



City of Bowie

Regular City Council Meeting

Tuesday, September 2, 2025
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**
- VII. CITY BOARDS AND COMMITTEES**
- VIII. COUNCIL ANNOUNCEMENTS**
- IX. CITY MANAGER'S REPORT**
- X. CONSENT AGENDA**
 - A.** Approval of July 7, 2025 Council Meeting Minutes
 - B.** Approval of July 14, 2025 Council Meeting Minutes
 - C.** Adoption of Resolution R-58-25 Allowing for the Release of the Construction Securities for Work Completed in the Right of Way at 13119 5th Street (Previously Known as 8818 Myrtle Avenue) Under Permit ROW-0009-24
 - D.** Adoption of Resolution R-59-25 Accepting the Right of Way Improvements Constructed Under the Permit ROW-0003-22 at 13905 Lake Meadows Drive and Release of Construction Securities
 - E.** Adoption of Resolution R-60-25 Allowing for the Release of the Construction Securities for Work Completed Under the Permit ROW-0002-24 for Bowie Marketplace Self-Storage at 3250 and 3230 Superior Lane
 - F.** Adoption of Resolution R-61-25 Allowing for the Release of the Securities for the Sediment Control of Construction of a Bowie Marketplace Self-Storage at 3250 and 3230 Superior Lane for Permit Number SC-0001-24
 - G.** Adoption of Resolution R-62-25 Allowing for the Release of the Securities for the Sediment and Control of Newly Constructed Single-Family Home Improvement at 13905 Lake Meadows Drive, Under Permit SC-0006-22
 - H.** Adoption of Resolution R-63-25 Accepting the Construction of the Private Stormwater Management Facility Constructed Under the Permit Number SWM-0001-24 at Bowie Marketplace Self-Storage Located at 3230 and 3250 Superior Lane and Releasing Securities Associated

- I.** Adoption of Resolution R-64-25 Waiving the Competitive Bidding Requirements of Section 61 “Purchasing and Contracting” of the Charter of the City of Bowie to Allow the City to Enter Into a Contract with Lewis Tree Service for Street Tree Trimming in City Right-of-Ways, and Authorizing the City Manager to Enter Into an Agreement with Lewis Tree Service and Issue a Purchase Order in the Amount of \$121,300.00
- J.** Adoption of Resolution R-65-25 Waiving the Competitive Bidding Requirements of Section 61 “Purchasing and Contracting” of the Charter of the City of Bowie, For Good Cause Shown, to Allow the City Manager to Enter Into a Contract with Ashton Manor Environmental LLC for Fall Street Tree Planting in City Right-of-Ways, and Issue a Purchase Order in the Amount of \$86,812.50
- K.** Adoption of Resolution R-66-25 Awarding a Contract to Humphrey and Son, Inc. to Repair a Sewer Main Point Located at 12510 Millstream Drive in the Amount of \$31,715
- L.** Adoption of Resolution R-67-25 Accepting the Construction of the Utility Permit Number UTIL-0037-23-W at 13501 Youngwood Turn and Releasing Securities Associated
- M.** Adoption of Resolution R-68-25 Release Bond and Refund Permit Fees for Construction of a Driveway Under Permit DW-0001-24 at 8906 Chestnut Avenue
- N.** Adoption of Resolution R-69-25 Request for a 50% Bond Reduction for Permit SDP-0001-23 at South Lake Residential Phase 4A
- O.** Adoption of Resolution R-70-25 Accepting the Construction of Stormwater Management Facility Constructed Under the Permit Number SWM-0007-20-R1 at US Route 301 and MD Route 214 (Central Avenue) / 978B (Old Central Avenue) and Releasing Securities Associated
- P.** Adoption of Resolution R-71-25 Allowing for the Release of the Securities for the Sediment and Control of St. Pius Church Addition 2023, Improvement at 14720 Annapolis Road for Permit SC-0007-24
- Q.** Adoption of Resolution R-72-25 Request for a 50% Bond Reduction for Permit ROW-0007-23 at South Lake Residential Phase 4A
- R.** Adoption of Resolution R-73-25 Awarding a Contract to Environmental Quality Resources LLC in the Amount of \$74,880.00
- S.** Adoption of Resolution R-74-25 Waiving the Competitive Bidding Requirements of Section 61 “Purchasing and Contracting” of the Charter of the City of Bowie To Allow the City to Enter Into a Contract With Applied Technology Services, Inc., and Authorizing the City Manager To Enter Into An Agreement For Message Boards With License Plate Readers
- T.** Adoption of Resolution R-75-25 Authorizing the Issuance of a Purchase Order to BayLand Consultants & Designers, Inc. for Task Order/RFP#3-22 in the Amount of \$93,917.97 in Accordance with the Master Contract Approved on October 31, 2018
- U.** Introduction of Ordinance O-9-25 An Ordinance of the Council (the “Council”) of the City of Bowie, Maryland to Authorize and Empower The City of Bowie (the “City”) to Sell and Issue From Time to Time, Upon Its Full Faith and Credit, One or More Series of (1)(A) General Obligation Bonds and (B) General Obligation Bond Anticipation Notes, Each in an Original Aggregate Principal Amount Not to

Exceed Thirty-Three Million Dollars (\$33,000,000), and (2) General Obligation Refunding Bonds, Subject to the Limitations Provided for Herein, the Proceeds of the Sale Thereof to Be Used and Applied for the Public Purpose of Financing, Reimbursing or Refinancing Costs of the Public Purpose Projects and Purposes Identified Herein as Bowie Ice Arena, Water Distribution System Recapitalization, Water Plant, Sewer Main Rehabilitation, Wastewater Treatment Plant, and Costs of Issuance; Specifying the Maximum Original Aggregate Principal Amount of the Bonds or Bond Anticipation Notes Provided for Herein to Be Allocated to Each Such Project, Subject to Reallocation by the Council in Accordance With Applicable Budgetary Procedures or Law; Providing for Further Reallocation of Proceeds of the Bonds or Bond Anticipation Notes as Described Herein; Providing That the Council by Resolution Shall Determine, Approve or Provide for Various Matters Relating to the Authorization, Sale, Security, Issuance, Delivery, Payment and Prepayment or Redemption of and for Each Series of the Bonds, the Bond Anticipation Notes and the Refunding Bonds (Each a "Series of the Obligations" or the "Obligations"); Providing for the Imposition of Ad Valorem Taxes Sufficient for, and Pledging the Full Faith and Credit and Unlimited Taxing Power of the City to, the Payment of Debt Service on Each Series of the Obligations; Providing That Debt Service on Each Series of the Obligations Also May Be Paid From Any Other Sources of Revenue Lawfully Available to the City for Such Purpose; Providing That Certain Actions May Be Taken or Provided for by Resolution in Connection With the Reissuance or Modification of Any of the Obligations; Providing That Any of the Obligations May Be Consolidated With Other Obligations of the City and Issued as a Single Series of Bonds, Bond Anticipation Notes and/or Refunding Bonds; Authorizing, Directing and Empowering Officials and Employees of the City to Take Certain Actions in Connection With the Obligations; Authorizing Modifications of the Obligations to Be Made by Resolution Unless Another Action Is Required; Providing That This Title Shall Be Deemed a Fair Summary of This Ordinance for All Purposes and Allowing Fair Summaries to Be in Another Format as Provided Herein; Providing That the Provisions of this Ordinance Shall Be Liberally Construed; and Otherwise Generally Relating to the Sale, Issuance and Delivery and Payment of and for the Obligations.

- V. Approval of Engagement Letter from Funk & Bolton, P.A. re: Engagement Letter to Serve as Bond Counsel to The City of Bowie for Various Purposes
- W. Approval of Engagement Letter from Davenport & Company LLC Confirming Financial Advisory Relationship

XI. OLD BUSINESS

- A. Adoption of Charter Amendment Resolution CAR-2-25 Amending Sec. 61, "Purchasing and Contracting", and Sec. 62, "Cooperative Bidding", of the City Charter to Authorize the City Council to Set Purchasing Requirements and Procedures by Ordinance - **Public Hearing/Eligible for Action**
- B. Adoption of Ordinance O-8-25 Amending City Code, Chapter 19A, "Procurement, Procedures," Article I, "Procurements Generally", to Increase the Competitive Bidding Threshold and to Prescribe Additional Regulations Relating to City Procurements, Including the Adoption of Alternative Procedures in Appropriate Circumstances - **Public Hearing/Eligible for Action**

- C. Water and Sewer System Rehabilitation Program - Staff will present an update on the City's ongoing Water and Sewer System Rehabilitation Program.

XII. NEW BUSINESS

- A. City's Transportation Priority List - Staff from the Planning Department will review the current Transportation Priority List for State and County facilities serving Bowie.

XIII. ADJOURNMENT AND MOVE TO CLOSED SESSION

To adjourn to closed session under the statutory authority of the Md. Annotated Code, General Provisions Article §3-305(b)(10): "To discuss public security, if the public body determines that public discussion would constitute a risk to the public or to public security, including: (i) the deployment of fire and police services and staff; and (ii) the development and implementation of emergency plans."

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 9/3/2025 and 9/6/2025 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 2025 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 - MONDAY, SEPTEMBER 15, 2025 - COUNCIL CHAMBERS - 8:00 P.M.

REGULAR CITY COUNCIL MEETING MINUTES

MONDAY, JULY 7, 2025

CALL MEETING TO ORDER:

The Regular Meeting of the Bowie City Council was held on Monday, July 7, 2025, in Council Chambers at City Hall. Mayor Adams called the meeting to order at 8:01 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG:

Mayor Adams led the Pledge of Allegiance to the Flag of the United States of America.

QUORUM:

In attendance were Mayor Adams, Councilmembers Brady, Estève, Ndebumadu (virtual), Rogers and Woolfley, City Manager Lott, Assistant City Manager Mears, City Attorney Elson, City Clerk Hernandez and Staff.

AGENDA ADDITIONS/DELETIONS/AMENDMENTS:

Mayor Pro Tem Woolfley requested to amend the agenda to add under New Business a discussion on NIKE basketball camp.

CITIZEN PARTICIPATION:

1. Paul Nadler, Bowie CLAW – Gave kudos to staff that helped with the plants at community garden.

PRESENTATIONS:

A. Mayor Adams presented a proclamation to City Park Rangers Proclaiming July 31, 2025 as World Ranger Day in the City of Bowie.

CITY BOARDS AND COMMITTEES:

A. Appointments and Swearing-In:

1. Councilmember Brady motioned to appoint Mr. John Stewart to the Public Safety Committee as a regular member for a 2-year term. Councilmember Esteve second the motion. Motion passed 5-0 (Ndebumadu did not vote).
2. Councilmember Brady motioned to appoint Mr. Stephen Orenstein to the Public Safety Committee as a regular member for a 2-year term. Councilmember Esteve second the motion. Motion passed 5-0 (Ndebumadu did not vote).

Mayor Adams swore in the members to the committee.

B. Reappointments:

1. Mayor Pro Tem Woolfley moved the reappointment of Linda Fuller, John Scoulios and Valerie H. Yancey to the Administrative Review Board for a 2-year term. Councilmember Rogers second the motion and it carried 5-0 (Ndebumadu did not vote).
2. Councilmember Esteve moved the reappointment of Shalina Hayes and Kathleen Parker to the Arts Committee for a 2-year term. Mayor Pro Tem Woolfley second the motion and it carried 5-0 (Ndebumadu did not vote).
3. Mayor Pro Tem Woolfley moved the reappointment of Gail L. Elkins, Richard Sexton and Jacqueline M. Rhone to the Board of Personnel Appeals for a 2-year term. Councilmember Brady second the motion and it carried 5-0. (Ndebumadu did not vote).
4. Councilmember Esteve moved the reappointment of Sharon Hunt to the Community Outreach Committee for a 2-year term. Mayor Pro Tem Woolfley second the motion and it carried 5-0 (Ndebumadu did not vote).
5. Councilmember Rogers moved the reappointment of Brittany Bunn to the Diversity Committee for a 2-year term. Councilmember Brady second the motion and it carried 5-0 (Ndebumadu did not vote).
6. Councilmember Brady moved the reappointment of Kevin Kennedy, Jr. and Andrew Roud to the Economic Development Committee for a 2-year term. Councilmember Rogers second the motion and it carried 5-0 (Ndebumadu did not vote).
7. Councilmember Ndebumadu moved the reappointment of Kelechi Fluitt, Nicole Thornton and Julie Gordon to the Education Committee for a 2-year term. Councilmember Brady second the motion and it carried 6-0.
8. Mayor Pro Tem Woolfley moved the reappointment of Elmer M. Dengler to the Environmental Advisory Committee for a 2-year term. Councilmember Brady second the motion and it carried 5-0 (Ndebumadu did not vote).
9. Councilmember Rogers moved the reappointment of Ismael Canales, Alan R. Kolski, Daniel E. Thomas, John P. Fagan, Jr. and Karl Stehmer to the Ethics Commission for a 2-year term. Mayor Pro Tem Woolfley second the motion and it carried 5-0 (Ndebumadu did not vote).
10. Mayor Pro Tem Woolfley moved the reappointment of Carl Robinson to the Financial Advisory Committee for a 2-year term. Councilmember Brady second the motion and it carried 5-0 (Ndebumadu did not vote).
11. Councilmember Rogers moved the reappointment of Robert Kellaway and Michael Lagua to the Green Team Executive Committee for a 2-year term. Councilmember Brady second the motion and it carried 5-0 (Ndebumadu did not vote).
12. Councilmember Ndebumadu moved the reappointment of John Eidsness to the Information Technology Committee for a 2-year term. Councilmember Rogers second the motion and it carried 6-0.
13. Councilmember Brady moved the reappointment of Langston Clay and Jeffrey G. Cooper to the Public Safety Committee for a 2-year term. Councilmember Rogers second the motion and it carried 5-0 (Ndebumadu did not vote).

COUNCIL ANNOUNCEMENTS:

Mayor Pro Tem Woolfley thanked everyone that participated in the community garden.

CITY MANAGER'S REPORT:

City Manager Lott congratulated the City Park Ranger's on World Ranger Day and thanked them for their great work.

CONSENT AGENDA:

Mayor Pro Tem Woolfley motioned to approve Consent Agenda items: A) Approval of May 19, 2025 Council Meeting Minutes; B) Approval of June 2, 2025 Council Meeting Minutes; C) Adoption of Resolution R-40-25 Accepting Bid for Recapitalization of Cast Iron Water Mains Using Class IV Structural Cured-in-Place (CIPP) Lining in Various Areas of the City; D) Adoption of Resolution R-47-25 Waiving the Competitive Bidding Requirements of Section 61 "Purchasing and Contracting" of the Charter of the City of Bowie to Allow the Purchase of Security Camera Equipment (CCTV) from Skyline Technology Solutions, LLC, and Authorizing the City Manager to Issue a Purchase Order in the Amount of \$79,700.32; E) Introduction of Ordinance O-7-25 Amending the Code of the City of Bowie, Chapter 5 "Building and Property Maintenance", Article II "Housing and Property Maintenance Code," §5-6 "Definitions" to Add a Definition of Invasive Bamboo, and §5-7 "Standards," to Prohibit Planting of Invasive Bamboo and to Require Those Who Currently Maintain Bamboo on Their Property to Contain It to Their Property; F) Introduction of Charter Amendment R-1-25 Amending Sec. 20, "Fixing Penalties for Violations of Ordinances", of the City Charter to Increase From \$1,000 to \$5,000 the Maximum Fine That Can be Assessed for a Violation of the City Code. Councilmember Brady second the motion. Motion passed 5-0 (Ndebumadu did not vote).

OLD BUSINESS:

A. Street Striping Update - Director of Public Works, Dr. Ahn and Police Chief Preston updated Council on the streets that have been striped in the City for FY25 and statistics on radar speed signs and speed cameras. Over 30,000 LF of striping were done in FY25 as well as over 3,000 LF of short lines (arrows, crosswalks, stop bars). Radar speed signs rotated across 9 streets, and 3 additional signs were ordered. Speed cameras were in 34 different locations, and a total of 50,312 violations were mailed in FY25. There were also 17 traffic studies conducted. Staff's future plans include a new Neighborhood Traffic Management Policy, which will be presented to Council in the fall for their adoption, traffic studies on all city streets, quarterly review of locations for speed cameras and radar speed signs.

Mayor Pro Tem Woolfley asked if some of the cameras are in permanent locations. Chief Preston responded that those are mostly in the school zone areas.

Councilmember Brady stated that a request should be placed with the County for a light to be placed at the intersection of Nottingham Drive and Mt. Oak Road.

Councilmember Ndebumadu asked if there are new ways of doing traffic studies that reduce the burden on staff. Dr. Ahn responded that video or image processing could be used but are heavily affected by weather conditions, light radars are costly and not mobile. Traditional stripe method is most cost effective for the City.

Mayor Adams thanked staff for their presentation.

NEW BUSINESS:

A. Old Town Bowie Revitalization – Mr. Mark Lawrence of Inncuvate Community Development Partners updated Council on their activity in Old Town Bowie. Their scope of work this year will be in the revitalization plan implementation as Old Town Bowie Maker District Hub, rebranding – Crafted in Bowie! and establishing an Old Town Bowie Community Land Trust for commercial properties and/or launching a Food & Beverage Micro-Festival series.

Councilmember Esteve asked if any towns in Maryland are using this focus. Mr. Lawrence responded that not in Maryland, but he is working with one in St. Louis that has been very successful.

Councilmember Ndebumadu likes the Land Trust concept, would like to see that implemented.

Mayor Adams thanked Mr. Lawrence for the briefing.

B. Discussion on funding support for NIKE Basketball camp – Mayor Pro Tem Woolfley stated that a request had come in for the Council to sponsor possibly six youth from the City to attend the NIKE basketball camp that is being held at the Bowie gymnasium starting the week of July 14th. The request came from the South Bowie Boys and Girls Club.

Mayor Pro Tem Woolfley motioned to table this item to the July 14th meeting for further discussion and to be able to obtain more information from the requestor. Councilmember Brady second the motion. Motion passed 5-0 (Ndebumadu did not vote).

ADJOURNMENT AND MOVE TO CLOSED SESSION:

Mayor Pro Tem Woolfley motioned to adjourn the regular City Council meeting and move 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”. Councilmember Estève second the motion. Motion passed 5-0 (Ndebumadu did not vote). The meeting adjourned at 9:55 p.m.

Awilda Hernandez, MMC
City Clerk

**PRESIDING OFFICER'S WRITTEN STATEMENT FOR CLOSING A MEETING ("CLOSING STATEMENT")
UNDER THE OPEN MEETINGS ACT (General Provisions Article § 3-305)**

This form has two sides. *Complete items 1 – 4 before closing the meeting.*

1. **Recorded vote to close the meeting:** Date: 7-7-25; Time: 7:55; Location: City Hall;
Motion to close meeting made by: Woolfley Seconded by Esteve;
Members in favor: All AYE; Opposed: _____;
Abstaining: _____; Absent: _____.

