

Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan

Appendix A

Maps, Tables, Charts
and Resources

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Priority Funding Areas

“The 1997 Priority Funding Areas Act directs State funding for growth-related infrastructure to places known as Priority Funding Areas (PFAs), providing a geographic focus for state investment in growth. Growth-related projects include most State programs that encourage development, such as highways, sewer and water construction, economic development assistance, and state leases or construction of new office facilities.

Being located in a priority funding area makes a project eligible for many important incentives. These include all Maryland Economic Development Assistance Authority Fund (MEDAAF) programs as well as the Community Investment Tax Credit.”

SOURCE: Prince George's County Government, accessed online on 8/17/2021, <https://www.princegeorgescountymd.gov/867/Priority-Funding-Areas>

Revitalization Tax Credits:

“In response to COVID-19 and the correlating economic downturn, the County in 2020 held several discussions with leaders in the public and private sectors regarding economic recovery. These conversations inspired legislation to incentivize TOD to bring private investment back into the County and support the local economy. If passed, the legislation, titled “The Act Concerning Revitalization Tax Credits for Major Transit Oriented Development Projects, also known as the Smart Economic Growth Act of 2020,” would (1) create a five-year, 100% real property tax credit and 80% permit fee discount incentive for high-quality TOD; (2) encourage the growth of federal-leased office space and Fortune 1000 company headquarters and regional offices; and (3) require significant supplier diversity, local equity, county resident hiring and workforce housing benefits. The act would establish revitalization tax zones, and businesses in the zone could qualify for credit.”

SOURCE: Greater Washington Partnership, December 2020, Unlocking The Potential For Inclusive Transit-Oriented Development In Prince George's County, accessed online on 8/17/2021 https://greaterwashingtonpartnership.com/wp-content/uploads/2021/01/GWP-Prince-George-Report_11547-211US_2-spreads.pdf

TOD Designation and the Sustainable Community Program:

“TOD designation provides several potential tools as a result from the benefit of state partnership such as the prioritization for several state discretionary incentive programs and expanded scope for local use of TIFs. The TOD Designation program administered by MDOT also allows for an automatic inclusion in the state's Sustainable Community Program administered by the Department of Housing and Community Development. The Sustainable Community Program establishes a shared geographic designation to promote efficient use of scarce state resources targeting historic preservation, housing and economic development to support local sustainability and revitalization strategies.

Incentives associated with the program include grants, below-market financing and enhanced tax credits. State TOD designation within the state of Maryland additionally confers several other benefits, including technical assistance such as feasibility and planning, prioritization in certain funding decisions, incorporation of state facilities and assistance with addressing transportation and access issues.”

SOURCE: Greater Washington Partnership, December 2020, Unlocking The Potential For Inclusive Transit-Oriented Development In Prince George's County, accessed online on 8/17/2021 https://greaterwashingtonpartnership.com/wp-content/uploads/2021/01/GWP-Prince-George-Report_11547-211US_2-spreads.pdf

Opportunity Zone

“This program is designed to incentivize taxpayers to reinvest their unrealized capital gains into Qualified Opportunity Funds (QOFs) that deploy those funds into low-income or underserved urban and rural communities. Twice a year, the QOF must pass a 90% asset test, which requires that qualified capital investments be deployed within six months into either Qualified Opportunity Zone properties directly or into a Qualified Opportunity Zone business (QOZB) located within an underserved community. A working-capital safe harbor allows businesses to hold cash for acquisition, construction and/or rehabilitation of tangible property during an initial 31-month period that may be extended up to 62 months. At least 70% of all of the tangible property owned or leased by the QOZB must be QOZB property. When the deferral period expires, if the QOF investment was held for at least five years,

the gain included in gross income is reduced by 10%. If the taxpayer holds the QOF investment for at least 10 years, the taxpayer may be permanently exempt from paying tax on gain realized from the appreciation of the QOF investment (or in some cases the appreciation of the QOF's individual assets)."

SOURCE: Greater Washington Partnership, December 2020, Unlocking The Potential For Inclusive Transit-Oriented Development In Prince George's County, accessed online on 8/17/2021 https://greaterwashingtonpartnership.com/wp-content/uploads/2021/01/GWP-Prince-George-Report_11547-211US_2-spreads.pdf

Transportation Infrastructure Finance and Innovation Act (TIFIA) (federal):

"This federal program provides credit assistance in the form of direct loans, loan guarantees and standby lines of credit to transportation projects with regional or national significance.163 The FAST Act expanded TIFIA eligibility to include projects to improve or construct public infrastructure that are located within walking distance of and accessible to a transit facility, passenger rail station, intercity bus station or intermodal facility and related infrastructure, and that have been designated as TOD. The minimum anticipated project cost for TOD projects is \$10 million. There is a list of specific elements that would generally be included in a TOD project once the DOT has determined a project is eligible for the program.

