well as other related housing costs.

Permanent Housing: The longer a household remains in a state of homelessness, the less likely they are to prevent the cycle from re-occurring and the greater their risk for recidivism. Therefore, timely and appropriate intervention is critical. While all housing solutions are important, the County's Plan focuses on two priority areas of permanent housing: (1) subsidized housing, and (2) permanent supportive housing (PSH) - both of which are designed to address the complex needs of those identified as least likely to be successful without a long-term sustainable housing solution and for whom multiple RRH interventions have failed.

Special Populations: Permanent Housing for these populations presents a unique set of barriers that further complicate services to persons who are homeless and require additional strategies that are customized to remove these challenges and facilitate transition to permanency.

Unaccompanied youth and young adults: The County has identified unaccompanied young people ages 13-24 as deserving of separate attention and development of a single integrated system of care. The County has developed the Homeless Youth Work Group (a sub-committee of the CoC) to lead its efforts for servicing this population. Selected activities include: development of a Strategic Plan, conducted annual housing instability counts, created 14 beds of emergency shelter, created 65 beds of transitional housing, participated on a statewide task force to study housing and supportive services for unaccompanied homeless youth and made recommendations for action by the Maryland General Assembly and State executive agencies⁵², and helped pass related legislation to service this population.

Chronically homeless, mentally ill, substance abusing, dually diagnosed and/or disabled individuals: Studies show that although chronically homeless people represent a small share of the overall homeless

population, their effect on the homeless system and the community is considerable. Emergency shelters are not designed to address the extensive needs of people with serious mental illness or other disabilities. The County's strategic efforts to provide permanent housing for this subpopulation include: development of a registry of all homeless individuals who are chronic and/or experiencing a behavioral health crisis that prevents them from maintaining housing stability without intense intervention and support; Countywide implementation of the vulnerability index and multidisciplinary review panel to determine placement prioritization; and expanded housing options including Housing First PSH, Safe Haven and a drop-in center.

Veterans: As stated, Prince George's County has the largest number of veterans in Maryland and yet, few access the homeless services system. The County has established collaborative relationships with the Veteran's Affairs, community colleges, workforce organizations, housing developers and service providers to take advantage of upcoming housing and related services for veterans.

Re-Entry: Approximately 4,000 inmates are released from the Department of Corrections each year. When this occurs without a structured reentry plan, it generates additional demands on communities and service systems. The County's plan calls for a collaboration of criminal justice agencies, community organizations and service providers to promote successful re-integration of returning citizens confronting homelessness.

Domestic Violence Survivors: There is a significant lack of emergency shelter beds for domestic violence survivors, in general, and a complete lack of specialized shelter for survivors. The County's Plan includes strategies designed to address challenges of domestic violence survivors and ensure all persons, as needed, have a safe, secure place to reside.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); or, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs.

The first defense against homelessness is prevention and/or diversion, both of which are highlighted as priorities in the County's Strategic Plan. It is much more cost effective for many households to maintain their housing rather than the County facilitating entry into the homeless emergency system and re-housing the family. The County has a very strong system for prevention and intervention but does not have the funding required to end homelessness.

Shelter diversion: The goal of this strategy is to help at-risk households seeking shelter to identify alternative housing options (avoiding entry into a shelter), and to offer support services that will help them stabilize until a permanent housing opportunity becomes available. Shelter diversion is handled

through the coordinated intake process and is used in cases where it is a safe and practical alternative to shelter.

Prevention: Prevention assistance, usually in the form of immediate and short-term rental and/or utility assistance, provides a means of preserving permanent housing situations and saving households from entering the homeless assistance system. Prevention and diversion programs are of critical importance to keeping people from becoming homeless in the face of a personal crisis. The County's Plan includes creation of a publicly and privately funded and coordinated intervention system focused on preventing homelessness and maximizing the effectiveness of this limited pool of resources.

Prince George's County envisions a comprehensive housing crisis response system through which homelessness can be prevented, and as required, homelessness can be quickly ended. The plan is designed to identify and align homeless support systems to meet the distinct needs of people at risk of, or experiencing homelessness, make additional affordable housing resources available either through development and/or subsidy programs, realign existing resources with prevention and rapid re-housing initiatives, and target permanent supportive housing for those deemed most vulnerable.

Discussion

In addition to continuing these programs, the City's s rehabilitation program will maintain the affordable housing stock while reducing residents' monthly payments through energy efficiency improvements. These improvements will lower costs for residents and enable many to remain in their homes.

AP-75 Barriers to affordable housing – 91.220(j)

Introduction:

In the Consolidated Plan, the City identified public policies in its Consolidated Plan that are barriers to fair and affordable housing. For barriers outside the direct control of the City, Bowie continues to work with State partners to accomplish fair and affordable housing goals. Bowie is also focusing on fair housing education and workforce housing set-asides in the coming year.

Actions it planned to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment

This year, the City is using a portion of its CDBG allocation to offer fair housing education sessions that are free and open to the public. These sessions will educate residents about their rights and sellers/landlords' responsibilities regarding fair housing. The City is presently engaging with a developer on a proposed large, mixed-use project that could include workforce housing set-asides.

Additionally, the City is continuing to seek approval from the State Legislature for independent zoning authority. Maintaining local zoning control will allow the City to more adequately plan for a greater mix of uses including affordable housing.

Discussion:

In addition to these policy-related actions, the City's Housing Rehabilitation Program will continue to provide housing rehabilitation funds that will maintain the affordable housing stock and reduce monthly costs for homeowners.