2. **Statutory authority to close session (check all provisions that apply).**
This meeting will be closed under General Provisions Art. § 3-305(b) only:

(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"; (2) ☐ "To protect the privacy or reputation of individuals concerning a matter not related to public business"; (3) ☐ "To consider the acquisition of real property for a public purpose and matters directly related thereto"; (4) ☐ "To consider a matter that concerns the proposal for a business or industrial organization to locate, expand, or remain in the State"; (5) ☐ "To consider the investment of public funds"; (6) ☐ "To consider the marketing of public securities"; (7) ☐ "To consult with counsel to obtain legal advice"; (8) ☐ "To consult with staff, consultants, or other individuals about pending or potential litigation"; (9) ☐ "To conduct collective bargaining negotiations or consider matters that relate to the negotiations"; (10) ☐ "To discuss public security, if the public body determines that public discussion would constitute a risk to the public or to public security, including: (i) the deployment of fire and police services and staff; and (ii) the development and implementation of emergency plans"; (11) ☐ "To prepare, administer, or grade a scholastic, licensing, or qualifying examination"; (12) ☐ "To conduct or discuss an investigative proceeding on actual or possible criminal conduct"; (13) ☐ "To comply with a specific constitutional, statutory, or judicially imposed requirement that prevents public disclosures about a particular proceeding or matter"; (14) ☐ "Before a contract is awarded or bids are opened, to discuss a matter directly related to a negotiating strategy or the contents of a bid or proposal, if public discussion or disclosure would adversely impact the ability of the public body to participate in the competitive bidding or proposal process." (15) ☐ "To discuss cybersecurity, if the public body determines that public discussion would constitute a risk to: (i) security assessments or deployments relating to information resources technology; (ii) network security information . . . or (iii) deployments or implementation of security personnel, critical infrastructure, or security devices."

Continued →

3. For each provision checked above, disclosure of the topic to be discussed and the public body's reason for discussing that topic in closed session.

Citation (insert # from above)	Topic	Reason for closed-session discussion of topic
§3-305(b) ☒	Personnel	Discuss hiring replacement for City Manager
§3-305(b) ☐		
§3-305(b) ☐		
§3-305(b) ☐		
§3-305(b) ☐		

4. This statement is made by Samuel J. Adams, Presiding Officer.

WORKSHEET FOR OPTIONAL USE IN CLOSED SESSION: INFORMATION FOR SUMMARY TO BE DISCLOSED IN THE MINUTES OF THE NEXT OPEN MEETING. (See also template for summary.)

- For a meeting closed under the statutory authority cited above:

Time of closed session: _____

Place: City Hall

Purpose(s): (1) Personnel

Members who voted to meet in closed session: Adams Brady Rogers Esteve Walfle Ndeburadu

Persons attending closed session: Adams Brady Rogers Esteve Walfle Ndeburadu Elson Haley

Authority under § 3-305 for the closed session: (1)

Topics actually discussed: _____

Actions taken: _____

Each recorded vote: _____

- For a meeting recessed to perform an administrative function (§ 3-104): Time: _____

Place: _____

Persons present: _____

Subjects discussed: _____

REGULAR CITY COUNCIL MEETING MINUTES

MONDAY, JULY 14, 2025

CALL MEETING TO ORDER:

The Regular Meeting of the Bowie City Council was held on Monday, July 14, 2025, in Council Chambers at City Hall. Mayor Pro Tem Woolfley called the meeting to order at 8:06 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG:

Mayor Pro Tem Woolfley led the Pledge of Allegiance to the Flag of the United States of America.

QUORUM:

In attendance were Mayor Adams (virtual 8:15 p.m.), Councilmembers Brady, Estève, Rogers (virtual), Truesdale and Woolfley, City Manager Lott, Assistant City Manager Mears, City Attorney Ruff, City Clerk Hernandez and Staff.

AGENDA ADDITIONS/DELETIONS/AMENDMENTS:

None.

CITIZEN PARTICIPATION:

None.

PRESENTATIONS:

A. Bowie Diversity Committee member, Ms. Kena Faulkner, read an excerpt on French-American Heritage month.

CITY BOARDS AND COMMITTEES:

A. Appointments and Swearing-In:

1. Councilmember Estève motioned to appoint Ms. Tiffany Townsend to the Community Outreach Committee as a regular member for a 2-year term. Councilmember Brady second the motion. Motion passed 5-0.
2. Councilmember Esteve motioned to appoint Ms. Henrietta (Awo) Osei-Anto to the Community Outreach and Diversity Committees as a regular member for a 2-year term. Councilmember Truesdale second the motion. Motion passed 5-0.

Mayor Pro Tem Woolfley swore in Ms. Townsend to her respective committee. Ms. Osei-Anto was not present for the swearing-in.

COUNCIL ANNOUNCEMENTS:

Mayor Adams asked for a moment of silence for the passing of Mr. Terrance Taylor a long time staff member of Congressman Hoyer's office.

CITY MANAGER'S REPORT:

City Manager Lott stated that staff is busy working on FY26 projects and continue to provide excellent service to the residents.

CONSENT AGENDA:

Mayor Pro Tem Woolfley motioned to approve Consent Agenda items: A) Adoption of Resolution R-48-25 Authorizing the Issuance of a Purchase Order to KCI Technologies, Inc. for Task Order/RFP#11-01 in the Amount of \$401,079.15 in Accordance With the Master Contract Approved on January 7, 2019; B) Adoption of Resolution R-49-25 Accepting Bid for Water Treatment Plant SCADA Implementation (Design/Build). Councilmember Estève second the motion. Motion passed 6-0.

OLD BUSINESS:

A. South Bowie Boys and Girls Club Grant Request for NIKE Basketball Camp – Ms. Carrie Bridges, from the South Bowie Boys and Girls Club provided information on the NIKE Basketball Camp grant request. It is a collaboration with Chase Your Dreams Academy and Ms. Sonia Chase. The camp will be for boys and girls ages 6 to 17 and will include a combination of scrimmage games, skills competition and will also introduce CYDA's core values of respect, integrity, teamwork, excellence and service. The amount requested is \$2,100 and it will cover the registration of six Bowie children and will be held July 14-25 and August 11-15.

Councilmember Truesdale motioned to award a grant for \$2,100 to South Bowie Boys and Girls Club to sponsor six Bowie children to attend the NIKE Basketball Camp held at the Bowie Gymnasium. Councilmember Esteve second the motion. Motion passed 6-0.

NEW BUSINESS:

A. City Elections – Board of Elections Chair, Ms. Yolanda Jones provided recommendations to Council for the 2027 election cycle. The Board recommends a return to paper ballots for all voters, not just absentee voters. This method aligns with procedures used in county, state and federal elections and has proven to be more efficient and user-friendly. Efficiency may allow consolidation to one polling site per Council district. The next recommendation was regarding polling location adjustments. Several current sites are no longer available or face ongoing concerns (Cornerstone Church, CCPC, Huntington Community Center, South Bowie Pool House). The Board recommends reducing polling places from eight to four, with one per district, pending accessibility review. After meeting with multiple vendors, the Board recommends continued use of electronic pollbooks and unanimously opposes full mail-in ballots for City elections.

The Board would like to adopt key election deadlines and policies for candidate filing period to be May 1 and closing 60 days before election day. Absentee ballot requests deadline to be one week prior to election day.

Their recommendation for electronic submittal of applications, forms and/or documents is as follows: candidate filing packets should be completed in person; campaign finance reports as well as absentee ballot applications could be submitted electronically. Regulations would need to be incorporated into the City Code. The next steps will be to review and update Chapter 6 – Election Code and possible redistricting of districts as the three new developments in the City continue to build.

Councilmember Brady stated that he likes the paper ballot recommendation. He also stated that during the last election the markings of the 100ft. threshold were difficult to see, he would like to have them be more visible for the next election.

Councilmember Esteve suggested the possibility of using Ascencion Catholic Church in Old Bowie as a polling location. He also stated that the Bard should highlight the use of Absentee Ballot for the elections.

Mayor Adams thanked the Board for their report.

B. Economic Development Discussion – Council discussed initial steps for the process of how to develop a strategy to build Economic Development in the City. Staff will work on a timeline for several work session meetings with Council and outside groups to accomplish the plan.

ADJOURNMENT AND MOVE TO CLOSED SESSION:

Mayor Pro Tem Woolfley motioned to adjourn the regular City Council meeting and move 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”. Councilmember Brady second the motion. Motion passed 6-0. The meeting adjourned at 9:29 p.m.

Awilda Hernandez, MMC
City Clerk



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Request for Bond Release - Driveway at 13119 5th Street (previously known as 8818 Myrtle Avenue) - Resolution R-58-25

DATE: 08/28/2025

Arundel Station Homes LLC is requesting the release of the bonds associated with Permit Number ROW-0009-24 for Driveway Construction, located at 13119 5th Street (previously known as 8818 Myrtle Avenue). The Payment and Performance bonds, in the amounts of \$4,675.00 and \$11,686.00, were recorded for the purpose of securing the completion of public improvements related to the development and acceptance of improvements to the right-of-way.

All conditions and requirements for which the bond was secured have been completed and approved by the Department of Public Works. The conditions meet City of Bowie's Standards, Specifications, City Codes: <https://www.cityofbowie.org/2373/Engineering-Review-Permitting>.

Based on the project's successful completion, the fulfillment of all bond agreement obligations, and the satisfactory final inspection results, the release of the payment and performance bond in the combined amount of \$16,361.00 is recommended.

I concur with the above recommendation and request your approval of Resolution R-58-25.

ATTACHMENTS: 1. 20250902 - Resolution R-58-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
ALLOWING FOR THE RELEASE OF THE CONSTRUCTION SECURITIES FOR
WORK COMPLETED IN THE RIGHT OF WAY AT 13119 5TH STREET
(PREVIOUSLY KNOWN AS 8818 MYRTLE AVENUE) UNDER PERMIT
ROW-0009-24

WHEREAS, the contractor, Arundel Station Homes, LLC provided securities for permit number ROW-0009-24 for a Cash Performance Bond in the amount of \$11,686 and a Cash Payment Bond in the amount of \$4,675 to guarantee completion of construction of the driveway, including roadway repairs located at 13119 5th Street (previously known as 8818 Myrtle Avenue); and

WHEREAS, the City of Bowie Directors of Public Works and Planning has certified that the work required by the permit has been completed according to plans and specifications; and

WHEREAS, all requirements of Section 22-34 of the Bowie City Code, concerning approval and acceptance of work, have been fulfilled; and

WHEREAS, it is in the best interest of the city to accept right-of-way improvements into the public system.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that the City does hereby accept the right-of-way improvements at 13119 5th Street (previously known as 8818 Myrtle Avenue), and authorizes the City Manager to release the securities provided by Arundel Station Homes, LLC for permit number ROW-0009-24 for the Cash Performance Bond in the amount of \$11,686 and the Cash Payment Bond in the amount of \$4,675.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on September 2, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

 Awilda Hernandez, MMC
 City Clerk

 Timothy J. Adams
 Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Request for Bond Release - Driveway at 13905 Lake Meadows Drive
Resolution R-59-25

DATE: 08/28/2025

Anthony Jones and Kellee James are requesting the release of the bonds associated with Permit Number ROW-0003-22 for Driveway Construction, located at 13905 Lake Meadows Drive. The Payment and Performance bonds, in the amounts of \$3,926.00 and \$9,815.00, were recorded for the purpose of securing the completion of public improvements related to the development and acceptance of improvements to the right-of-way.

All conditions and requirements for which the bond was secured have been completed and approved by the Department of Public Works. The conditions meet the City of Bowie's Standards, Specifications, and City Codes: <https://www.cityofbowie.org/2373/Engineering-Review-Permitting>.

Based on the project's successful completion, the fulfillment of all bond agreement obligations, and the satisfactory final inspection results, the release of the payment and performance bond in the combined amount of \$13,741.00 is recommended.

I concur with the above recommendation and request your approval of Resolution R-59-25.

ATTACHMENTS: 1. 20250902 - Resolution R-59-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
ACCEPTING THE RIGHT OF WAY IMPROVEMENTS CONSTRUCTED UNDER
THE PERMIT ROW-0003-22 AT 13905 LAKE MEADOWS DRIVE AND RELEASE
OF CONSTRUCTION SECURITIES

WHEREAS, the owners, Anthony Jones and Kellee James, provided securities for permit number ROW-0003-22 for a Performance Bond in the amount of \$9,815.00 and a Payment Bond in the amount of \$3,926.00 to guarantee completion of construction of the driveway and work in the right of way located at 13905 Lake Meadows Drive; and

WHEREAS, the City of Bowie Directors of Public Works and Planning have certified that the work required by the permit has been completed according to plans and specifications; and

WHEREAS, all requirements of Section 22-34 of the Bowie City Code, concerning approval and acceptance of work, have been fulfilled; and

WHEREAS, it is in the best interest of the city to accept right-of-way improvements into the public system.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that the City does hereby accept the right of way improvements at 13905 Lake Meadows Drive, and authorizes the City Manager to release the securities provided by Anthony Jones and Kellee James for permit number ROW-0003-22 for the Payment and Performance Bonds in the combined amount of \$13,741.00

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland, at a meeting on September 2, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Request for Bond Release – Bowie Marketplace Self-Storage - Resolution R-60-25

DATE: 08/28/2025

BE Bowie Residential LLC is requesting the release of the bonds associated with Permit Number ROW-0002-24 for construction completed in the right of way, located at 3250 and 3230 Superior Lane. The Payment and Performance bonds, in the amounts of \$8,172.00 and \$20,429, were recorded for the purpose of securing the completion of public improvements related to the development and acceptance of improvements to the right-of-way.

All conditions and requirements for which the bond was secured have been completed and approved by the Department of Public Works. The conditions meet the City of Bowie's Standards, Specifications, and City Codes: <https://www.cityofbowie.org/2373/Engineering-Review-Permitting>.

Based on the project's successful completion, the fulfillment of all bond agreement obligations, and the satisfactory final inspection results, the release of the payment and performance bond in the combined amount of \$28,601.00 is recommended.

I concur with the above recommendation and request your approval of Resolution R-60-25.

ATTACHMENTS: 1. 20250902 - Resolution R-60-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
ALLOWING FOR THE RELEASE OF THE CONSTRUCTION SECURITIES FOR
WORK COMPLETED UNDER THE PERMIT ROW-0002-24 FOR BOWIE
MARKETPLACE SELF-STORAGE AT 3250 AND 3230 SUPERIOR LANE

WHEREAS, the contractor, BE Bowie Residential LLC, provided securities for permit ROW-0002-24 for a Performance Bond in the amount of \$20,429 and a Payment Bond in the amount of \$8,172 to guarantee completion of construction in the right of way located at 3250 and 3230 Superior Lane; and

WHEREAS, the City of Bowie Directors of Public Works and Planning have certified that the work required by the permit has been completed according to plans and specifications; and

WHEREAS, all requirements of Section 22-34 of the Bowie City Code, concerning approval and acceptance of work, have been fulfilled; and

WHEREAS, it is in the best interest of the city to accept right-of-way improvements into the public system.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that the City does hereby accept the right of way improvements for Bowie Marketplace Self-Storage at 3250 and 3230 Superior Lane, and authorizes the City Manager to release the securities provided by BE Bowie Residential LLC for permit number ROW-0002-24 for the Performance Bond in the amount of \$20,429 and the Payment Bond in the amount of \$8,172.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland, at a meeting on September 2, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

 Awilda Hernandez, MMC
 City Clerk

 Timothy J. Adams
 Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Request for Bond Release – Bowie Marketplace Self-Storage – Resolution R-61-25

DATE: 08/28/2025

BE Bowie Residential LLC is requesting the release of the bonds associated with Permit Number SC-0001-24 for construction involving erosion sediment control, for Bowie Marketplace Self-Storage located at 3250 and 3230 Superior Lane. The Performance bond, in the amount of \$54,088.00, was recorded for the purpose of securing the completion of public improvements related to the development and acceptance of improvements to the right-of-way.

All conditions and requirements for which the bond was secured have been completed and approved by the Department of Public Works. The conditions meet the City of Bowie's Standards, Specifications, and City Codes: <https://www.cityofbowie.org/2373/Engineering-Review-Permitting>.

Based on the project's successful completion, the fulfillment of all bond agreement obligations, and the satisfactory final inspection results, the release of the payment & performance bond in the combined amount of \$54,088.00 is recommended.

I concur with the above recommendation and request your approval of Resolution R-61-25.

ATTACHMENTS: 1. 20250902 - Resolution R-61-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
ALLOWING FOR THE RELEASE OF THE SECURITIES FOR THE SEDIMENT
CONTROL OF CONSTRUCTION OF A BOWIE MARKETPLACE SELF-STORAGE
AT 3250 AND 3230 SUPERIOR LANE FOR PERMIT NUMBER SC-0001-24

WHEREAS, the contractor, BE Bowie Residential LLC provided securities for permit number SC-0001-24 for a Performance Bond in the amount of \$54,088.00 to guarantee completion of construction that ensured proper preconstruction and post construction sediment and control measures were followed for the newly built Self-Storage at 3250 and 3230 Superior Lane; and

WHEREAS, the City of Bowie Directors of Public Works and Planning have certified that the work required by the permit has been completed according to plans and specifications; and

WHEREAS, all requirements of Chapter 21-A of the Bowie City Code, concerning approval and acceptance of work, have been fulfilled; and

WHEREAS, it is in the best interest of the City to accept the post construction labor that align with the specification given in accordance with the City regulation to the public system.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, hereby accept the temporary measures that were in place while construction was active, the stabilization of disturbed land post construction for Bowie Marketplace-Self-Storage at 3250 and 3230 Superior Lane and authorizes the City Manager to release the securities provided by BE Bowie Residential LLC for permit number SC-0001-24 for the Performance Bond in the amount \$54,088.00

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on September 2, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

 Awilda Hernandez, MMC
 City Clerk

 Timothy J. Adams
 Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Request for Bond Release - Driveway at 13905 Lake Meadows Drive
Resolution R-62-25

DATE: 08/28/2025

Kellee James and Anthony Jones are requesting the release of the bonds associated with permit number SC-0006-22 for Driveway Construction, located at 13905 Lake Meadows Drive. The Performance bond, in the amount of \$19,587.50, was recorded for the purpose of securing the completion of public improvements related to the development and acceptance of improvements to the right-of-way.

All conditions and requirements for which the bond was secured have been completed and approved by the Department of Public Works. The conditions meet the City of Bowie's Standards, Specifications, and City Codes: <https://www.cityofbowie.org/2373/Engineering-Review-Permitting>.

Based on the project's successful completion, the fulfillment of all bond agreement obligations, and the satisfactory final inspection results, the release of the payment and performance bond in the combined amount of \$19,587.00 is recommended.

I concur with the above recommendations and request your approval of Resolution R-62-25.