Subject to review, eligible elements could include: property acquisition; demolition of existing structures; site preparation; utilities; building foundations; walkways; pedestrian and bicycle access to a public transportation facility; construction, renovation and improvement of intercity bus and intercity rail stations and terminals; renovation and improvement of historic transportation facilities; open space; safety and security equipment and facilities; facilities that incorporate community services such as day care or health care; a capital project for equipment, an intermodal transfer facility or a transportation mall; and construction of space for commercial uses. The DOT may also fund "related infrastructure;" however, the DOT will prioritize the use of TIFIA funds for TOD projects that are significantly integrated into the related transportation facility."

SOURCE: Greater Washington Partnership, December 2020, Unlocking The Potential For Inclusive Transit-Oriented Development In Prince George's County, accessed online on 8/17/2021 https://greaterwashingtonpartnership.com/wp-content/uploads/2021/01/GWP-Prince-George-Report_11547-211US_2-spreads.pdf

Better Utilizing Investments to Leverage Development (BUILD) Grants (federal):

"The program provides an opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects with a national or regional objective. Passenger and freight rail transportation projects are among the many potential uses of this funding. In September 2020, Senators Warner and Kaine of Virginia announced funding through the BUILD program that will subsidize new gridded, elevated roadways that will mitigate flooding. The funding would also help create infrastructure that will feature pedestrian-friendly streets and corridors, enhance access to transit and improve connections to broadband. For projects located in urban areas, the minimum award is \$5 million. The minimum total cost for a project located in an urban area must be \$6.25 million to meet matching requirements. The maximum award is \$25 million. Not more than \$100 million can be awarded to a single state."

SOURCE: Greater Washington Partnership, December 2020, Unlocking The Potential For Inclusive Transit-Oriented Development In Prince George's County, accessed online on 8/17/2021 https://greaterwashingtonpartnership.com/wp-content/uploads/2021/01/GWP-Prince-George-Report_11547-211US_2-spreads.pdf

Surface Transportation Block Grant Program (federal):

"Grant program administered by the federal government that makes funding available for transportation improvement projects used by states and localities for projects to improve the conditions on any federal-aid highway and certain local roads. STBG funds are reimbursable federal aid funds, subject to the requirements of Title 23, United States Code."

SOURCE: Greater Washington Partnership, December 2020, Unlocking The Potential For Inclusive Transit-Oriented Development In Prince George's County, accessed online on 8/17/2021 https://greaterwashingtonpartnership.com/wp-content/uploads/2021/01/GWP-Prince-George-Report_11547-211US_2-spreads.pdf

TIF (local):

"TIF is a funding mechanism most often facilitated by the issuance of bonds to pay for up-front public infrastructure improvements within a TIF district needed to spur new development and benefit the surrounding community. The incremental real property tax revenues enabled by the improved infrastructure are pledged to service the funding debt. Once the debt has been fully repaid from the

incremental real property tax revenues, the County benefits from the revenue stream created from the increased assessed value of the property in and around the TIF district.”

SOURCE: Greater Washington Partnership, December 2020, Unlocking The Potential For Inclusive Transit-Oriented Development In Prince George’s County, accessed online on 8/17/2021 https://greaterwashingtonpartnership.com/wp-content/uploads/2021/01/GWP-Prince-George-Report_11547-211US_2-spreads.pdf

Sustainable Energy – Clean Energy Program Incentives

Energy Efficiency (Natural Gas Incentives Available), Solar PV, & Solar Water Heater Grants

“The Clean Energy Program builds on Maryland and Prince George’s County’s energy-efficiency and carbon reduction goals and will help in making our County more energy resilient, using a holistic approach to break energy injustice and barriers. We offer residents within the Pepco service territory of these nine neighborhoods, classified as Energy Resiliency Communities (ERCs), the ability to apply for grants to perform energy-efficiency retrofits and subsequently, install solar photovoltaic (PV) and/or water heater systems.”

“Presidential Policy Directive (PPD) 21 defines resiliency as “the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.” From an energy perspective, resiliency is the ability to prepare for and adapt to utility disruptions and recover quickly from these disruptions. It involves the deployment of distributed energy resources such as energy efficiency, renewable energy such as solar PV and thermal, battery storage, and microgrids.”

ENERGY STAR CERTIFICATION & GREEN LEASING GRANT (NATURAL GAS INCENTIVES AVAILABLE)