AP-85 Other Actions – 91.220(k)

Introduction:

In addition to the actions the City of Bowie will take with its annual CDBG allocation, the City continually works to improve the housing and employment opportunities for low and moderate income persons and other special populations.

Actions planned to address obstacles to meeting underserved needs

While the City does not have zoning authority over proposed development projects, it does review submitted plans in accordance with the City's Development Review Guidelines and submits recommendations to the County Planning Board. In order to provide a broad range of affordable housing types and styles, the City will continue to encourage each builder within a new residential development to provide at least one single-story unit type or model, which includes a first floor master bedroom to address the needs of the 55-and-over population and persons with disabilities.

To further strengthen zoning controls, the City is working with the State Legislature for independent zoning authority.

Actions planned to foster and maintain affordable housing

The City's Code Compliance Department ensures that all properties in the City are kept up-to-code, well-maintained and safe. In addition, the Housing Rehabilitation program fosters and maintains affordability for seniors and the disabled, as well as other income qualified residents, by lowering utility costs and maintaining livable homes.

Actions planned to reduce lead-based paint hazards

The majority of housing in Bowie was built post World War II, and is free of lead-based paint. The City does not have a Housing Authority that performs lead paint assessments or rehabilitation, but regularly refers residents to regional programs addressing lead paint hazards. These agencies include: the Maryland Department of Environmental Resources, Maryland Department of Environment, Maryland Department of Housing and Community Development, and the National Center for Lead Safe Housing.

Actions planned to reduce the number of poverty-level families

The median income in Bowie increased by 9% between 2009 and 2017 – the median income in 2017 was \$108,637. 2021 5-year ACS data estimates that 3.3% of the population is living below the poverty level, although housing cost burden is the biggest housing problem. The comparatively low number of low-moderate households may suggest that there are not enough affordable housing options to allow LMI individuals to live in Bowie.

During this period, median contract rent increased by 20.7% and median home values increased by 41.8%. This means that housing costs take up a relatively larger share of income for households in the City compared to 2000. As a result, buying or renting a house in Bowie became less affordable.

The focus of the City's Anti-Poverty Strategy is its economic development and revitalization initiatives. The City's Department of Planning and Economic Development works closely with the Prince George's Workforce Services Corporation to train people for employment and strives to create a greater mix of businesses and a variety of employment opportunities in the City.

Actions planned to develop institutional structure

City services and programming have been developed in order to accommodate the changing demographics within the jurisdiction, but gaps in service delivery are becoming apparent.

Strengths

The City of Bowie City Manager's Office manages the CDBG grant program and reporting for the City, since the department has experience managing the CDBG program in addition to providing a strong support system to enable the City to focus on its own services.

The City has relationships with a number of key County agencies that impact social services and outreach efforts, including the Continuum of Care (CoC) and senior services.

Gaps

Due to the location of the City, most of the social service agencies are located in other areas of the County, generally closer to the boundary with the District of Columbia. None of the homeless or housing providers are located in the City, with senior services being the only social service directly provided in the community.

Actions planned to enhance coordination between public and private housing and social service agencies

The mission of the City of Bowie is to provide exemplary public service. However, the City does not have a housing authority, nor does it build or manage public housing. Although the Division of Youth and Family Service and the Senior Center do provide programs and services for youth, families, and seniors, these municipal entities coordinate with regional agencies and organizations that provide services for residents that the City does not. The City of Bowie is committed to expanding outreach efforts to make residents more aware of existing services by sponsoring a variety of educational workshops, promoting resources on the City's website, and providing informational pamphlets at City sites. The City of Bowie will continue to work closely with State, County and regional agencies, coordinating programs and activities. The City will continue to work closely with the Washington Metropolitan Council of

Governments (COG) on regional issues.

Discussion:

Program Specific Requirements

AP-90 Program Specific Requirements – 91.220(l)(1,2,4)

Introduction:

Below is information on a variety of other requirements of the CDBG program.

Community Development Block Grant Program (CDBG)

Reference 24 CFR 91.220(l)(1)

Projects planned with all CDBG funds expected to be available during the year are identified in the Projects Table. The following identifies program income that is available for use that is included in projects to be carried out.

1. The total amount of program income that will have been received before the start of the next program year and that has not yet been reprogrammed	0
2. The amount of proceeds from section 108 loan guarantees that will be used during the year to address the priority needs and specific objectives identified in the grantee's strategic plan.	0
3. The amount of surplus funds from urban renewal settlements	0
4. The amount of any grant funds returned to the line of credit for which the planned use has not been included in a prior statement or plan	0
5. The amount of income from float-funded activities	0
Total Program Income:	0

Other CDBG Requirements

1. The amount of urgent need activities	0
2. The estimated percentage of CDBG funds that will be used for activities that benefit persons of low and moderate income. Overall Benefit - A consecutive period of one, two or three years may be used to determine that a minimum overall benefit of 70% of CDBG funds is used to benefit persons of low and moderate income. Specify the years covered that include this Annual Action Plan.	98.98%



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: City Council Legislative Priorities

DATE: 08/03/2023

The City Council will finalize the discussion of its Legislative Priorities. The City Council would like to establish Legislative Priorities for the forthcoming legislative session. By motion, the City Council will consider confirming the following.

City of Bowie - 2024 Legislative Priorities

- **Budget Priorities**
 1. Tuberculation - Funding Streams
 2. Police Recruitment Incentives - Funding/Grants/Supports
 3. Capital Improvements for Green Spaces

- **Policy Priorities**
 1. Police Accountability Boards
 2. MD Horse Racing Act
 3. PFAS Testing
 4. Chesapeake Water Quality Goals

ATTACHMENTS: None