ATTACHMENTS: 1. 20250902 - Resolution R-62-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND,
ALLOWING FOR THE RELEASE OF THE SECURITIES FOR THE SEDIMENT
AND CONTROL OF NEWLY CONSTRUCTED SINGLE-FAMILY HOME
IMPROVEMENT AT 13905 LAKE MEADOW DRIVE, UNDER PERMIT SC-0006-22

WHEREAS, the contractor, Kellee James and Anthony Jones provided securities for permit number SC-0006-22 for a Performance Bond in the amount of \$19,587.50 to guarantee completion that ensured proper pre-construction and post-construction sediment and control measures were followed for the single home improvements that temporarily disturbed curb and gutter for concrete residential driveway entrance located at 13905 Lake Meadow Drive; and

WHEREAS, the City of Bowie Directors of Public Works and Planning have certified that the work required by the permit has been completed according to plans and specifications; and

WHEREAS, all requirements of Chapter 21-A of the Bowie City Code, concerning approval and acceptance of work, have been fulfilled; and

WHEREAS, it is in the best interest of the City to accept the post-construction labor that aligns with the specifications given in accordance with the City regulation for the public system.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, hereby accept the temporary measures that were in place while construction was active, the stabilization of disturbed land post construction at 13905 Lake Meadow Drive, and authorizes the City Manager to release the securities provided by Kellee James and Anthony Jones for permit number SC-0006-22 for the Performance Bond in the amount of \$19,587.50.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on September 2, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

 Awilda Hernandez, MMC
 City Clerk

 Timothy J. Adams
 Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Request for Bond Release – Bowie Marketplace Self-storage – Resolution R-63-25

DATE: 08/28/2025

BE Bowie Residential LLC is requesting the release of the bonds associated with Permit Number SWM-0001-24 for construction involving Stormwater Management, for Bowie Market Place Self-Storage located at 3230 and 3250 Superior Lane. The Payment and Performance bonds, in the amounts of \$85,478.00 and \$213,695.00, were recorded for the purpose of securing the completion of public improvements related to the development and acceptance of improvements to the right-of-way.

All conditions and requirements for which the bond was secured have been completed and approved by the Department of Public Works. The conditions meet the City of Bowie's Standards, Specifications, and City Codes: <https://www.cityofbowie.org/2373/Engineering-Review-Permitting>.

Based on the project's successful completion, the fulfillment of all bond agreement obligations, and the satisfactory final inspection results, the release of the payment and performance bond in the combined amount of \$299,173.00 is recommended.

I concur with the above recommendation and request your approval of Resolution R-63-25.

ATTACHMENTS: 1. 20250902 - Resolution R-63-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
ACCEPTING THE CONSTRUCTION OF THE PRIVATE STORMWATER
MANAGEMENT FACILITY CONSTRUCTED UNDER THE PERMIT NUMBER
SWM-0001-24 AT BOWIE MARKETPLACE SELF-STORAGE LOCATED AT 3230
AND 3250 SUPERIOR LANE AND RELEASING SECURITIES ASSOCIATED

WHEREAS, the owner, BE Bowie Residential LLC, provided securities for permit number SWM-0001-24 to guarantee payment and completion of construction of the Private Stormwater Management Facility at Bowie Marketplace Self-Storage located at 3230 and 3250 Superior Lane; and

WHEREAS, the City of Bowie Directors of Public Works and Planning have certified that the work required by the subject permit has been completed according to plans and specifications, as-builts received, release of liens received, and a Private Stormwater Management Agreement has been executed for the maintenance of this facility; and

WHEREAS, all requirements of Section 21B-18 of the Bowie City Code, concerning approval and acceptance of work, have been fulfilled; and

WHEREAS, it is in the best interest of the city to accept the construction of the Private Stormwater Management Facility.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that the City does hereby accept the construction of the Private Stormwater Management Facility at Bowie Marketplace Self-Storage located at 3230 and 3250 Superior Lane and authorizes the City Manager to release the securities provided by BE Bowie Residential for permit number SWM-0001-24 for payment and performance bonds in the combined amount of \$299,173.00.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on September 2, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Award a Contract for Street Tree Trimming in City Rights-of-Way to Lewis Tree Service - Resolution R-64-25

DATE: 08/28/2025

The City of Bowie routinely performs tree trimming of the street trees in the City Right-of-Ways each year. City staff found a cooperative contract through Prince George's County on which the City could piggyback.

The Parks and Grounds division of Community Services has budgeted \$121,300.00 in FY26 for these services. The Prince George's County contract was competitively bid and Lewis Tree Service can perform the needed services within the City's budget.

The Department of Community Services believes that the above establishes good cause for waiving the bidding requirements of the City Charter and recommends a waiver from Section 61 of the City of Bowie Charter for the street tree trimming in the City Right-of-Ways.

I concur with the recommendation of the Department of Community Services and request your approval of Resolution R-64-25.

ATTACHMENTS: 1. 20250902 - Resolution R-64-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
WAIVING THE COMPETITIVE BIDDING REQUIREMENTS OF SECTION 61
“PURCHASING AND CONTRACTING” OF THE CHARTER OF THE CITY OF
BOWIE TO ALLOW THE CITY TO ENTER INTO A CONTRACT WITH LEWIS
TREE SERVICE FOR STREET TREE TRIMMING IN CITY RIGHT-OF-WAYS, AND
AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH
LEWIS TREE SERVICE AND ISSUE A PURCHASE ORDER IN THE AMOUNT OF
\$121,300.00

WHEREAS, the Charter of the City of Bowie, Maryland (hereinafter, “the City”) requires, in section 61, that all expenditures for inter alia, materials, construction of public improvements or contractual services involving more than twenty-five thousand dollars be made by written contract upon sealed bids to the lowest responsible bidder, except where the City Council by two-thirds (2/3) vote of its members waives the bidding requirement for good cause shown; and

WHEREAS, the City of Bowie trims trees, known as street trees, each year in the City Right-of-Ways; and

WHEREAS, Prince George’s County has a contract for such services with Lewis Tree Service that is available for the City of Bowie to use; and

WHEREAS, Lewis Tree Service has agreed to provide these services to the City of Bowie at the price established in the Prince George’s County contract; and

WHEREAS, the proposed contract price for the services to be procured will exceed twenty-five thousand dollars and the City Council deems the aforesaid economic efficiencies to constitute good cause to waive the bidding requirements otherwise required by the Charter.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, by at least a two-thirds (2/3) vote of its members, that:

Section 1. The competitive bidding requirements of Section 61 of the Bowie City Charter for good cause shown, are hereby waived.

Section 2. The City Manager is hereby authorized to enter into an agreement with the said company for the above mentioned services.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on September 2, 2025 by a vote of at least two-thirds (2/3) of the members of the Council.

ATTEST:

THE CITY OF BOWIE, MARYLAND

 Awilda Hernandez, MMC
 City Clerk

 Timothy J. Adams
 Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Award a Contract for Fall Street Tree Planting in City Right-of-Ways to Ashton Manor Environmental LLC - Resolution R-65-25

DATE: 08/28/2025

The City of Bowie plants specified trees in the City Right-of-Ways each Fall. City staff found a cooperative contract through Montgomery County ("MoCo") on which the City could piggyback.

However, when discussing the piggyback opportunity with the company hired under the MoCo contract, Ashton Manor Environmental LLC (AME), the company agreed to provide the City more favorable pricing than the pricing established in the MoCo contract. The price for the Hand Mowing in the MoCo contract is \$150.00 per hour. AME has quoted a price of \$136.36 per hour. Since the pricing offered the City is different than that established in the MoCo contract, the City cannot piggyback on the contract. However, since MoCo awarded the AME contract as a result of a competitive solicitation, as the lowest responsible and responsive bidder, the Department of Community Services does not believe that the City will be able to obtain a better price.

The Department of Community Services believes that the above establishes good cause for waiving the bidding requirements of the City Charter and recommends a waiver from Section 61 of the City of Bowie Charter for the Fall street tree planting in the City Right-of-Ways.

I concur with the recommendation of the Department of Community Services and request your approval of Resolution R-65-25.

ATTACHMENTS: 1. 20250902 - Resolution R-65-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
WAIVING THE COMPETITIVE BIDDING REQUIREMENTS OF SECTION 61
“PURCHASING AND CONTRACTING” OF THE CHARTER OF THE CITY OF
BOWIE TO ALLOW FALL STREET TREE PLANTING IN CITY RIGHT-OF-WAYS,
AND AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT
WITH ASHTON MANOR ENVIRONMENTAL LLC IN THE AMOUNT OF \$86,812.50

WHEREAS, the Charter of the City of Bowie, Maryland (hereinafter, “the City”) requires, in section 61, that all expenditures for inter alia, materials, construction of public improvements or contractual services involving more than twenty-five thousand dollars be made by written contract upon sealed bids to the lowest responsible bidder, except where the City Council by two-thirds (2/3) vote of its members waives the bidding requirement for good cause shown; and

WHEREAS, the City of Bowie plants trees, known as street trees, each Fall in the City Right-of-Ways; and

WHEREAS, Montgomery County (MoCo) has a contract for such services with Ashton Manor Environmental LLC that is available for the City of Bowie to use; and

WHEREAS, Ashton Manor Environmental LLC has agreed to provide these services to the City of Bowie at a lower price than established in the Montgomery County contract; and

WHEREAS, the proposed contract price for the services to be procured will exceed twenty-five thousand dollars and the City Council deems the aforesated economic efficiencies to constitute good cause to waive the bidding requirements otherwise required by the Charter.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, by at least a two-thirds (2/3) vote of its members, that:

Section 1. The competitive bidding requirements of Section 61 of the Bowie City Charter for good cause shown, are hereby waived.

Section 2. The City Manager is hereby authorized to enter into an agreement with the said company for the above mentioned services.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on September 2, 2025 by a vote of at least two-thirds (2/3) of the members of the Council.

ATTEST:

THE CITY OF BOWIE, MARYLAND

 Awilda Hernandez, MMC
 City Clerk

 Timothy J. Adams
 Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Sewer Main Point Repair, 12510 Millstream Drive - Resolution R-66-25

DATE: 08/28/2025

A legal notice advertising an Invitation for Bids (IFB) to repair a sewer main point located at 12510 Millstream Drive was placed on eMaryland Marketplace Advantage and Bid Locker. At the close of bidding at 11:00 a.m., Wednesday, August 6, 2025, four (4) bids were received as follows:

Humphrey and Son, Inc. Laurel, Maryland	\$31,715.00
Premier Service Group, LLC Easton, Maryland	\$35,747.50
SAK Construction, LLC O'Fallon, Missouri	\$46,262.50
United Construction Services, LLC Temple Hills, Maryland	\$134,476.60

This work is being performed in accordance with the Capital Improvement Program for the Wastewater Treatment Plant.

After careful review of the bids received, it was determined that Humphrey and Son, Inc. had submitted a responsive and responsible bid in the amount of \$31,715, which is within the FY26 budget of \$66,000.

The Public Works Department recommends that the bid from Humphrey and Son, Inc. of Laurel, Maryland be accepted.

I concur with the above recommendation to award to Humphrey and Son, Inc. and request your approval of Resolution R-66-25.

ATTACHMENTS: 1. 20250902 - Resolution R-66-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AWARDING A CONTRACT TO HUMPHREY AND SON, INC. TO REPAIR A
SEWER MAIN POINT LOCATED AT 12510 MILLSTREAM DRIVE IN THE
AMOUNT OF \$31,715

WHEREAS, a legal notice advertising an Invitation for Bids (IFB) to repair a sewer main point located at 12510 Millstream Drive was placed on eMaryland Marketplace Advantage and Bid Locker; and

WHEREAS, at the close of bidding at 11:00 a.m., Wednesday, August 6, 2025, four (4) bids had been received; and

WHEREAS, after careful review of the bids submitted, it was determined that Humphrey and Son, Inc. of Laurel, Maryland had submitted a responsive and responsible bid in the amount of \$31,715; and

WHEREAS, the budget for this work is \$66,000.

NOW, THEREFORE, BE IT RESOLVED, by the Council of the City of Bowie, Maryland, that the Council hereby accepts the bid of Humphrey and Son, Inc. to repair a sewer main point located at 12510 Millstream Drive and hereby directs the City Manager to enter into a contract with Humphrey and Son, Inc.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland, at a meeting on September 2, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Request for Bond Release – 13501 Youngwood Turn – Resolution R-67-25

DATE: 08/28/2025

Eusebia R Mazariegos is requesting the release of the bonds associated with permit number UTIL-0037-23-W for construction involving utility disturbance, for the location at 13501 Youngwood Turn. The maintenance bond, in the amount of \$4,384.00, was recorded for the purpose of securing the completion of public improvements related to the development and acceptance of improvements to the right-of-way.

All conditions and requirements for which the bond was secured have been completed and approved by the Department of Public Works. The conditions meet the City of Bowie's Standards, Specifications, and City Codes: <https://www.cityofbowie.org/2373/Engineering-Review-Permitting>.

Based on the project's successful completion, the fulfillment of all bond agreement obligations, and the satisfactory final inspection results, the release of the maintenance bond in the amount of \$4,384.00 is recommended.

I concur with the above recommendation and request your approval of Resolution R-67-25.

ATTACHMENTS: 1. 20250902 - Resolution R-67-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
ACCEPTING THE CONSTRUCTION OF THE UTILITY PERMIT NUMBER
UTIL-0037-23-W AT 13501 YOUNGWOOD TURN AND RELEASING SECURITIES
ASSOCIATED

WHEREAS, the owner, Eusebia R. Mazariegos, provided securities for permit number UTIL-0037-23-W to guarantee payment and completion of 1.5-inch water connection with 1-inch outside meter setting per Water Suburban Sanitary Commission (WSSC) standards, and

WHEREAS, the City of Bowie Directors of Public Works and Planning have certified that the work required by the subject permit has been completed according to plans and specifications; and

WHEREAS, all requirements of Chapter 22, Section 22-30 of the Bowie City Code, concerning approval and acceptance of work, have been fulfilled; and

WHEREAS, it is in the best interest of the city to accept the construction of the Private Stormwater Management Facility.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that the City does hereby accept the water connection located at 13501 Youngwood Turn and authorizes the City Manager to release the securities for the maintenance bond in the amount of \$4,384.00 provided by Eusebia R Mazariegos for permit number UTIL-0037-23-W.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on September 2, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

 Awilda Hernandez, MMC
 City Clerk

 Timothy J. Adams
 Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Request for Bond Release and Permit Fees Refund - Driveway at 8906 Chestnut Avenue - Resolution R-68-25

DATE: 08/28/2025

The Department of Public Works (DPW) received a request from Mr. Abiodun S. Aremu to release the above-mentioned bonds that were paid for Permit number DW-0001-24. The permit was issued for the construction of a driveway apron.

The City of Bowie issued Mr. Abiodun a permit; however, this address is maintained by the County, not Bowie. The applicant submitted a permit application and paid the following fees:

1. Application fee: \$25.00
2. Permit fee: \$100.00
3. Bond fee: \$2,000.00

Based on the information given above, it is recommended that the applicant's permit fees and bond be refunded and released based on all supporting documents showing that 8906 Chestnut Avenue does not fall under Bowie's jurisdiction. The combined amount is \$2,125.00.

I concur with the above recommendation and request your approval of Resolution R-68-25.

ATTACHMENTS: 1. 20250902 - Resolution R-68-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
RELEASE BOND AND REFUND PERMIT FEES FOR CONSTRUCTION OF A
DRIVEWAY UNDER PERMIT DW-0001-24 AT 8906 CHESTNUT AVENUE

WHEREAS, the owner, Abiodun S. Aremu, provided securities for permit number DW-0001-24 for a cash performance bond in the amount of \$2,000 to guarantee completion of construction of the driveway and work in the right-of-way located at 8906 Chestnut Avenue; and

WHEREAS, the City of Bowie Directors of Public Works and Planning have certified that the work that was completed does not fall under the City of Bowie's jurisdiction; and

WHEREAS, all requirements of Section 22-34 of the Bowie City Code, concerning approval and acceptance of work, are not applicable; and

WHEREAS, it is in the best interest of the city not to accept right-of-way improvements into the public system.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that the City cannot accept the right-of-way improvements at 8906 Chestnut Avenue due to this location is maintained by the county referenced in R-07-14 and authorizes the City Manager to release the securities provided by Abiodun S. Aremu and refund all of the permit fees associated with permit number DW-0001-24 for the combined amount of \$2,125.00.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland, at a meeting on September 2, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Request for 50% Bond Reduction - South Lake Residential Phase 4A
Resolution R-69-25

DATE: 08/28/2025

South Lake Partners LLC is requesting a 50% reduction of the bonds associated with permit number SDP-0001-23 for South Lake Residential Phase 4A. A performance bond in the amount of \$522,191.00 and the payment bond in the amount of \$208,877.00 were recorded for the purpose of securing the completion of public improvements related to the development and acceptance of improvements to the right-of-way.

All conditions and requirements for which the bond was secured have been completed and approved by the Department of Public Works. The conditions meet the City of Bowie's Standards, Specifications, and City Codes: <https://www.cityofbowie.org/2373/Engineering-Review-Permitting>.

Based on the final inspection, 50% of this project's work has been completed and meets the standards for bond reduction. It is recommended to reduce the bonds by 50% in the amount of \$261,095.50 for the performance bond and \$104,438.50 for the payment bond, which is a combined total of \$365,534.00.

I concur with the above recommendation and request your approval of Resolution R-69-25.

ATTACHMENTS: 1. 20250902 - Resolution R-69-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
REQUEST FOR A 50% BOND REDUCTION FOR PERMIT SDP-0001-23 AT
SOUTH LAKE RESIDENTIAL PHASE 4A

WHEREAS, the owner, South Lake Partners LLC, provided securities for permit number SDP-0001-23 for a performance bond in the amount of \$522,191.00 and a Payment Bond in the amount of \$208,877.00 to guarantee completion of the right-of-way located at South Lake Residential Phase 4A. South Lake Partners LLC is requesting a bond reduction of 50%; and

WHEREAS, the City of Bowie Directors of Public Works and Planning have certified that the work required by the permit has been partially completed according to plans and specifications; and

WHEREAS, all requirements of Section 22-34 of the Bowie City Code, concerning approval and acceptance of work, have been fulfilled for the completed portion; and

WHEREAS, it is in the best interest of the city to keep 50% of the bond until all work is fully completed.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that the city accepts the partially completed work and reduces the bond by 50% in the amount of \$261,095.50 for the performance bond and \$104,438.50 for the payment bond, which is a combined total of \$365,534.00.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland, at a meeting on September 2, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Request for Bond Release –US Route 301 and MD Route 214 (Central Avenue) / 978B (Old Central Avenue) - Resolution R-70-25

DATE: 08/28/2025

South Lake Infrastructure LLC is requesting the release of the bonds associated with permit number SWM-0001-20-R1 for construction involving Stormwater Management, for Ponds #1 Upper Tier and Pond #1 Lower Tier at US Route 301 and MD Route 214 (Central Avenue) / 978B (Old Central Avenue). The performance bond in the amounts of \$1,513,141.00, and the payment bond in the amount of \$605,257.00 were recorded for the purpose of securing the completion of public improvements related to the development and acceptance of improvements to the right-of-way.

All conditions and requirements for which the bond was secured have been completed and approved by the Department of Public Works. The conditions meet the City of Bowie's Standards, Specifications, and City Codes: <https://www.cityofbowie.org/2373/Engineering-Review-Permitting>.

Based on the project's successful completion, the fulfillment of all bond agreement obligations, and the satisfactory final inspection results, the release of the payment and performance bond in the combined amount of \$2,118,398.00 is recommended.

I concur with the above recommendation and request your approval of Resolution R-70-25.