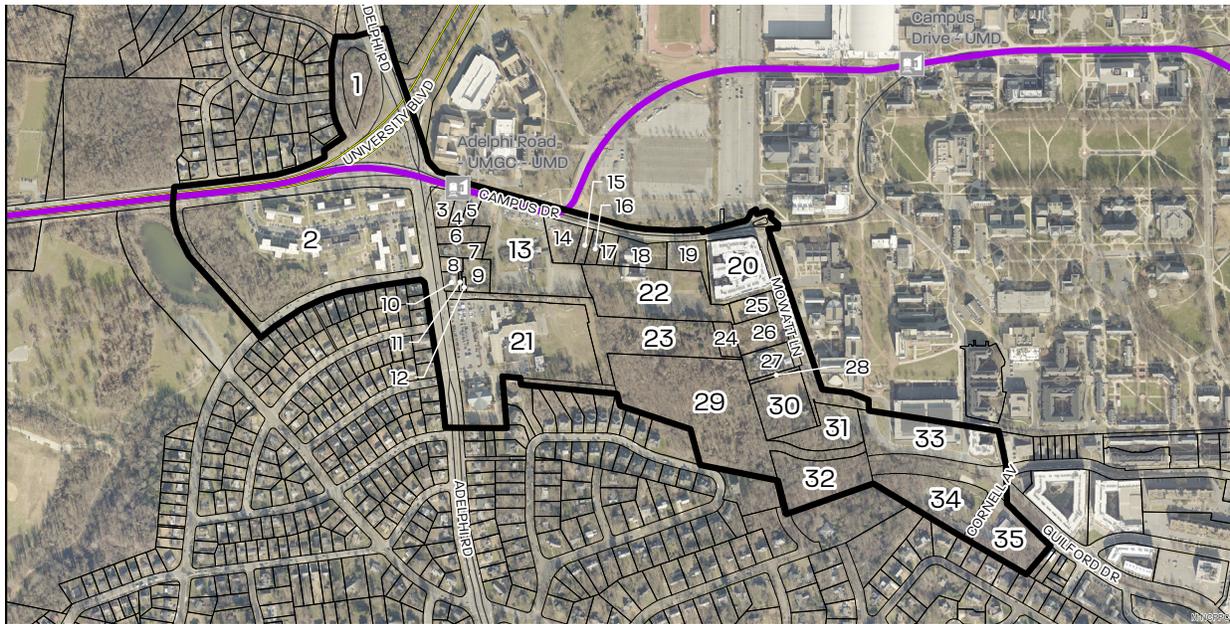
“Sustainable Energy provide grants to existing office and multifamily building owners that are Pepco and/or Washington Gas customers to perform energy and water efficiency retrofits, and also to obtain the US Environmental Protection Agency (EPA)’s Energy Star certification. Additionally, the building owners are to adopt various best practices in Green Leasing to motivate landlords and tenants to engage in energy efficient practices.”

SOURCE: Prince George’s County Government, accessed online on 09/14/2021 <https://www.princegeorgescountymd.gov/936/Sustainable-Energy-Program>

Table A-1. Recommended Consolidation of Parcels

Group	Property	Tax ID
1	Adelphi Road	2400109
	University Ln	2411379
	University Ln	2411387
	Campus Drive	2382919, 5636031, 3345402, 2411049
	7715 Adelphi Road	2314870
	7713 Adelphi Road	2342988
	7703 Adelphi Road	2402303
	7601 Adelphi Road	2384386
	7601 Adelphi Road	2297349
	Adelphi Road	2384394
2	7607 Adelphi Road	2384410
	3617 Campus Drive	2411056, 5533451
	Campus Drive	2411627
	3621 Campus Drive	2411593
	3701 Campus Drive	4000956
3	3621 Campus Drive	2411577
	7706 Mowatt Lane	2382372
	7618 Mowatt Lane	2287043
4	7620 Mowatt Lane	2340404
	7612 Mowatt Lane	2292571
	7500 Mowatt Lane (excluding the southern portion of this parcel located outside the UMD West Center boundary)	4018024
	3623 Campus Drive	2424737

Map A-1. Parcel Ownership



Parcel	Tax ID	Owner	Ownership
1, 14, 33	2411122, 2411528, 2411171	University of Maryland	State
2	1965334	State of Maryland (Leased)	State
3, 6, 29, 32	2400109, 2314870, 4018024, 4018016	State of Maryland	State
4, 5	2411379, 2411387	University of Md Bd of Regents	State
7, 9, 10, 12	2342988, 2384410, 2384386, 2384394	Bruce Patricia A Childrens Trust	Private
8	2402303	Krell Ping P	Private
11	2297349	Bruce Patricia A Rev Trust	Private
13	2411049, 5636031, 3345402, 2382919	University Baptist Church; State Highway Administration; Prince George's County	Nonprofit/ Public
15, 16	5533451, 2411056	University Baptist Church	Private
17, 18, 22	2411627, 2411593, 2411577	University Methodist Church	Nonprofit
19	4000956	University United Methodist Church	Nonprofit
20	5516582	THC UDR Domain College Park LLC	Private
21	2379394	Roman Catholic Arch of Wash	Nonprofit
23	2424737	GD Mowatt Townhomes, LLC	Private
24, 26, 30	2340404, 2287043, 2287050	AXT Ridgely W JR & Mary L.	Private
25	2382372	Potomac Electric Power Co	Utility
27	2292571	Bnai Brith Hillel Bldg Corp Un of Md	Nonprofit
28	9999999	Unknown	Unknown
31	4007274	Corp. Pres. Bishop of CH JC LD ST	Nonprofit
34	2379410	Oboyle Patrick, A.	Nonprofit
35	2347151	Hope Evan Luth CH of College Park	Nonprofit

SOURCE: Maryland State Department of Assessment and Taxation (SDAT); Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in Appendix F: Map Citations.