ATTACHMENTS: 1. 20250902 - Resolution R-70-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
ACCEPTING THE CONSTRUCTION OF STORMWATER MANAGEMENT
FACILITY CONSTRUCTED UNDER THE PERMIT NUMBER SWM-0007-20-R1 AT
US ROUTE 301 AND MD ROUTE 214 (CENTRAL AVENUE) / 978B (OLD
CENTRAL AVENUE) AND RELEASING SECURITIES ASSOCIATED

WHEREAS, the owner, South Lake Infrastructure LLC, provided securities for permit number SWM-0007-20-R1 for performance bond in the amount of \$1,513,141.00 and a payment bond in the amount of \$605,257.00 to guarantee payment and completion of construction of the Stormwater Management Facility at Pond #1 Upper Tier and Pond #1 Lower Tier located at US Route 301 and MD Route 214 (Central Avenue) / 978B (Old Central Avenue); and

WHEREAS, the City of Bowie Directors of Public Works and Planning have certified that the work required by the subject permit has been completed according to plans and specifications, as-builts received, release of liens received, and a Stormwater Management Agreement has been executed for the maintenance of this facility; and

WHEREAS, all requirements of Section 21B-18 of the Bowie City Code, concerning approval and acceptance of work, have been fulfilled; and

WHEREAS, it is in the best interest of the city to accept the construction of the Stormwater Management Facility.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that the City does hereby accept the construction of the Stormwater Management Facility at Ponds #1 Upper Tier and Pond #1 Lower Tier located US Route 301 and MD Route 214 (Central Avenue) / 978B (Old Central Avenue) and authorizes the City Manager to release the securities for the payment and performance bonds in the combined amount of \$2,118,398.00.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on September 2, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

 Awilda Hernandez, MMC
 City Clerk

 Timothy J. Adams
 Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Request for Bond Release – St. Pius Church Addition 2023 – Resolution R-71-25

DATE: 08/28/2025

Jennifer A. Parks is requesting the release of the bond associated with permit number SC-0007-24 involving erosion sediment control for St. Pius Church Addition 2023 located at 14720 Annapolis Road. The performance bond in the amount of \$5,147.45, was recorded for the purpose of securing the completion of public improvements related to the development and acceptance of improvements to the right-of-way.

All conditions and requirements for which the bond was secured have been completed and approved by the Department of Public Works. The conditions meet the City of Bowie's Standards, Specifications, and City Codes: <https://www.cityofbowie.org/2373/Engineering-Review-Permitting>.

Based on the project's successful completion, the fulfillment of all bond agreement obligations, and the satisfactory final inspection results, the release of performance bond in the amount of \$5,147.45 is recommended.

I concur with the above recommendations and request your approval of Resolution R-71-25.

ATTACHMENTS: 1. 20250902 - Resolution R-71-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND,
ALLOWING FOR THE RELEASE OF THE SECURITIES FOR THE SEDIMENT
AND CONTROL OF ST. PIUS CHURCH ADDITION 2023, IMPROVEMENT AT
14720 ANNAPOLIS ROAD FOR PERMIT SC-0007-24

WHEREAS, the contractor, Jennifer A. Parks provided securities for permit number SC-0007-24 for a Performance Bond in the amount of \$5,147.45 to guarantee completion that ensured proper pre-construction and post-construction sediment and control measures were followed for the St. Pius Church Addition 2023 improvements at 14720 Annapolis Rd, Bowie MD 20715; and

WHEREAS, the City of Bowie Directors of Public Works and Planning have certified that the work required by the permit has been completed according to plans and specifications; and

WHEREAS, all requirements of Chapter 21-A of the Bowie City Code, concerning approval and acceptance of work, have been fulfilled; and

WHEREAS, it is in the best interest of the City to accept the post-construction labor that aligns with the specifications given in accordance with the City regulation for the public system.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, hereby accept the temporary measures that were in place while construction was active, the stabilization of disturbed land post construction for St. Pius Church Addition 2023 at 14720 Annapolis Road, and authorizes the City Manager to release the securities provided by Jennifer A Parks for permit number SC-0007-24 for the Performance Bond in the amount of \$5,147.45.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on September 2, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

 Awilda Hernandez, MMC
 City Clerk

 Timothy J. Adams
 Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Request for 50% Bond Reduction – South Lake Residential Phase 4A
Resolution R-72-25

DATE: 08/28/2025

DRB Group Mid-Atlantic LLC is requesting a 50% reduction of the bonds associated with permit number ROW-0007-23 for South Lake Residential Phase 4A. A performance bond in the amount of \$2,710,846.30 and the payment bond in the amount of \$1,084,338.52 were recorded for the purpose of securing the completion of the public improvements related to the development and acceptance of improvements to the right-of-way.

All conditions and requirements for which the bond was secured have been partially completed and approved by the Department of Public Works. The conditions meet the City of Bowie's Standards, Specifications, and City Codes: <https://www.cityofbowie.org/2373/Engineering-Review-Permitting>.

Based on the final inspection, 50% of this project's work has been completed and meets the standards for bond reduction. It is recommended to reduce the bonds by 50% in the amount of \$1,355,423.15 for the performance bond and \$542,169.26 for the payment bond, which is a combined total of \$1,897,592.41.

I concur with the above recommendation and request your approval of Resolution R-72-25.

ATTACHMENTS: 1. 20250902 - Resolution R-72-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
REQUEST FOR A 50% BOND REDUCTION FOR PERMIT ROW-0007-23 AT
SOUTH LAKE RESIDENTIAL PHASE 4A

WHEREAS, the owner, DRB Group Mid-Atlantic, LLC, provided securities for permit number ROW-0007-23 for a performance bond in the amount of \$2,710,846.30 and a payment bond in the amount of \$1,084,338.52 to guarantee completion of the right-of-way located at South Lake Residential Phase 4A. DRB Group Mid-Atlantic, LLC is requesting a bond reduction of 50%; and

WHEREAS, the City of Bowie Directors of Public Works and Planning have certified that the work required by the permit has been partially completed according to plans and specifications; and

WHEREAS, all requirements of Section 22-34 of the Bowie City Code, concerning approval and acceptance of work, have been fulfilled for the completed portion; and

WHEREAS, it is in the best interest of the city to keep 50% of the bond until all work is fully completed.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that the city accepts the partially completed work and reduce the bond by 50% for South Lake Residential Phase 4A, for permit number ROW-0007-23 in the combined amount of \$1,897,592.41.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland, at a meeting on September 2, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

 Awilda Hernandez, MMC
 City Clerk

 Timothy J. Adams
 Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Bamboo Mitigation - Resolution R-73-25

DATE: 08/28/2025

A legal notice advertising an Invitation for Bids for Bamboo Mitigation was placed on eMaryland Marketplace Advantage and Bid Locker. At the close of bidding at 11:00 a.m., Thursday, August 14, 2025, the City received two (2) bids. Below is a tabulation of the bids received:

Environmental Quality Resources, LLC Gambrills, MD	\$74,880.00
RJO Services, LLC Severna Park, Maryland	\$191,500.00

This project is for the removal and proper disposal of bamboo located at 3614 Maureen Lane and 12415 to 12433 Melling Lane, Bowie, Maryland.

The Public Works Department recommends that the bid proposal from Environmental Quality Resources, LLC, in the amount of \$74,880.00 be accepted for the Bamboo Mitigation.

I concur with the above recommendation to award Environmental Quality Resources, LLC for the Bamboo Mitigation and request your approval of Resolution R-73-25.

ATTACHMENTS: 1. 20250902 - Resolution R-73-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AWARDING A CONTRACT TO ENVIRONMENTAL QUALITY RESOURCES LLC
IN THE AMOUNT OF \$74,880.00

WHEREAS, a legal notice advertising an Invitation for Bids for Bamboo Mitigation was placed on eMaryland Marketplace Advantage and Bid Locker; and

WHEREAS, at the close of bidding at 11:00 a.m., Thursday, August 14, 2025, the City received two (2) unit priced bids; and

WHEREAS, after careful review of the bids submitted, it was determined that Environmental Quality Resources, LLC had the most responsive and responsible bid.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that the Council hereby accepts the bid of Environmental Quality Resources, LLC and authorizes the City Manager to enter into a contract with Environmental Quality Resources, LLC for Bamboo Mitigation in an amount of \$74,880.00.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on September 2, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Message Boards with License Plate Readers from Applied Technology Services, Inc.
Resolution R-74-25

DATE: 08/28/2025

The City of Bowie Police Department intends to purchase 3 message boards with license plate readers. City staff found a cooperative contract through the State of Maryland on which the City can piggyback.

The adopted FY26 budget has appropriated \$190,800 for the procurement of these message boards with license plate readers. Under the State of Maryland contract, Applied Technology Services has given a price of One Hundred Eighty-Six Thousand, Four Hundred Fifty-Seven Dollars (\$186,457.00) which is within budget of One Hundred Ninety Thousand, Eight Hundred Dollars.

The City of Bowie Police Department recommends waiving bidding requirements for good cause shown, as allowed by Section 61(b) of the City Charter, for the purchase of these products and services.

I concur with the recommendation of the City of Bowie Police Department and request your approval of Resolution R-74-25.

ATTACHMENTS: 1. 20250902 - Resolution R-74-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
WAIVING THE COMPETITIVE BIDDING REQUIREMENTS OF SECTION 61
“PURCHASING AND CONTRACTING” OF THE CHARTER OF THE CITY OF
BOWIE TO ALLOW THE CITY TO ENTER INTO A CONTRACT WITH
APPLIED TECHNOLOGY SERVICES, INC., AND AUTHORIZING THE CITY
MANAGER TO ENTER INTO AN AGREEMENT FOR MESSAGE BOARDS WITH
LICENSE PLATE READERS

WHEREAS, the Charter of the City of Bowie, Maryland (hereinafter, “the City”) requires, in section 61, that all expenditures for inter alia, materials, construction of public improvements or contractual services involving more than twenty-five thousand dollars be made by written contract upon sealed bids to the lowest responsible bidder, except where the City Council by two-thirds (2/3) vote of its members waives the bidding requirement for good cause shown; and

WHEREAS, the City of Bowie Police Department intends to purchase message boards with license plate readers; and

WHEREAS, the State of Maryland has a contract for such products and services with Applied Technology Services, Inc., that is available for the City of Bowie to use; and

WHEREAS, Applied Technology Services, Inc. has agreed to provide these products and services to the City of Bowie at the same price established in the State of Maryland contract; and

WHEREAS, the proposed contract price for the products and services to be procured will exceed twenty-five thousand dollars and the City Council deems the aforesated economic efficiencies to constitute good cause to waive the bidding requirements otherwise required by the Charter.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, by at least a two-thirds (2/3) vote of its members, that:

Section 1. The competitive bidding requirements of Section 61 of the Bowie City Charter for good cause shown, are hereby waived.

Section 2. The City Manager is hereby authorized to enter into an agreement with the said company for the above-mentioned products and services in the amount of One Hundred Eighty-Six Thousand, Four Hundred and Fifty-Seven Dollars (\$186,457.00).

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on September 2, 2025 by a vote of at least two-thirds (2/3) of the members of the Council.

ATTEST:

THE CITY OF BOWIE, MARYLAND

 Awilda Hernandez, MMC
 City Clerk

 Timothy J. Adams
 Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: RFP/Task Order #3-22 Rolling Hills Stormwater Management Pond Reconstruction Design - Resolution R-75-25

DATE: 08/28/2025

On October 31, 2018, the City entered into an Architect/Engineering Open End Agreement for Category 3-Stormwater Management and Ecological (Design & CMI) with KCI Technologies, Inc. (KCI) of Sparks, MD; Rummel, Klepper & Kahl, LLP (RK&K), of Baltimore, MD; A. Morton Thomas & Associates, Inc. (AMT) of Rockville, MD; Brudis & Associates, Inc. (BAI), of Columbia, MD; and BayLand Consultants & Designs, Inc., (BayLand) of Columbia, MD. Professional Services delivered through these Agreements are negotiated and procured on a Task Order basis as the City's needs arise.

On July 18, 2025, the Public Works Department advertised a Notice of Intent to Negotiate with KCI, RK&K, AMT, BAI & BayLand for RFP/Task Order #3-22 Rolling Hills Stormwater Management Pond Reconstruction Design under the Architect/Engineering Open End Agreement. On August 1, 2025, Proposals were received from BayLand, and BAI. For this Task, BayLand was selected based on cost, capacity to perform in a timely manner and understanding of the project.

In accordance with City Charter Section 61(b)(4), a total fee of \$93,917.97 for the required services was negotiated. This includes \$75,027.02 for the Base Bid and \$18,890.95 for the Add Alternate for Construction Phase Services. This is within the amount budgeted in the FY26 Stormwater Management CIP Account.

The Public Works Department recommends that Council authorize the issuance of a Purchase Order to BayLand for Task Order/RFP#3-22 pursuant to the Master Contract approved on October 31, 2018.

I concur with the recommendation of the Public Works Department and request your approval of Resolution R-75-25.

ATTACHMENTS: 1. 20250902 - Resolution R-75-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AUTHORIZING THE ISSUANCE OF A PURCHASE ORDER TO BAYLAND
CONSULTANTS & DESIGNERS, INC. FOR TASK ORDER/RFP#3-22 IN THE
AMOUNT OF \$93,917.97 IN ACCORDANCE WITH THE MASTER CONTRACT
APPROVED ON OCTOBER 31, 2018

WHEREAS, on July 18, 2025, the Public Works Department advertised a Notice of Intent to Negotiate with KCI, RK&K, AMT, BAI & BayLand for RFP/Task Order #3-22 Rolling Hills Stormwater Management Pond Reconstruction Design; and

WHEREAS, on August 1, 2025, Proposals were received from BayLand and BAI for this Task; and

WHEREAS, for this Task, BayLand was selected based on cost, capacity to perform in a timely manner and understanding of the project; and

WHEREAS, in accordance with City Charter Section 61(b)(4), a total fee of \$93,917.97 for the required services was negotiated. This includes \$75,027.02 for the Base Bid and \$18,890.95 for the Add Alternate for Construction Phase Services. This is within the amount budgeted in the FY26 Stormwater Management CIP Account.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, by the Council of the City of Bowie, Maryland that the Council authorizes the issuance of a Purchase Order to BayLand for Task Order/RFP#3-22 pursuant to the Master Contract approved on October 31, 2018.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on September 2, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

 Awilda Hernandez, MMC
 City Clerk

 Timothy J. Adams
 Mayor



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Regarding General Obligation Debt for the New Bowie Ice Arena Project and Certain Water and Sewer Projects - Ordinance O-9-25

DATE: 08/28/2025

This ordinance provides for the City to issue general obligation bonds in one or more series from time to time in the maximum original aggregate principal amount of \$33,000,000 ("Bonds") to finance, reimburse or refinance costs of the new Bowie Ice Arena project and various projects characterized as Water Distribution System Recapitalization, Water Plant, Sewer Main Rehabilitation, and Wastewater Treatment Plant (collectively, the "Projects"), together with costs of issuance. The ordinance defines "Costs of the Projects" and contains provisions for how proceeds of any issued Bonds may be reallocated among the identified Projects or to other projects not listed in the ordinance (any allocation to projects not listed in the ordinance would require one or more amendatory ordinances and resolutions of the Council).

Because of amendments to Charter Section 58 undertaken in 2019, unlike with prior City general obligation bond issues, most of the details of any issued Bonds will be determined or provided for by resolution of the Council. It is anticipated that, due to the potential size of the authorized Bonds, any series of the Bonds will be sold by public sale at competitive bid (although that is not stated in the ordinance).

The Bonds will be backed by a pledge of the City's full faith and credit and unlimited taxing power. If the City does not have funds sufficient to pay debt service on the Bonds, after taking into account revenues collected from users of the Projects and any applicable cost-cutting measures, it will be required to raise taxes for such purpose.

The ordinance also authorizes the City to issue (i) general obligation bond anticipation notes in one or more series from time in the maximum original aggregate principal amount of \$33,000,000 ("BANs") in order to finance or reimburse Costs of the Projects on an interim basis and costs of issuance of the BANs, and (ii) general obligation refunding bonds (the "Refunding Bonds") in one or more series from time to time in order to currently refund or advance refund any of the Bonds then outstanding, provided that the maximum original aggregate principal amount of any such series of Refunding Bonds does not exceed 130% of the principal amount of the Bonds refunded therefrom.

BANs will be issued only if near the time the City wishes to issue the Bonds market conditions are such that, based on the recommendation of the City's financial advisor, the Council determines to issue shorter-term bond anticipation notes in order to finance or reimburse Costs of the Projects on

an interim basis. In such case, Bonds will be issued at or prior to the maturity of the BANs in order to pay off the BANs and thereby provide permanent financing for that portion of the Costs of the Projects initially funded from the BANs. Authority to issue Refunding Bonds is included in the ordinance in order to position the City if an opportunity arises to refinance issued Bonds in whole or in part. Reasons to refinance include a decline in interest rates on municipal bonds generally or to restructure the Bonds.

Any issuance of BANs or Refunding Bonds will require one or more resolutions of the Council at the applicable time.

The current schedule for the Bonds contemplates a public hearing being held with respect to the ordinance and passage of the ordinance on September 15, 2025, introduction/adoption of a bond resolution by the Council fixing or providing for the fixing of details of the Bonds on October 20, 2025, posting of the Preliminary Official Statement relating to the Bonds on October 23, 2025, holding of the bond sale on November 6, 2025, with the City Manager being authorized to make the award or reject all bids for the Bonds, and closing on November 20, 2025.

RECOMMENDATION:

Staff recommends the Council introduce and pass the ordinance in order to authorize and position the City to issue the Bonds for the Projects.

ATTACHMENTS: 1. 20250902 - Ordinance O-9-25

ORDINANCE

AN ORDINANCE OF THE COUNCIL (THE "COUNCIL") OF THE CITY OF BOWIE, MARYLAND TO AUTHORIZE AND EMPOWER THE CITY OF BOWIE (THE "CITY") TO SELL AND ISSUE FROM TIME TO TIME, UPON ITS FULL FAITH AND CREDIT, ONE OR MORE SERIES OF (1)(A) GENERAL OBLIGATION BONDS AND (B) GENERAL OBLIGATION BOND ANTICIPATION NOTES, EACH IN AN ORIGINAL AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED THIRTY-THREE MILLION DOLLARS (\$33,000,000), AND (2) GENERAL OBLIGATION REFUNDING BONDS, SUBJECT TO THE LIMITATIONS PROVIDED FOR HEREIN, THE PROCEEDS OF THE SALE THEREOF TO BE USED AND APPLIED FOR THE PUBLIC PURPOSE OF FINANCING, REIMBURSING OR REFINANCING COSTS OF THE PUBLIC PURPOSE PROJECTS AND PURPOSES IDENTIFIED HEREIN AS BOWIE ICE ARENA, WATER DISTRIBUTION SYSTEM RECAPITALIZATION, WATER PLANT, SEWER MAIN REHABILITATION, WASTEWATER TREATMENT PLANT, AND COSTS OF ISSUANCE; SPECIFYING THE MAXIMUM ORIGINAL AGGREGATE PRINCIPAL AMOUNT OF THE BONDS OR BOND ANTICIPATION NOTES PROVIDED FOR HEREIN TO BE ALLOCATED TO EACH SUCH PROJECT, SUBJECT TO REALLOCATION BY THE COUNCIL IN ACCORDANCE WITH APPLICABLE BUDGETARY PROCEDURES OR LAW; PROVIDING FOR FURTHER REALLOCATION OF PROCEEDS OF THE BONDS OR BOND ANTICIPATION NOTES AS DESCRIBED HEREIN; PROVIDING THAT THE COUNCIL BY RESOLUTION SHALL DETERMINE, APPROVE OR PROVIDE FOR VARIOUS MATTERS RELATING TO THE AUTHORIZATION, SALE, SECURITY, ISSUANCE, DELIVERY, PAYMENT AND PREPAYMENT OR REDEMPTION OF AND FOR EACH SERIES OF THE BONDS, THE BOND ANTICIPATION NOTES AND THE REFUNDING BONDS (EACH A "SERIES OF THE OBLIGATIONS" OR THE "OBLIGATIONS"); PROVIDING FOR THE IMPOSITION OF AD VALOREM TAXES SUFFICIENT FOR, AND PLEDGING THE FULL FAITH AND CREDIT AND UNLIMITED TAXING POWER OF THE CITY TO, THE PAYMENT OF DEBT SERVICE ON EACH SERIES OF THE OBLIGATIONS; PROVIDING THAT DEBT SERVICE ON EACH SERIES OF THE OBLIGATIONS ALSO MAY BE PAID FROM ANY OTHER SOURCES OF REVENUE LAWFULLY AVAILABLE TO THE CITY FOR SUCH PURPOSE; PROVIDING THAT CERTAIN ACTIONS MAY BE TAKEN OR PROVIDED FOR BY RESOLUTION IN CONNECTION WITH THE REISSUANCE OR MODIFICATION OF ANY OF THE OBLIGATIONS; PROVIDING THAT ANY OF THE OBLIGATIONS MAY BE CONSOLIDATED WITH OTHER OBLIGATIONS OF THE CITY AND ISSUED AS A SINGLE SERIES OF BONDS, BOND ANTICIPATION NOTES AND/OR REFUNDING BONDS; AUTHORIZING, DIRECTING AND EMPOWERING OFFICIALS AND EMPLOYEES OF THE CITY TO TAKE CERTAIN ACTIONS IN CONNECTION WITH THE OBLIGATIONS; AUTHORIZING MODIFICATIONS OF THE OBLIGATIONS TO BE MADE BY RESOLUTION UNLESS ANOTHER ACTION IS REQUIRED; PROVIDING THAT THIS TITLE SHALL BE DEEMED A FAIR SUMMARY OF THIS ORDINANCE FOR

**ALL PURPOSES AND ALLOWING FAIR SUMMARIES TO BE IN ANOTHER
FORMAT AS PROVIDED HEREIN; PROVIDING THAT THE PROVISIONS OF THIS
ORDINANCE SHALL BE LIBERALLY CONSTRUED; AND OTHERWISE
GENERALLY RELATING TO THE SALE, ISSUANCE AND DELIVERY AND
PAYMENT OF AND FOR THE OBLIGATIONS.**

RECITALS

WHEREAS, The City of Bowie, a municipal corporation of the State of Maryland and a municipality within the meaning of the Enabling Act, the Bond Anticipation Note Act and the Refunding Act identified below (the “City”), is authorized and empowered by Sections 19-301 through 19-309 of the Local Government Article of the Annotated Code of Maryland (the “Enabling Act”) and Sections 58 and 59 of the Charter of the City of Bowie (the “Charter”) to borrow money for any proper public purpose and to evidence such borrowing by the sale and issuance of its general obligation bonds; and

WHEREAS, the City has determined to undertake the public purpose projects identified in Section 3(b) of this Ordinance; and

WHEREAS, the City has determined to authorize the sale and issuance from time to time of one or more series of its general obligation bonds in order to finance, reimburse or refinance all or a portion of the costs of any of the public purpose projects identified in Section 3(b) of this Ordinance; and

WHEREAS, prior to issuing one or more series of the general obligation bonds authorized hereby, the City may need to obtain interim financing in order to finance, reimburse or refinance applicable project costs on a timely basis through the sale and issuance from time to time of general obligation bond anticipation notes in one or more series as authorized by Sections 19-211 through 19-223 of the Local Government Article of the Annotated Code of Maryland (the “Bond Anticipation Note Act”); and

WHEREAS, subsequent to the issuance of any general obligation bonds provided for herein, the City may desire to currently refund or advance refund all or a portion of such bonds through the sale and issuance from time to time of one or more series of its general obligation refunding bonds as authorized by Section 19-207 of the Local Government Article of the Annotated Code of Maryland (the “Refunding Act”); and

WHEREAS, the City has determined to pledge its full faith and credit and unlimited taxing power to the prompt payment of debt service on any general obligation bonds, bond anticipation notes or refunding bonds authorized hereby; and

WHEREAS, the City shall issue any general obligation bonds, bond anticipation notes or refunding bonds authorized hereby in accordance with the terms and conditions provided for in a resolution or resolutions to be adopted by the Council of the City (the “Council”) pursuant to the

authority of the Enabling Act, the Bond Anticipation Note Act, the Refunding Act, other applicable law, Sections 58 and 59 of the Charter and this Ordinance, as applicable.

Section 1: NOW, THEREFORE BE IT ORDAINED AND ENACTED, by the Council of the City of Bowie, Maryland, that:

(a) The Recitals to this Ordinance are deemed a substantive part of this Ordinance and incorporated by reference herein. Capitalized terms used in the Sections of this Ordinance and not defined herein shall have the meanings given to such terms in the Recitals.

(b) References in this Ordinance to any official by title shall be deemed to refer (i) to any official authorized under the Charter, the code of ordinances of the City (the “City Code”) or other applicable law or authority to act in such titled official’s stead during the absence or disability of such titled official, (ii) to any person who has been elected, appointed or designated to fill such position in an acting or interim capacity under the Charter, the City Code or other applicable law or authority, (iii) to any person who serves in a “deputy,” “associate” or “assistant” capacity as such an official, provided that the applicable responsibilities, rights or duties referred to herein have been delegated to such deputy, associate or assistant in accordance with the Charter, the City Code or other applicable law or authority, and/or (iv) to the extent an identified official commonly uses another title not provided for in the Charter, the City Code or other applicable law or authority, the official, however known, who is charged under the Charter, the City Code or other applicable law or authority with the applicable responsibilities, rights or duties referred to herein.

(c) References in this Ordinance to City officials shall be construed to include references to City employees, to the extent applicable.

(d) References in this Ordinance to the “par amount” of any of the Bonds, the BANs, the Refunding Bonds or the Obligations (each as defined herein) shall be construed to mean the principal amount of such Bonds, BANs, Refunding Bonds or Obligations, as applicable. References in this Ordinance to the “proceeds” of any of the Bonds, the BANs, the Refunding Bonds or the Obligations shall be construed to mean par amount, net original issue premium realized upon sale and/or investment earnings. References in this Ordinance to “investment earnings” shall be construed to include interest income.

(e) References in this Ordinance to any statutory or legislative authority shall be deemed to refer to such statutory or legislative authority as replaced, supplemented or amended, to the extent applicable.

(f) Notwithstanding anything to the contrary contained in this Ordinance, references in this Ordinance to the Council making determinations by resolution shall be construed to require an ordinance of the Council instead of a resolution if counsel to the City advises that the Council does not have authority to make any such determination by resolution at the applicable time.

Section 2: AND BE IT FURTHER ORDAINED by the Council of the City of Bowie, Maryland, that pursuant to the authority of the Enabling Act, Sections 58 and 59 of the Charter and any other applicable law, the City hereby determines to borrow money and incur

indebtedness from time to time for the public purpose of financing, reimbursing or refinancing costs (as defined in Section 3(b) hereof) of any of the Projects identified in Section 3(b) hereof.

Section 3: AND BE IT FURTHER ORDAINED by the Council of the City of Bowie, Maryland, that:

(a) To evidence the borrowing and indebtedness authorized in Section 2 of this Ordinance, the City, acting pursuant to the authority of the Enabling Act, Sections 58 and 59 of the Charter and any other applicable law, hereby determines to authorize the sale and issuance from time to time, in one or more series, upon its full faith and credit, of its general obligation bonds in an original aggregate principal amount not to exceed Thirty-Three Million Dollars (\$33,000,000) (each, a “series of the Bonds” and, collectively, the “Bonds”). Any series of the Bonds may be issued as one or more bonds and any such bond may be issued in installment form and/or draw-down form.

(b) With respect to the projects listed below, the word “costs” as used in Section 2 hereof shall include, as applicable, costs of the following activities and expenses: land and right-of-way acquisition and development; acquisition of other property rights; site and utility improvements, including, without limitation, grading, landscaping, paving and repaving, sidewalk, curb, gutter, storm water, water and sewer improvements, other amenities, and related or similar activities and expenses; demolition, razing and removal and related or similar activities and expenses; acquisition, construction, expansion, reconstruction, replacement, renovation, rehabilitation, upgrading, improvement, installation, furnishing and equipping activities and expenses, and related or similar activities and expenses; planning, design, testing, study, feasibility, surveying, architectural, engineering, document development, bidding, permitting, inspection, construction management, financial, administrative and legal expenses, and related or similar activities and expenses; contingency allowances for unforeseen conditions or changes during construction; costs of issuance (which may include costs of bond insurance or other credit or liquidity enhancement); interest during construction and for a reasonable period thereafter (whether or not expressly so stated); and any such costs that may represent the City’s share or contribution to the financing, reimbursement or refinancing of the costs of any such project (collectively, “Costs of the Projects”). The maximum original aggregate principal amount of the Bonds (or the BANs, as identified in Section 6 hereof) to be appropriated or applied to the Costs of the Projects (exclusive of any net original issue premium realized upon sale or investment earnings that may be applied for such purposes) shall be allocated among the following public purpose projects in the maximum principal amount set forth opposite each, except as otherwise herein provided:

[CONTINUED ON FOLLOWING PAGE]

	<u>Project Name</u>	<u>Maximum Principal Amount</u>
1.	Bowie Ice Arena (1)	\$22,932,000
2.	Water Distribution System Recapitalization (2)	3,500,000
3.	Water Plant (3)	3,300,000
4.	Sewer Main Rehabilitation (4)	1,500,000
5.	Wastewater Treatment Plant (5)	1,202,000
6.	Costs of Issuance	<u>566,000</u>
TOTAL		<u>\$33,000,000</u>

Notes to table:

(1) This project is referred to as Project Number CR-28 in existing Capital Improvement Programs (“CIPs”) and involves the design, construction, furnishing and equipping of a new ice skating facility to be built on City-owned land adjacent to the existing Bowie Golf Club that includes an NHL-sized ice rink with spectator seating, team locker rooms, a concession stand, and multi-purpose rooms.

(2) This project is referred to as Project Number WS-10 in existing CIPs and involves water main and pipe replacement, construction and inspection/management services as well as replacing water service meters with modern meters.

(3) This project is referred to as Project Number WS-2 in existing CIPs and provides for improvements, recapitalization and major repairs to the City’s water production, storage and distribution infrastructure, filter system replacement, water treatment plant SCADA implementation and valve replacement.

(4) This project is referred to as Project Number WS-11 in the existing CIPs and provides for sewer main replacement and rehabilitation and sewer pipe lining.

(5) This project is referred to as Project Number WS-8 in the existing CIPs and provides for sewer lateral replacement and large trunk and right-of-way sewer inspection, cleaning and rehabilitation.

The projects, including costs of issuance, identified in items 1-6 above are collectively referred to herein as the “Projects.” The Projects described in items 1-6 above are identified by approximately the same names as such Projects are identified in City CIPs. By inclusion in the table above, the City hereby appropriates up to the maximum principal amount of any issued Bonds (or any issued BANs, as applicable) for application to the Costs of the Projects as provided for in such table, subject to the further provisions of this Ordinance.

(c) The City, without having to amend this Ordinance and without notice to or the consent of any owners of any issued Bonds (or the owners of any issued BANs, as applicable), may allocate and reallocate the maximum principal amount of any issued Bonds (and of any issued BANs, as applicable) (exclusive of any net original issue premium realized upon sale or investment earnings that may be applied for such purposes) to be spent on Costs of the Projects among any of the Projects for which such series of the Bonds or BANs, as applicable, was issued in compliance with applicable budgetary procedures or applicable law.

(d) It is the intention of the Council that, without having to amend this Ordinance, unless an amendment is necessary to modify the definition of “Costs of the Projects,” and without notice to or the consent of the owners of any issued Bonds (or the owners of any issued BANs, as applicable), the principal amount of any issued Bonds (or of any issued BANs, as applicable) may be spent on any applicable Costs of the Projects for which such series of the Bonds or BANs, as applicable, was issued, notwithstanding the descriptions of the Projects in the Notes to the table above, including, without limitation, costs related to changes in the scope of and/or name of any Project effected through applicable budgetary procedures or applicable law.

(e) The Council, by adoption of a resolution that supplements and amends the resolution or resolutions providing for the expenditure of proceeds of an issued series of the Bonds or the BANs, without having to amend this Ordinance, and without notice to or the consent of the owners of such issued Bonds or BANs, as applicable, may reallocate any portion of the principal amount of such issued series to any of the Projects provided for in this Ordinance that were not included in such resolution or resolutions.

(f) The Council, by enactment of an ordinance that supplements and amends this Ordinance and, to the extent applicable, by adoption of one or more resolutions that supplement and amend any corresponding resolution or resolutions, and without notice to or consent of the owners of any issued Bonds (or the owners of any issued BANs, as applicable), may reallocate any portion of the principal amount thereof to be spent on Costs of the Projects (as such definition may be amended by supplemental ordinance) of one or more additional projects identified in such supplemental ordinance and, in such event, (i) references in this Ordinance to the “Projects” shall be deemed to include the Projects identified in subsection (b) above and all such additional projects (unless any original or additional project is removed entirely from the definition of the Projects by a supplemental ordinance), and (ii) references in this Ordinance to “Costs of the Projects” shall be deemed to include any modifications to such definition, as applicable. After any such reallocation is made by supplemental ordinance, the Council, without having to further amend this Ordinance and without notice to or the consent of the owners of any issued Bonds (or the owners of any issued BANs, as applicable), may reallocate the maximum principal amount of any issued Bonds (and of any issued BANs, as applicable) to be spent on Costs of the Projects among all such authorized projects in compliance with applicable budgetary procedures or applicable law.

(g) In the event the City issues any series of the BANs pursuant to Section 6 of this Ordinance, proceeds of the Bonds of any series in anticipation of which such series of the BANs were issued may also be applied to prepay or pay principal, premium and/or interest on such series

of the BANs as well as costs of issuance thereof in accordance with the provisions of the Bond Anticipation Note Act, and such application shall be deemed the payment of Costs of the Projects for purposes of this Ordinance.

(h) Subject to the foregoing provisions of this Section 3, by resolution or as otherwise allowed by applicable law, and without notice to or the consent of any registered owners of any issued Bonds (or of any issued BANs, as applicable), the Council may determine or provide for the determination of, and subsequently reallocate, how any unexpended par amount of any series of the Bonds (or any series of the BANs, as applicable), net original issue premium realized upon sale and/or any investment earnings shall be expended, which may include, without limitation, on Costs of the Projects (including costs of issuance), to prepay or pay principal, premium and/or interest on a series of the BANs, and/or on debt service payable or prepayable on any such series of the Bonds or of the BANs, as applicable, to the extent not prohibited by applicable law.

(i) To the extent not prohibited by applicable law, the authorization of the sale and issuance of the Bonds and the BANs provided for in this Ordinance in order to finance, reimburse or refinance Costs of the Projects shall be construed to authorize the sale and issuance of any series of the Bonds or the BANs in any fiscal year later than fiscal year 2026 for such purpose in the event such authority is not fully used in fiscal year 2026, for whatever reason; provided that, no BANs shall be issued to finance, reimburse or refinance Costs of any Project once the authority to issue Bonds to finance, reimburse or refinance Costs of such Project has been used up to the maximum principal amount specified for such Project in the table in subsection (b) above, as such maximum principal amount may be adjusted in accordance with the foregoing provisions of this Section 3.

Section 4: AND BE IT FURTHER ORDAINED by the Council of the City of Bowie, Maryland, that the proceeds of the Bonds shall be used and applied by the City exclusively and solely for the public purposes described in Section 3 of this Ordinance, unless an ordinance that supplements and amends this Ordinance is enacted by the Council to provide for the use and application of such proceeds for some other proper public purpose authorized by the Enabling Act, the Charter or other applicable law; provided that, no such supplemental ordinance shall be required to the extent specified in Section 3 of this Ordinance.

Section 5: AND BE IT FURTHER ORDAINED by the Council of the City of Bowie, Maryland, that pursuant to the authority of the Enabling Act, Sections 58 and 59 of the Charter, this Ordinance and any other applicable law, the Council, prior to the sale, issuance and delivery of each series of the Bonds, shall adopt a resolution or resolutions specifying, prescribing, determining, providing for or approving such matters, details, forms (including, without limitation, the form or substantially final form of the Bonds of such series), documents or procedures as may be required by the Enabling Act, Sections 58 and 59 of the Charter, other applicable law or this Ordinance or as the Council may deem appropriate for the authorization, sale, security, issuance, delivery, payment, prepayment or redemption of or for such series of the Bonds, subject to the limitations of any applicable law. Any such resolution may, subject to the limitations of any applicable law, set forth, determine or provide for the determination of, provide for, or approve or provide for the approval of, among other matters, as applicable, the designation of such series

of the Bonds; the date of issuance of such series of the Bonds; the original aggregate principal amount of such series of the Bonds; the denomination or denominations of such series of the Bonds; the maturity or maturities of such series of the Bonds, or the method of determining such maturity or maturities; the principal installment or installments (including, without limitation, serial maturities and/or mandatory sinking fund installments) payable on such series of the Bonds or the method of determining such principal amounts; the rate or rates of interest, or the method of determining the rate or rates of interest, payable on such series of the Bonds, which may be fixed or variable; provisions for the payment of late fees, additional interest and/or penalties payable with respect to such series of the Bonds and/or adjustments to interest rates; the purchase price for such series of the Bonds (which may be at, above or below par value) or the method of determining the purchase price; provisions relating to the prepayment or redemption of such series of the Bonds at the City's option or by mandatory sinking fund payments; provisions allowing the registered owners of such series of the Bonds to put or cause the prepayment or redemption of the same at their option; the manner of selling such series of the Bonds, which may be by private negotiated sale without advertisement or publication of notice of sale (including in a negotiated underwriting or by direct purchase) or at public sale after solicitation of competitive bids (in any manner permitted by applicable law), and all matters in connection therewith, including any forms or substantially final forms of documents, agreements, certificates, instruments or notices authorized or required by applicable law; provisions for the execution of such series of the Bonds; whether any net original issue premium realized upon sale shall be applied to reduce the par amount of such series of the Bonds to be issued for the intended purposes; any limitations on the Costs of the Projects on which the proceeds of such series of the Bonds may be expended and further provisions for the appropriation, disposal and investment of such proceeds; unless otherwise required by applicable law, the selection of any bond registrar, paying agent, investment bidding agent or other appropriate service providers in connection with such series of the Bonds; certifications, representations, determinations, designations or elections relating to the tax-exempt or taxable status of interest payable on such series of the Bonds; and all other terms and conditions pursuant to which such series of the Bonds will be issued, sold and delivered. Among other matters, the Council by resolution may authorize, approve or otherwise provide for (i) payment of any commitment fee, breakage fee or other fee and any other costs (including other parties' legal costs and expenses) payable in connection with any series of the Bonds, (ii) the obtaining of credit enhancement or liquidity enhancement for any series of the Bonds (and the negotiation, approval, execution and delivery of any agreements or documents relating thereto), and (iii) any other agreements, documents, instruments or determinations necessary or desirable to enhance the marketability of or as security for any series of the Bonds, including, without limitation, any ratings, any official statement or similar disclosure document or any continuing disclosure undertaking required to satisfy the requirements of Securities and Exchange Commission Rule 15c2-12. By resolution the Council may delegate to one or more City officials the authority to make or provide on behalf of the City any of the determinations, approvals or other decisions contemplated by this Section 5. Any resolution may specify, prescribe, determine or provide for the determination of, provide for, or approve or provide for the approval of, the matters identified in this Section 5 for more than one series of the Bonds.

Section 6: **AND BE IT FURTHER ORDAINED** by the Council of the City of Bowie, Maryland, that:

(a) Pursuant to the authority of the Bond Anticipation Note Act, Sections 58 and 59 of the Charter and any other applicable law, the City is hereby authorized and empowered to sell and issue, upon its full faith and credit, its general obligation bond anticipation notes in one or more series from time to time in an original aggregate principal amount not to exceed Thirty-Three Million Dollars (\$33,000,000) (each, a “series of the BANs” and, collectively, the “BANs”), prior to and in anticipation of the sale of any series of the Bonds, for the public purpose of financing, reimbursing or refinancing Costs of the Projects on an interim basis. Any such series of the BANs may consist of one or more notes and any note may be issued in installment form and/or draw-down form.

(b) Prior to the sale, issuance and delivery of each series of the BANs, the Council shall adopt a resolution or resolutions pursuant to the authority of the Bond Anticipation Note Act, Sections 58 and 59 of the Charter, any other applicable law and this Ordinance authorizing such series of the BANs and specifying, prescribing, determining or providing for the determination of, providing for, or approving or providing for the approval of, with respect to such series of the BANs, the same types of matters, details, forms, documents, procedures or determinations detailed in Section 5 hereof that may be made or addressed with respect to any series of the Bonds, to the extent applicable with respect to such series of the BANs, and as otherwise may be authorized or required by applicable law, including, without limitation, whether any net original issue premium realized upon sale shall be applied to reduce the par amount of such series of the BANs to be issued for the intended purposes. By resolution the Council may delegate to one or more City officials the authority to make any final determinations, approvals or decisions with respect to any series of the BANs. Any resolution may specify, prescribe, determine or provide for the determination of, provide for, or approve or provide for the approval of, the details required or authorized by this Section 6 for more than one series of the BANs.

(c) The City hereby covenants (i) to pay from the proceeds of one or more series of the Bonds the principal of any series of the BANs actually issued, (ii) to the extent that interest on any series of the BANs is not paid from proceeds of such BANs (within the limitations of applicable law), to pay the interest on such series of the BANs from the proceeds of one or more series of the Bonds, and (iii) to issue the applicable series of the Bonds as soon as there is no longer a reason for deferring its issuance. This covenant shall not be construed to prevent the City from paying principal of and/or interest on any series of the BANs from sources of funds other than proceeds of the Bonds, to the extent such other funds are available for such purpose.

(d) As authorized by the Bond Anticipation Note Act, by resolution the Council may provide for the renewal of any series of the BANs at maturity with or without resale, together with any amendments or modifications to or replacements of such series of the BANs and any related documentation.

Section 7: AND BE IT FURTHER ORDAINED by the Council of the City of Bowie, Maryland, that:

(a) Pursuant to the authority of the Enabling Act, the Refunding Act, Sections 58 and 59 of the Charter and any other applicable law, the City is hereby authorized and empowered to sell and issue, upon its full faith and credit, its general obligation refunding bonds in one or more series from time to time (each, a “series of the Refunding Bonds” and, collectively, the “Refunding Bonds”), for the purpose of currently refunding or advance refunding in whole or in part any of the Bonds then outstanding, including paying all or any portion of the following: outstanding principal, any prepayment or redemption premium, and/or interest accrued or to accrue to the date or dates of prepayment, redemption, purchase or maturity of the Bonds to be refunded, paying costs and expenses in connection with the sale, issuance and delivery of such series of the Refunding Bonds (including, without limitation, legal and financial costs and costs of any credit enhancement or liquidity enhancement), and, to the extent determined or provided for by the Council by resolution, paying interest on such series of the Refunding Bonds, for the public purpose of (A) realizing savings to the City in the total cost of debt service on a direct comparison or present value basis, (B) debt restructuring that reduces the total cost of debt service, (C) debt restructuring that is determined to be in the best interests of the City, to be consistent with the City’s long-term financial plan, and to realize a financial objective of the City, including improving the relationship of debt service to any source of payment such as taxes, assessments or other charges, and/or (D) for any other purpose then authorized by the Refunding Act or other applicable law, and as determined or provided for by the Council by resolution; provided that, the original aggregate principal amount of any series of the Refunding Bonds shall not exceed one hundred thirty percent (130%) of the aggregate principal amount of the Bonds refunded therefrom. Any such series of the Refunding Bonds may consist of one or more bonds and any bond may be issued in installment form and/or draw-down form.

(b) Prior to the sale, issuance and delivery of each series of the Refunding Bonds, the Council shall adopt a resolution or resolutions pursuant to the authority of the Refunding Act, Sections 58 and 59 of the Charter, any other applicable law and this Ordinance authorizing such series of the Refunding Bonds and specifying, prescribing, determining or providing for the determination of, providing for, or approving or providing for the approval of, with respect to such series of the Refunding Bonds, the same types of matters, details, forms, documents, procedures and determinations detailed in Section 5 hereof that may be made or addressed with respect to any series of the Bonds, to the extent applicable to such series of the Refunding Bonds, and as otherwise may be authorized or required by applicable law, including, without limitation, the purposes of the Refunding Act or other applicable law to be achieved by the issuance of such series of the Refunding Bonds; whether any net original issue premium realized upon sale shall be applied to reduce the par amount of such series of the Refunding Bonds to be issued for the intended purposes; unless otherwise required by applicable law, the selection of any escrow agent, verification consultant, escrow bidding agent or other service provider; the determination of the Bonds to be refunded in whole or in part from such series of the Refunding Bonds; and any agreements, documents or other instruments necessary or desirable in connection with the refunding. By resolution the Council may delegate to one or

more City officials the authority to make any final determinations, approvals or decisions with respect to any series of the Refunding Bonds. Any resolution may specify, prescribe, determine or provide for the determination of, provide for, or approve or provide for the approval of, the details required or authorized by this Section 7 for more than one series of the Refunding Bonds.

(c) By resolution or as otherwise allowed by applicable law, and without notice to or the consent of the registered owners of any issued series of the Refunding Bonds, the Council may determine or provide for the determination of, and subsequently reallocate, how any unexpended par amount of such series of the Refunding Bonds, net original issue premium realized upon sale and/or investment earnings shall be expended, which may include, without limitation, on refunding the applicable Bonds, on costs of issuance of such series of the Refunding Bonds, and/or on debt service payable or prepayable on such series of the Refunding Bonds, to the extent not prohibited by applicable law.

Section 8: AND BE IT FURTHER ORDAINED by the Council of the City of Bowie, Maryland, that:

(a) The full faith and credit and unlimited taxing power of the City are hereby pledged to the payment of the principal of and interest on each series of the Bonds, the BANs or the Refunding Bonds (each, a “series of the Obligations” and, collectively, the “Obligations”) actually issued, as applicable, when due and to the imposition of the taxes hereinbelow described as and when such taxes may become necessary in order to provide sufficient funds to meet the debt service requirements of each series of the Obligations. Subject to the further provisions of this Section 8, the City hereby covenants with the registered owners of the Obligations of each issued series to impose ad valorem taxes on all real and tangible personal property in the City that is subject to assessment for unlimited municipal taxation at a rate and in an amount sufficient to pay the principal of and the interest on the Obligations in each fiscal year in which any of the Obligations are outstanding and to take any further action that may be lawfully appropriate from time to time during the period that the Obligations of such series remain outstanding and unpaid to provide the funds necessary to pay promptly the principal thereof and the interest due thereon. If the proceeds from the taxes so imposed in any such fiscal year are inadequate for such payment, additional taxes shall be imposed in the succeeding fiscal year to make up such deficiency.

(b) The foregoing provisions shall not be construed so as to prohibit the City from paying the principal of and interest on the issued Obligations of any series from the proceeds of the sale of any other obligations of the City or from any other funds legally available for that purpose (including, without limitation, with respect to any BANs, from the proceeds of any Bonds and, with respect to any Bonds, from the proceeds of any Refunding Bonds). Within the limitations of any applicable Maryland or federal law (including, without limitation, to the extent applicable, the Internal Revenue Code of 1986, as amended, and the regulations issued thereunder), the City may apply to the payment of the principal of or interest on the Obligations of any series any funds received by it from the State of Maryland or the United States of America, or any governmental agency or instrumentality, or from any other source, if the funds are granted or paid to the City for the purpose of assisting the City in accomplishing the

components of Costs of the Projects which the Obligations of such series are issued to finance, reimburse or refinance or are otherwise available for such purpose, and to the extent of any such funds received or receivable in any fiscal year, the taxes hereby required to be imposed may be reduced proportionately.

(c) Pursuant to the authority of Section 58(b)(2)(C) of the Charter, by resolution the Council may provide that all or a portion of the debt service on the allocable portion of any issued series of the Obligations shall be payable in the first instance from specified revenues or other moneys identified in such resolution, to the extent available for such purpose.

Section 9: **AND BE IT FURTHER ORDAINED** by the Council of the City of Bowie, Maryland, that by resolution, the Council may make any appropriate arrangements (including, without limitation, by authorizing one or more appropriate officials to make any elections, designations, determinations or filings on the City's behalf) in the event any right of the registered owner of an Obligation to put or cause the prepayment or redemption of such Obligation at its option, or any change in the interest rate of an Obligation, or any other modification to an Obligation could lead to a reissuance of such Obligation for purposes of the Internal Revenue Code of 1986, as amended, and the U.S. Treasury Regulations promulgated thereunder.

Section 10: **AND BE IT FURTHER ORDAINED** by the Council of the City of Bowie, Maryland, that by resolution, the Council may determine that any of the Bonds, the BANs or the Refunding Bonds may be consolidated with any bonds, bond anticipation notes and/or refunding bonds authorized by the Council and issued as a single series of bonds, bond anticipation notes and/or refunding bonds, as applicable.

Section 11: **AND BE IT FURTHER ORDAINED** by the Council of the City of Bowie, Maryland, that by resolution the Council may make or authorize any modifications to (i) any series of the Obligations once issued, and (ii) any related documentation, agreements, certificates or instruments, unless under applicable law the proposed modifications require action by ordinance in addition to or in place of a resolution.

Section 12: **AND BE IT FURTHER ORDAINED** by the Council of the City of Bowie, Maryland, that with respect to any series of the Obligations, the Council by resolution may delegate to one or more specified officials the authority to negotiate, approve, execute and deliver, as applicable, any documents, agreements, certificates or instruments relating to such Obligations or to take other actions with respect thereto. The following City officials: the Mayor, the City Manager, the Director of Finance, the City Clerk and all other appropriate officials of the City are hereby authorized, empowered and directed to (i) take any and all action necessary to complete and close the sale, issuance and delivery of the Bonds, the BANs and the Refunding Bonds, (ii) negotiate, approve, execute and deliver all documents, agreements, certificates and instruments necessary or appropriate in connection with any such sale, issuance and delivery, and (iii) carry out the transactions contemplated by this Ordinance, any ordinance amendatory of or supplemental to this Ordinance, any resolution adopted in furtherance of this Ordinance (including any amendatory or supplemental resolutions), and any documents, agreements, certificates or instruments executed and delivered in connection with any series of the Obligations, all to the

extent any particular action is within the scope of such official's authority and such authorization has not otherwise been delegated to one or more specified City officials by ordinance or resolution.

Section 13: **AND BE IT FURTHER ORDAINED** by the Council of the City of Bowie, Maryland, that nothing in this Ordinance shall be construed as preventing the City from applying other available moneys to any of the purposes for which any series of the Obligations is issued, in addition to proceeds of such Obligations.

Section 14: **AND BE IT FURTHER ORDAINED** by the Council of the City of Bowie, Maryland, that in addition to the Mayor and the City Manager, the City Clerk is hereby authorized and empowered to attest to the impression or affixing of the City seal on any of the Obligations or any related documents, agreements, certificates, instruments.

Section 15: **AND BE IT FURTHER ORDAINED** by the Council of the City of Bowie, Maryland, that this Ordinance may be executed (i) in counterparts and/or (ii) to the extent not prohibited by applicable law, by electronic, stamped or facsimile signature, and all executed counterparts of this Ordinance shall be treated as one and the same instrument.

Section 16: **AND BE IT FURTHER ORDAINED** by the Council of the City of Bowie, Maryland, that the title of this Ordinance shall be deemed to be, and is, a fair summary of this Ordinance for publication and all other purposes; provided that, the City may provide for a fair summary of this Ordinance that otherwise satisfies the Charter or other applicable law.

Section 17: **AND BE IT FURTHER ORDAINED** by the Council of the City of Bowie, Maryland, that the provisions of this Ordinance shall be liberally construed in order to effectuate the transactions contemplated by this Ordinance.

Section 18: **AND BE IT FURTHER ORDAINED** by the Council of the City of Bowie, Maryland, that this Ordinance shall become effective at the expiration of thirty (30) calendar days following its passage by the Council of the City of Bowie, Maryland provided that a fair summary of this Ordinance is published at least once prior to the passage and at least once within ten (10) days after the date of passage in a newspaper having general circulation in the City.

INTRODUCED by the Council of the City of Bowie, Maryland at a Regular Meeting on _____, 2025.

PASSED by the Council of the City of Bowie, Maryland at a Regular Meeting on _____, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor

**APPROVED AS TO FORM AND
SUFFICIENCY:**

Elissa D. Levan
City Attorney

#241022;52000.314



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Engagement Letter from Funk & Bolton, P.A. for Bond Counsel Services

DATE: 08/28/2025

Funk & Bolton have a long history serving as the City's Bond Counsel since 2009. Services provided under the engagement letter for the upcoming bond sale are legal opinions and related legal services for bond issuances, reviewing applicable laws and preparing necessary financing documents, including drafting the bond resolution, ordinances, and closing documents. Services will be provided at a discounted rate of \$300 per hour.

ATTACHMENTS: 1. 20250902 - FB Bond Counsel Engagement Letter to Bowie (as Signed by L. Rader)



David M. Funk (1947-2025)
Bryan D. Bolton
Ren Tundermann
Lindsey A. Rader
James F. Taylor
Donald B. Davis, Jr.
Eric S. Schuster

Lee B. Rauch
Bradley J. Swallow
Ann L. Ramsey
Scott M. Trager
Brett A. Baulsir
Benjamin H. Groff

Matthew F. Celentano*
Benjamin R. Smith*
Ashiah S. Parker*
Luke P. Pinton
Philemon G. Kendzierski*
Ash-Lynn Randolph*



August 26, 2025

The City of Bowie
15901 Fred Robinson Way
Bowie, Maryland 20716
Through: H. Byron Matthews, Director of Finance

Re: Engagement Letter to Serve as Bond Counsel to The City of Bowie for Various Purposes

Ladies and Gentlemen:

Thank you for asking Funk & Bolton, P.A. (“Funk & Bolton,” the “firm,” “we,” or “our”) to submit an engagement letter to formalize our role as bond counsel to The City of Bowie (the “City”) for a contemplated general obligation bond financing to be undertaken in calendar year 2025 for various purposes and for future bond counsel services/advice.

We have provided bond counsel services to the City since at least calendar year 2009, sometimes through stand-alone engagement letters for particular financings or matters and other times through less formal written communications. This engagement letter covers more than the contemplated financing so that, if the City remains satisfied with our services, you do not need to ask us for a subsequent engagement letter for each separate financing, for post-closing advice, or for bond counsel advice not necessarily related to a particular financing. Note that as provided on page 10, the City is entitled to terminate the engagement in whole or in part at any time.

References to “I” or “me” in this engagement letter are to the undersigned, Lindsey A. Rader, a firm principal and public finance lawyer.

References to “bonds” in this engagement letter should be construed to also apply to notes, bond anticipation notes, or any other form of evidence of indebtedness typically considered a municipal financing or debt issue, as applicable.

References in this engagement letter to “tax-exempt” obligations are to obligations the interest on which is excludable from gross income for federal income tax purposes.

Funk & Bolton is currently bond counsel to or has provided bond counsel services to the following Maryland municipal corporations (in addition to Bowie): Accident, Berlin, Brunswick, Cambridge, Chesapeake City, Chestertown, Cheverly, College Park, Cumberland, Delmar, Fruitland, Funkstown, Hagerstown, Hampstead, Keedysville, La Plata, Leonardtown, Mount Airy, Mount Rainier, Myersville, New Windsor, North Beach, North East, Oakland, Perryville, Pittsville, Port Deposit, Ridgely, Rock Hall, Salisbury, Seat Pleasant, Secretary, Smithsburg,

Sudlersville, Vienna, Westminster, Williamsport, and Willards (some of which are very infrequent issuers, and listed clients include those with which we are under contract or for which we have customarily provided services in the past 10 years). We have served as bond counsel to a number of other Maryland municipalities on an as-needed basis, including Hurlock, Hyattsville and Riverdale Park. The firm has also served as or is serving as bond counsel to Caroline County, Dorchester County, Garrett County, Washington County, Wicomico County, and Worcester County (some of which are infrequent issuers), and has represented Baltimore City and Howard County as bond counsel from time to time for specific issues.

We have served as bond counsel for general obligation bonds sold through a direct purchase transaction, by public sale at competitive bid, and through a negotiated underwriting. We have also served as bond counsel to numerous borrowers participating in the loan financing programs of the Community Development Administration (“CDA”), the Maryland Water Infrastructure Financing Administration (“MWIFA”), which was previously known as the Maryland Water Quality Financing Administration, and the United States Department of Agriculture (“USDA”).

Any CDA, MWIFA or USDA loan is papered by one or more general obligation bonds issued by the issuer to the relevant lender. For CDA, MWIFA and USDA loans, a governmental entity is both the “borrower” of loan funds and the “issuer” of its own general obligation bond(s) to the applicable lender. Our experience as bond counsel for MWIFA loans includes base loans and principal forgiveness loans. In connection with CDA’s Local Government Infrastructure Financing Program, CDA does not require that a borrower use its own bond counsel, but many of the local governments for which we serve as bond counsel use the firm to represent them in connection with financings through CDA. We have excellent working relationships with the MWIFA, USDA and CDA loan officers and, for MWIFA and CDA, their respective assistant attorneys general and outside bond counsel.

We have extensive experience serving as bond counsel for both new money and refunding issues.

We also have served as bond counsel for tax increment financing and/or special taxing district bond issues. And we frequently serve as issuer’s counsel to our general obligation bond clients when such clients are asked to issue conduit revenue bonds for the benefit of a 501(c)(3) entity or a manufacturing entity.

As bond counsel, our services for general obligation bonds, refunding bonds or bond anticipation notes generally include: preparation of a declaration of official intent resolution if needed (to allow the issuer to reimburse project expenses paid from cash prior to issuance of the applicable tax-exempt debt); undertaking tax due diligence for any debt expected to be issued on a tax-exempt basis; preparation of a parameters ordinance for the projects to be financed that authorizes the maximum principal amount to be borrowed, identifies the projects, pledges the issuer’s faith and credit and taxing power to payment of the debt, identifies any other sources of revenue intended to be applied to debt service, specifies any other matters required to be provided for by ordinance in accordance with an issuer’s charter, and provides that by resolution the issuer

shall determine or provide for remaining details of the borrowing (this is commonly referred to as a “parameters ordinance”), unless the issuer’s charter requires all details of a financing must be determined or provided for by ordinance, in which case we prepare all such ordinance(s); preparation and, if requested by the issuer, placement for publication, of the forms of any notices required by the issuer’s charter or customarily placed by the issuer with respect to ordinances generally or specifically as to bond issues (including, to the extent applicable, any public hearing notices or post-passage fair summaries); gathering incumbency information relating to elected and appointed officials/employees and taking steps to ratify and confirm appointments/employments when necessary; and review and/or preparation of all standard closing documents, including where applicable for a refunding transaction, any investment bid specifications and any escrow deposit agreement.

When a general obligation debt issue is sold by public sale at competitive bid or by a negotiated underwriting, our activities as bond counsel include, in addition to the activities described in the preceding paragraph, preparation and, if applicable, placement for publication of a notice of sale or summary notice of sale; review and negotiation of the bond purchase agreement for any negotiated underwriting; preparation of the Securities and Exchange Commission (“SEC”) Rule 15c2-12 required continuing disclosure undertaking; coordinating with the issuer’s financial advisor on the preparation of the preliminary official statement and the official statement, including preparing or extensively editing the “legal” sections of those disclosure documents, and reviewing and commenting on sections regarding the issuer; interfacing with the rating agencies, if required; preparation of ordinances or resolutions, as applicable, fixing or providing for certain details of the bonds to be adopted prior to release of the preliminary official statement; participating in the sale of the bonds; preparation of necessary acts of the governing body or an order of a designated issuer official authorized to award the bonds or approve the terms of the bonds; and generally providing all other customary bond counsel services for a general obligation debt issue sold by either such method. In Maryland, either issuer employees or an issuer’s municipal financial advisor typically take responsibility for preparing and processing the preliminary and final official statements (historically, the City’s municipal financial advisor has prepared/processed such disclosure documents).

Please note that while we participate in the preparation of the preliminary and final official statements for publicly offered debt, including reviewing and commenting extensively on the sections regarding an issuer’s financial, economic, demographic and other information, *issuer officials remain responsible for the content of such disclosure documents under applicable securities laws*. The firm’s standard review of issuer-provided information contained in a preliminary or final official statement does not rise to the level of activities customarily provided by a designated disclosure counsel (in Maryland, unlike in certain other states, it is not customary for issuers to employ disclosure counsel for general obligation offerings), and we typically give no opinions with regard to the official statement (except in negotiated underwritings).

Sale of a bond to a bank or other institutional investor is generally referred to as a “direct purchase transaction.” Absent authority under another statute governing a particular type of financing, a Maryland municipality must have private sale authority in its charter in order to sell a general obligation bond directly to a bank. If a municipality has private sale authority in its charter

(as is the case for the City), it may negotiate directly with one or more banks as to the terms for a general obligation bond issue. In such case, as bond counsel, the firm may advise the issuer as to what to request from any bank, reviews any terms offered by a bank and may assist in clarifying or negotiating terms.

Many municipalities choose to undertake a more structured request for proposals process in order to identify a bank to purchase the municipality's general obligation bonds (such RFP process still qualifies as a private sale for purposes of Maryland law). When a general obligation bond is sold in a direct purchase transaction to a bank, and the purchaser/lender is selected through a request for proposals process, our activities as bond counsel include, in addition to those described in the fourth preceding paragraph, drafting or reviewing and commenting on the request for proposals to be sent to potential purchasers/lenders, advising the issuer of any objectionable terms (from a legal perspective) contained in a submitted proposal, and, to the extent applicable, negotiating with any respondent on the issuer's behalf, including to seek clarification of proposal terms. When an issuer is represented by a municipal financial advisor, the municipal financial advisor generally processes and distributes the request for proposals.

As bond counsel for a CDA, MWIFA or USDA loan (which are also types of direct purchase transactions), our services include, as applicable: (i) for a CDA loan, preparing and, if requested by the issuer, placing the form of public hearing notice required by the statute governing CDA financings; preparing the form of authorizing ordinance required by CDA; coordinating with the issuer to the extent needed on CDA's tax questionnaire; participating in the issuer's tax diligence call with CDA (if requested by CDA or the issuer); reviewing and commenting on the loan documents and standard closing certificates prepared by CDA's bond counsel; and preparing the forms of opinions to be delivered by the firm and the issuer's local counsel (in the forms required by CDA); (ii) for a MWIFA loan, preparing the necessary legislation; preparing MWIFA's required form of Loan Proceeds Questionnaire and Certificate for any tax-exempt loan; reviewing and commenting on the form loan agreement(s) prepared by MWIFA; preparing all standard closing certificates in the formats required by MWIFA; and preparing the forms of opinions to be delivered by Funk & Bolton and the issuer's local counsel (in the forms required by MWIFA); (iii) for a USDA loan, preparing the forms of legislation, bond, bond counsel opinion and bond counsel reliance letter for approval by USDA's Office of General Counsel ("OGC"); preparing any additional legislation that does not require OGC approval; preparing the form of pre-printed Loan Resolution required by USDA; and (iv) generally providing all other customary services required of counsel to a borrower in connection with a MWIFA, USDA or CDA loan.

For most general obligation bond issues, we require that local counsel deliver a certificate (that we prepare) generally to the effect that there is no pending or threatened litigation specific to the bond issue or the authorization therefor, or that could adversely impact the issuer's ability to pay debt service on the bonds.

CDA and MWIFA each has certain standard opinions it requires of a borrower's counsel. Our practice is to split those required opinions between the firm and the borrower's local counsel. Funk & Bolton gives the opinions as to authorization and validity of the bonds; we look to local

counsel to give any project, no litigation and no violation/default of existing orders or agreements opinions.

For an issuer that is subject to one or more continuing disclosure undertakings pursuant to SEC Rule 15c2-12, we can assist the issuer with its obligations to make annual and event filings on the Municipal Securities Rulemaking Board's ("MSRB") Electronic Municipal Market Access website ("EMMA"), including by drafting, reviewing and posting the materials on behalf of the issuer or by merely posting the materials on the issuer's behalf. An issuer may also be subject to certain continuing disclosure requirements in connection with a CDA loan or an MWIFA loan, and we can assist the issuer with preparing any necessary materials required to be submitted to CDA or MWIFA in such case.

When engaged as bond counsel to a municipal client that determines to issue tax increment financing bonds and/or special taxing district bonds (both of which are types of revenue bond issues), we typically enter into a separate tri-party engagement letter with the issuer and the party requesting such financing (typically a developer) that addresses the services we will provide and our compensation.

When engaged as bond counsel to a municipal client, we often serve as issuer's counsel to that client when that client has been asked to issue conduit revenue bonds and to loan the proceeds to a non-profit or certain type of manufacturing borrower. We assume the issuer's counsel role in such situation because very often the borrower selects the counsel to serve as bond counsel for the transaction as part of a "packaged" transaction. Such conduit revenue bonds are typically issued pursuant to the Maryland Economic Development Revenue Bond Act. As issuer's counsel, our activities can vary, but may include: preparation, review and/or placement of any required public hearing notice; preparing or reviewing any statutorily required letter of intent; preparing or reviewing the authorizing resolution; preparing or reviewing the executive order; reviewing and commenting on loan and related documents; and preparing or reviewing closing certificates. Our mandate as issuer's counsel is to ensure the documents clearly provide that the issuer's obligations with respect to such bonds are limited and that the issuer's costs are covered and that the issuer is properly indemnified. We also prepare the forms of any opinions or certificates required to be delivered by the local attorney for such a financing.

Please note that the firm does not perform arbitrage rebate calculations and such services are not included among the bond counsel services provided by the firm. In addition, our services as bond counsel or as issuer's counsel do not encompass representation in connection with project documents (e.g., for design, bidding, construction, acquisition of equipment, etc.)

Due to the impact of certain SEC/MSRB rules, the firm is prohibited from providing financial advice, including (without limitation) generating information regarding indicative or potential interest rates or likely ratings if any particular bond issue is to be rated.

It is anticipated that I will perform most of the bond counsel services. My biography and additional information regarding our public finance practice is available on the firm's website: www.fblaw.com.

I do not currently have a firm public finance attorney, law clerk or paralegal working with me, but if one is hired during the course of the work or another existing firm employee is tapped to work on a financing, I will use him or her to reduce costs as much as possible. In any event, I will retain primary responsibility for the engagement unless an appropriate City official agrees that another firm public finance attorney may assume primary responsibility (any such agreement may be communicated by e-mail). We will also endeavor to use administrative assistants to undertake appropriate tasks in an effort to reduce the costs to the City (we do not charge for the services of administrative assistants).

For local government clients, we generally bill our time at discounted hourly rates (except as described below) and require reimbursement for actual out-of-pocket disbursements, except as described below. Exceptions to the discounted hourly rates provided for general obligation bond issues in this engagement letter may include tax increment/special taxing district bond issues and conduit revenue bond issues.

For tax increment financing and/or special taxing district bond issues (which are types of revenue bond issues), our customary practice (at least once the proposed transaction has reached a certain point) is to require the beneficiary of the financing (typically a developer) to pay bond counsel fees and expenses on a monthly basis, at negotiated rates (which may be our then-stated hourly rates or discounted rates that may be higher than the discounted hourly rates we charge to the City for general obligation borrowings), and to establish a replenishable escrow to provide for payment of such compensation. That way, we are assured of payment even if the bonds are never issued. Prior to entering into any escrow arrangement, we may be paid by the issuer, typically from any application fee the issuer requires of a developer pursuing a tax increment financing or special taxing district financing. Depending on the final size of any such revenue bond issue, the beneficiary may be eligible to be reimbursed from bond proceeds for all or a portion of the bond counsel (or other professionals, including the issuer's local counsel and the issuer's municipal financial advisor) compensation that it paid on a monthly basis prior to closing.

For a conduit revenue bond issue, our practice is to make the borrower responsible for paying the bond counsel/issuer's counsel fees and expenses, whether or not the bonds are ever issued. Depending on the facts and circumstances of the issue, we may charge for our bond counsel or issuer's counsel services, at our then-stated hourly rates or at discounted rates that may be higher than the discounted hourly rates we charge to the City for general obligation borrowings.

We will obtain the approval of appropriate City officials or the Council, as applicable and in accordance with the City's then-governing procurement requirements, as to the hourly rates at which we will bill bond counsel services for tax increment financing/special taxing district bond issues or conduit revenue bond issues. To the extent applicable, any such approval may be communicated by e-mail.

For advice or representation that is not necessarily part of the activities of a specific general obligation bond issue, including (where applicable), charter amendments, post-closing reallocations of bond proceeds and EMMA filings, we will charge our actual time at discounted

hourly rates as described below, plus actual out-of-pocket disbursements. We reserve the right to reduce the amount billed from the actual time on the file at our discretion.

My current stated hourly rate is \$600.00/hour. Billing rates are reviewed and may increase as of each January 1. Our current hourly rates are in effect for the period January 1, 2025 - December 31, 2025.

Through June 30, 2030, for bond counsel services for City general obligation bond issues, the firm will bill my time at \$300.00/hour (which is 50% of my current stated hourly rate). For each five-year period beginning July 1, 2030, we will increase our discounted hourly rates for bond counsel services for general obligation bond issues from the then-current discounted hourly rates by 5%.

If another firm attorney, law clerk or paralegal works with me through June 30, 2030 or any subsequent five-year period on any general obligation or general obligation-tangential matters, we will reduce any such personnel's stated hourly rate by between 20% and 50% as of the time such personnel begins working on the transaction and hold such discounted rate through the remainder of the applicable period. The size of the discount will correlate to the experience of such personnel—the reduction will be smaller for junior personnel (due to the fact we set their stated hourly rates lower to begin with due to inexperience) and larger for personnel with more experience.

Except as otherwise described in this engagement letter, the only out-of-pocket disbursements the firm charges back to clients (at actual cost) are: conference calls placed through a service or operator; postage for any mail sent by first class, certified mail; hand delivery and overnight delivery charges; publishing, recording and filing fees; costs to obtain information or materials from outside vendors (such as UCC financing statement and judgment and tax lien searches); parking and tolls (but not mileage); off-site copying charges (when bulk copies are necessary); and the costs charged by offsite vendors to produce hard-bound or CD-based transcripts of closing documents. Funk & Bolton does not charge for local or long-distance telephone calls (except for conference calls described in the preceding sentence); first class mail (unless sent by certified mail as noted above); facsimile transmissions; in-office photocopying; administrative assistant overtime; computer research (unless the client authorizes a specific charge for research materials not covered by the firm's computer research contract); or the materials/labor to create soft-bound transcripts or CDs of closing documents in-house. (Creation of CDs of closing documents are outsourced to other vendors only when the list of closing documents is substantial; no such outsourcing is typically necessary for a general obligation borrowing.) For a CDA loan or an MWIFA loan, CDA's and MWIFA's respective bond counsel produces the closing binders or CDs.

The only disbursements the firm customarily incurs for a public sale at competitive bid or a negotiated underwriting are FedEx and/or messenger charges, as well as the costs to publish any required notices, including (when applicable) full or summary notices of sale (the City amended Section 58 of its Charter in 2019 to provide that a full or summary notice of sale may, but is not required to be, published), if those charges are paid by the firm. The only disbursements the firm

customarily incurs for a CDA, MWIFA or USDA loan or a direct purchase transaction with a financial institution are FedEx and/or messenger charges as well as the costs to publish any required notices if those charges are paid by the firm.

Except as described below (when a fixed or capped fee is requested), we will bill our services as bond counsel for a general obligation bond issue at the applicable discounted hourly rate(s) for the actual time on the file, plus out-of-pocket disbursements. We reserve the right to reduce the amount billed from the actual time on the file at our discretion.

For limited illustration purposes, our fees for public sales at competitive bid or negotiated underwritings (new money only) in recent years have tended to range between \$25,000 and \$40,000 (but have been higher). Bond counsel fees for refunding transactions or combined new money/refunding transactions sold in a public offering in recent years tended to be closer to \$45,000 to \$60,000, depending on (among other variables) how many series of bonds are being refunded, whether the refunding is a current refunding or an advance refunding, whether the SLGs (a type of U.S. Treasury security in which tax-exempt refunding bond proceeds are typically invested) window is closed such that the refunding escrow must be funded with other types of U.S. securities (referred to as “open market securities”) selected through a bid process, and whether tax-exempt and/or taxable refunding bonds are involved.

Our fees for new money direct purchase transactions by a bank in recent years tended to range between \$14,000 and \$25,000 (but have been higher); fees for refunding issues sold through a direct purchase transaction generally exceed the upper range.

Fees we have charged for CDA loans in recent years (based either on actual time logged to the file or a fixed fee we quoted prior to pricing) have tended to range between roughly \$8,500 and \$14,000 (but have been higher). Charges in the lower range tended to be for clients for which we serve as bond counsel for CDA loans and other general obligation issues on a regular basis (and therefore have a CDA loan ordinance on our system already tailored to the client’s standard formatting) and for which we have recently closed other financings (and therefore have current incumbency information on file).

Our bond counsel fees for MWIFA or USDA loans in recent years have tended to range between \$12,000 and \$18,000 (but have been higher).

All of illustrative fee ranges provided above are based on time charged at the discounted rate of \$300/hour.

With regard to the illustrative fees in the referenced ranges, we were not required to attend any meetings of the governing bodies in person or by remote participation, or to prepare any charter amendments in order to allow a contemplated financing, nor did such fee ranges encompass situations where one method of sale was being pursued and that avenue was abandoned for another method of sale. In addition, none of the authorizing legislation for such illustrative ranges was petitioned to referendum.

Bonds that are issued to the same lender on different dates are treated as individual financings and compensation is charged separately for each issue.

If the City requests our attendance at any Council meetings in person, we will charge our travel and attendance time at the applicable discounted hourly rate(s) (based on type of financing). If the City wishes us to attend any Council meetings by remote participation, we will charge the time from when we join a meeting remotely to when we leave the meeting.

There are many variables that can impact the final amount charged for a particular general obligation bond issue, and the illustrative fee ranges should not be taken as dispositive of the charges for any particular City general obligation bond issue. The relevant factors include, without limitation, how many series are being issued at the same time; whether the issue is new money only, refunding only or combined new money/refunding; the tax status of the series being issued; whether detailed tax diligence is required; whether tax diligence uncovers tax issues that require our involvement in solving; whether underlying arrangements involve the preparation/negotiation/review of agreements such as leases, subleases, concession agreements, operating/management agreements, land disposition agreements, etc.; whether the issuer's charter needs to be amended to accommodate a particular financing or to clarify the procedures for passing legislation or with respect to officials' incumbency and duties; whether authorizing legislation needs to be amended once passed; whether because of existing Rule 15c2-12 continuing disclosure undertakings, the issuer is required to prepare and post on EMMA notice of any CDA loan, MWIFA loan, USDA loan or other direct purchase financing; whether failures to satisfy prior Rule 15c2-12 continuing disclosure undertaking provisions must be remedied and the amount of work involved to bring required EMMA postings current; a request that we attend issuer meeting(s) in person or by remote participation; whether actions must be taken to address issues concerning the incumbency of elected or appointed officials; and whether we start out structuring a bond issue for one method of sale only to pivot and sell the bonds by another method

Bond counsel fees and expenses customarily are not billed until a bond issue closes, except as otherwise described in this engagement letter. Funk & Bolton submits statements for fees and disbursements via e-mail.

Bond counsel fees are typically eligible to be paid from bond proceeds. The City may of course decide to pay any issuance costs, including counsel fees, from funds on hand rather than bond proceeds.

In some circumstances (particularly if bond counsel fees/expenses will be paid from bond proceeds) the City may need us to commit to all-in fixed amount prior to pricing or closing. Under such a scenario, once we get closer to pricing or closing, as applicable, and have a good understanding of the work required to get to closing and the costs to be incurred, the firm will agree with appropriate City officials (or, to the extent required by the City's procurement regulations, with the Council) to a stated fixed amount covering fees and expenses. Such agreement may be communicated by e-mail. Such agreement may provide for an increase in such agreed-upon amount upon the occurrence of specified and/or unanticipated conditions.

We generally will submit a statement for our fees and expenses then known promptly following a closing, and payment will be due within 30 days following e-mail transmission of the statement; provided that, if a closing occurs in late November or in December of a calendar year, we require payment of our billed fees and expenses prior to Christmas due to the fact that the firm's fiscal year ends in December. To the extent all disbursements have not been logged to the account by closing, we will submit one or more supplemental statements for disbursements in the months following closing and payment will be due within 30 days following e-mail transmission of any such statement. When our fees/expenses are an agreed-upon amount to be paid from bond proceeds, we will submit a statement generally prior to or on the closing date and will greatly appreciate receiving payment by federal funds wire or ACH on or shortly after the closing date.

For a CDA loan, if CDA's bond counsel has not prepared the Form 8038-G to be filed with the Internal Revenue Service prior to closing (CDA's bond counsel often prepares such Form as a post-closing activity), we will submit a supplemental statement for any activities relating to reviewing and commenting on the Form 8038-G, with payment due within 30 days following e-mail transmission of the statement. For other debt issues that require post-closing activities, we will submit statements on a monthly or every several months basis and payment will be due within 30 days following e-mail transmission of any statement.

For bond counsel services not related to a specific financing, we will generally submit statements for fees and/or disbursements on a monthly basis (although if the amount of activity in any month is de minimis, we may bill for several months' time in a single statement), and payment will be due within 30 days following e-mail transmission of any such statement.

If the City decides not to pursue or complete, or an applicable lender/bond purchaser decides not to complete, a contemplated financing (for whatever reason), or a particular bond issue is not able to be sold on terms satisfactory to the City, or the City or Funk & Bolton terminates the engagement as described in the succeeding paragraph with respect to a particular financing, particular matter or overall, we will submit a statement for time spent on the applicable activities to the effective date of termination of the contemplated financing, matter or overall engagement at the applicable discounted hourly rates plus disbursements (subject to any fixed amount previously agreed upon with the City as a cap or flat amount) once that decision has been made and payment will be due within 30 days of e-mail transmission of the statement therefor. *This paragraph applies even to financings with respect to which the City originally expected to pay our fees and disbursements from bond proceeds.*

The City may terminate its relationship with the firm under this engagement generally or for a particular financing or other matter at any time and for any reason, upon notice to the firm. Conversely, the firm reserves the right to withdraw as bond counsel to the City for a particular financing or other matter, or overall, upon reasonable notice. Any such notice shall be in writing, shall specify the effective date of termination, and may be transmitted by e-mail. Notice of termination sent by the City may be directed to the undersigned, firm managing principal Ren L. Tundermann (or any subsequent managing principal) and/or Firm Administrator Pamela (P.J.) Thomas (or any subsequent Firm Administrator) (the City may obtain contact information by calling the firm's main phone number: 410/659-7700). Notice of termination sent by the firm

shall be directed to the City Manager, the Deputy City Manager and the Director of Finance (unless any of those positions are then vacant and no person is serving in such a position in an acting or interim capacity) (as any of such officials' titles may change from time to time); provided that, the City may direct the firm to send notice of termination to alternative or additional City personnel by e-mail to the firm's managing principal, Firm Administrator and the undersigned (or, with the City's prior concurrence, any other firm lawyer then primarily responsible for the provision of bond counsel and issuer's counsel services to the City).

In addition, without terminating this engagement letter, the City may always choose to use another firm as bond counsel (or as issuer's counsel) on a particular financing or particular matter.

In addition to any new financings or new matters the City asks the firm to work on, the compensation arrangements provided for in this engagement letter will apply to any matters on which the firm is currently working for the City.

Factors that could impact the fees for the contemplated calendar year 2025 general obligation bonds include (without limitation) the following: (i) a decision by the City to try to pursue a tax-exempt series for any of the water or sewer projects and, in such case, the results of tax due diligence, (ii) whether the City switches from a public sale at competitive bid to another method of sale, (iii) whether incumbency due diligence uncovers any issues that need to be resolved, (iv) whether any authorizing legislation needs to be amended, (v) whether the sale date, once set, is postponed, (vi) how many meetings of the Council we are asked to attend in person or, to the extent applicable, by remote access, (vii) whether any failures in continuing disclosure compliance are discovered that need to be corrected, (viii) whether we need to attend any rating agency meetings in person or by phone (as bond counsel we do not typically participate in rating agency meetings for general obligation bond issues), (ix) if the City rejects all bids for any series on the sale date and reschedules a new sale date, (x) whether amendments to the City's debt or financial policies are required to accommodate the issue, (xi) whether preparation of new or amendments to any post-issuance tax compliance procedures or continuing disclosure procedures are determined to be advisable, and (xii) whether there are any challenges to the proposed bonds.

After we get through several rounds of Preliminary Official Statement drafts and the tax diligence process for the contemplated calendar year 2025 general obligation bonds, and are getting closer to pricing, the firm will be in a position to provide a fixed amount for fees and disbursements, if needed, subject to any unusual circumstances that would cause the amount of fees to be increased above the fixed amount.

Our services as bond counsel for a particular financing will be considered complete under this engagement letter upon the earliest to occur of the following: (i) the issue has closed and, for a tax-exempt issue, the Form 8038-G has been filed by the firm with the Internal Revenue Service, (ii) the City determines not to complete (either of its own initiative or because a satisfactory purchaser/lender cannot be found for the issue) a particular financing, for any reason, or (iii) upon the effective date that this engagement is terminated in whole or with respect solely to such contemplated financing by the City or the firm. Even if our services for a particular financing are considered complete in accordance with clause (i) of the preceding sentence, we acknowledge our

responsibility to prepare and distribute binders or CDs of closing documents after such completion date occurs for other than CDA or MWIFA financings.

Our services as bond counsel for general advice or post-closing advice will be considered complete once such advice has been rendered.

Please understand that our reference to the engagement for a particular financing being considered complete in any scenario described in the preceding paragraph in no way indicates a desire not to continue serving as bond counsel to the City for other financings or matters requiring bond counsel advice. We merely wish to clarify how compensation arrangements will be approached under this engagement letter and to provide a broad outline of the types of services customarily provided for various types of financings.

Our general retention policy is as follows: files relating to a particular financing will be retained for a period of seven (7) years after (i) the financing has closed or (ii) our representation with respect to such financing is terminated in any of the scenarios described above. Files may be stored in an electronic and/or physical format. After the seven (7) year period, the file will be destroyed unless the City has requested in writing that the file be returned to it. Any original closing documents in our possession that the City has not received will be sent to the City and will not be destroyed in accordance with the scheduled destruction of records (provided that, extras of original signature pages not needed for closing binder purposes will be shredded). Notwithstanding such general retention policy, we may choose to retain copies of certain records until a period after a particular financing has matured or been prepaid in whole.

This engagement letter may be executed in counterparts. This engagement letter has been provided to the City as a scanned version of a counterpart of this engagement letter signed with the undersigned's facsimile signature. If the foregoing is acceptable and is approved as may be required, please have an authorized City official (i) either (A) print a copy of this scanned letter and sign (by "wet" or "live" signature), insert his/her name and title, and insert the date in the space provided for below, or (B) sign by electronic or facsimile means, insert his/her name and title, and insert the date in the space provided for below in the PDF version of this letter, and (ii) return a scanned countersigned/completed version to the attention of the undersigned at LRADER@FBLAW.COM. Scanned signed versions of this engagement letter exchanged via email shall be treated as originals for all purposes. The undersigned's signature and the City signatory's signature, if made by electronic or facsimile means, will be treated as original signatures for all purposes.

Very truly yours,

FUNK & BOLTON, P.A.

By: Lindsey A. Rader
Lindsey A. Rader, Principal

Accepted this _____ day of _____, 2025:

THE CITY OF BOWIE

By: _____

Name:

Title:

(Authorized Signatory)

#241409



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Engagement Letter from Davenport & Company LLC

DATE: 08/28/2025

Davenport, the City's Financial Advisor, has served the City for many years providing financial advisory services which includes establishing the financial schedule for the bond issuance, reviewing and commenting on required legislation, drafting the Preliminary Official Statement and credit rating presentation and coordinating the rating process, and reviewing closing documents. Services will be provided at a fee not to exceed \$50,000 based on an hourly rate of \$315 per hour.

ATTACHMENTS: 1. 20250902 - Engagement Letter Financial Advisor - City of Bowie MD

August 27, 2025

Mr. H. Byron Matthews
Finance Director
City of Bowie, Maryland
15901 Fred Robinson Way
Bowie, MD 20716

Dear Mr. Matthews,

The Municipal Securities Rulemaking Board requires under Rule G-23 that we have a written engagement letter with our clients promptly upon the inception of a financial advisory relationship. Your signature below will confirm that Davenport & Company LLC (“Davenport”) will be providing the City of Bowie, Maryland (the “City”) with financial advisory services related to the City’s upcoming bond issuance, as well as other tasks the City may request from time to time until the work is complete or the relationship is terminated.

Scope of Services:

Davenport will assist the City with its upcoming bond financing. This includes:

- Establishing a financing schedule for the bond issuance and scheduling any necessary working group calls;
- Reviewing and commenting on all required legislation;
- Attending any City Council meetings related to the upcoming financing, as required;
- Drafting Preliminary Official Statements and Official Statements that are required for a public sale;
- Drafting a credit rating presentation and leading the credit rating process including coordinating all calls, questions, and the report review/release with the rating agencies;
- Leading the City through bond pricing; and
- Reviewing closing documentation and drafting a closing memo for the financing.

Proposed Compensation:

The basis of compensation for the upcoming bond issuance would be a not-to-exceed fee of \$50,000 based on an hourly rate of \$315. Compensation for any subsequent tasks assigned to Davenport will be agreed upon by both parties prior to the completion of the specified task(s).

Davenport also seeks reimbursement for our out-of-pocket expenses such as meals, mileage, and lodging, which are billed at cost with no markup.

Either party may terminate this agreement with 30-day written notice. In such case, Davenport will be reimbursed for its out-of-pocket expenses and services provided prior to termination.

If this appropriately describes our relationship, please indicate by signing and returning one copy of this letter to my attention.

Sincerely

Accepted By:



Jennifer Dierksen
Senior Vice President
Davenport & Company LLC

Title:



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Amending City Charter Sec. 61 "Purchasing and Contracting", and Sec. 62 "Cooperative Bidding" - Charter Amendment Resolution CAR-2-25

DATE: 08/28/2025

Purpose

The purpose of this memorandum is to provide an overview of the Charter Amendment Resolution CAR-2-25 and Ordinance O-8-25. These measures are part of a coordinated initiative to modernize the City's procurement framework, eliminate outdated Charter provisions, and improve the efficiency and consistency of purchasing procedures.

Background and Need for Action

The City Charter currently includes detailed procurement procedures and fixed dollar thresholds in Sections 61 and 62, which govern competitive bidding and cooperative purchasing. These provisions duplicate and in some cases conflict with more detailed and adaptable regulations codified in Chapter 19A of the City Code. Over time, having parallel purchasing rules in both the Charter and the Code has created confusion and unnecessary administrative burdens.

State law authorizes the City to amend its Charter to remove operational details and instead set purchasing procedures by ordinance. Doing so allows the Council greater flexibility to revise thresholds and practices as needed, without requiring a Charter amendment process.

Summary of Proposed Changes

Charter Amendment Resolution CAR-2-25

- Repeals detailed procurement procedures from Charter Sections 61 and 62, including specific dollar thresholds and language related to sealed bidding, professional services, and emergency purchases.
- Replaces these sections with simplified enabling language authorizing the City Council to adopt procurement procedures, requirements, and thresholds by ordinance.
- Retains the concept of cooperative purchasing in Section 62 but removes prescriptive language, allowing such activity to be governed by the City Code.

Ordinance O-8-25

- Purchasing Procedures implements the new authority granted by the Charter Amendment.

- Raises the competitive bidding threshold from \$25,000 to \$50,000, consistent with surrounding jurisdictions.
- Clarifies and expands exceptions to competitive bidding, including professional services and cooperative purchasing through public or nonprofit entities.
- Updates the emergency procurement threshold to \$350,000 and modernizes the criteria under which emergency purchases may be authorized.
- Eliminates references to repealed Charter provisions and incorporates revised procedures for Council notification and waivers.

Benefits of the Reform

- Greater flexibility: Council can adjust procurement rules as needed by ordinance, without Charter amendments.
- Improved consistency: Eliminates duplication and conflict between Charter and Code.
- Streamlined operations: Aligns thresholds with modern practices and regional benchmarks.
- Enhanced transparency and oversight: Clarifies Council's role in waiver decisions and emergency procurements.

Next Steps

Following Council adoption of CAR-2-25, the Charter Amendment will be posted and published for 40 days as required by State law. The Charter Amendment will become effective 50 days after adoption, unless petitioned to referendum.

Ordinance O-8-25 is contingent upon the effective date of the Charter Amendment and may be adopted concurrently but cannot take effect until the Charter Amendment becomes law.

ATTACHMENTS: 1. 20250902 - Charter Amendment Resolution CAR-2-25

CHARTER AMENDMENT RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AMENDING SEC. 61, "PURCHASING AND CONTRACTING", AND
SEC. 62, "COOPERATIVE BIDDING", OF THE CITY CHARTER TO
AUTHORIZE THE CITY COUNCIL TO SET PURCHASING
REQUIREMENTS AND PROCEDURES BY ORDINANCE

WHEREAS, pursuant to Md. Code Ann., Local Gov't Art., Subtitle 3, "Amendment or Repeal of Charter", the City Council of the City of Bowie ("the City") has the authority to amend the City's Charter, in accordance with the procedures set forth therein; and

WHEREAS, Sections 61 and 62 of the City Charter currently contain specific purchasing procedures and dollar thresholds that duplicate and conflict with provisions of the City Code, particularly Chapter 19A; and

WHEREAS, the City Council desires to simplify the Charter's provisions relating to procurement and to enhance the City's flexibility with respect to purchasing procedures and requirements by providing that the Council may set procurement requirements and procedures by ordinance; and

WHEREAS, the City Council desires to remove from the Charter any specific dollar thresholds for procurement and to authorize the Council to adopt such requirements in the City Code as appropriate as part of a coordinated effort to modernize the City's procurement framework and eliminate conflicting provisions.

Section 1: NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Bowie, Maryland that § 61, "Purchasing and contracting", of the Charter of the City of Bowie is amended as follows:

Sec. 61. Purchasing and contracting.

(a) All purchases and contracts for the City government shall be made by the City Manager, **IN ACCORDANCE WITH SUCH PROCEDURES AND REQUIREMENTS AS MAY BE ADOPTED BY THE THE** council [may provide] by ordinance. [for rules and regulations regarding the use of competitive bidding, purchase orders and contracts for all City purchases.

(b) Competitive bidding requirements.

(1) All expenditures for supplies, materials, equipment, construction of public improvements or contractual services involving more than twenty-five thousand dollars (\$25,000) shall be made by written contract or purchase order, where appropriate. The City Manager shall advertise for sealed bids, in the manner prescribed by ordinance, for all such expenditures, except for emergency procurements.

(2) The City at any time in its discretion may employ its own employees for

BOLD UNDERLINED SMALL CAPITALS
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: Indicate new language that is being added to the City Charter.
 : Indicate text that is deleted from the City Charter.

the construction or reconstruction of public improvements without advertising for (or re-advertising for) or receiving bids.

(3) The Council by a two-thirds vote may waive bidding requirements of this subsection (b) for good cause shown.

(4) All procurements involving professional services, including but not limited to accounting, architecture, auditing, engineering, law, planning, and surveying need not be on a bid basis but may be negotiated by the City Manager and/or the Council or both. The City Manager shall advertise the intention to negotiate for such professional services prior to making any contract in excess of twenty-five thousand dollars (\$25,000).

(5) The City Manager may authorize the emergency procurement of supplies, materials, equipment, services, or construction without competition where there exists a threat to public health, welfare or safety; during a state of emergency declared by the Mayor; where delay would significantly injure the City, financially or otherwise; to prevent a break-down in machinery and/or threatened termination of essential services (including maintenance and repair of essential office equipment); or in any other circumstance in which goods, materials, equipment, supplies, services, or construction are needed immediately. The City Council shall promptly be notified of all emergency procurements.]

Section 2: **BE IT FURTHER RESOLVED** that § 62, “Cooperative bidding”, of the Charter of the City of Bowie is hereby repealed in its entirety, except that the heading and subsection (a) are retained and amended to read as follows:

Sec. 62. Cooperative bidding.

[In the event a state, county, municipality or other governmental entity, quasi-governmental entity, bi-county agency or any consortium or purchasing alliance composed of any such entities, provided that such governmental entity or association has adopted procurement regulations that are comparable to those enacted by the City, has conducted a bid and awarded a contract authorizing local governments to purchase a bid item at the bid price, the City Manager may, without soliciting bids, purchase the item in question at the bid price from the successful bidder, if the City Manager determines that the bid price is competitive. The City Manager shall, at least seven days prior to purchasing a service or goods pursuant to this section, inform the Council of the intention to make such a purchase. No such single purchase shall exceed \$100,000 without a waiver by the Council of the bidding process for good cause shown.] **THE CITY MAY AWARD CONTRACTS BASED ON COMPETITIVE BIDS RECEIVED BY OTHER GOVERNMENTAL AND QUASI-GOVERNMENTAL ENTITIES AND MAY PARTICIPATE IN PUBLIC OR FOR PROFIT PURCHASING COOPERATIVES, IN ACCORDANCE WITH PROCEDURES AND LIMITATIONS ADOPTED BY THE COUNCIL BY ORDINANCE.**

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Section 3: **BE IT FURTHER RESOLVED** that if any section, subsection, sentence, clause, phrase, or portion of this Resolution is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of this Resolution, it being the intent of the Council that this Resolution shall stand, notwithstanding the invalidity of any section, subsection, sentence, clause, phrase, or portion hereof.

Section 4: **BE IT FURTHER RESOLVED** that to the extent that any section of the Charter is in conflict with the provisions of Sections 1 and 2 of this Resolution, such section or sections be and hereby are repealed to the extent of such conflict.

Section 5: **BE IT FURTHER RESOLVED** that, following a public hearing regarding CAR-2-25 conducted in accordance with the requirements of State law, this Charter Amendment Resolution is adopted this _____ day of _____, 2025, and that the amendment to the Charter of the City of Bowie proposed by this enactment shall be and become effective fifty (50) days after its passage by the City unless petitioned to referendum in accordance with Md. Code Ann., Local Gov't Art., § 4-304 within 40 days following its passage. A complete and exact copy of this Resolution shall be posted in the City Hall building for forty (40) days following its passage by the City, and a fair summary of the Charter Amendment shall be published in a newspaper having general circulation in the City not less than four (4) times at weekly intervals, also within the forty (40) days following its passage by City.

Section 6: **BE IT FURTHER RESOLVED** that as soon as the Charter Amendment Resolution hereby enacted becomes effective, either as herein provided or following referendum, the City Manager shall send to the Department of Legislative Services, the following information concerning the Charter Amendment Resolution: (i) the complete text of this Resolution; (ii) the date of referendum election, if any, held with respect thereto; (iii) the number of votes cast for and against this Resolution by the Council of the City of Bowie or in a referendum; and (iv) the effective date of the Charter Amendment.

Section 7: **BE IT FURTHER RESOLVED** that the City Manager be, and hereby is specifically enjoined and instructed to carry out the provisions of Sections 5 and 6 hereof as evidence of compliance herewith; and said City Manager shall cause to be affixed to the minutes of this meeting an appropriate Certificate of Publication of the newspaper in which the fair summary of the Charter Amendment shall have been published, and shall further cause to be completed and executed the Certificate of Effect.

INTRODUCED by the Council of the City of Bowie at a meeting on the ____ day of _____, 2025.

ADOPTED by the Council of the City of Bowie at a meeting on the ____ day of _____, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor

**APPROVED AS TO FORM AND
SUFFICIENCY:**

Elissa D. Levan
City Attorney

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Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Amending City Code Chapter 19A, "Procurement Procedures", Article I, "Procurements Generally" - Ordinance O-8-25

DATE: 08/28/2025

Purpose

The purpose of this memorandum is to provide an overview of the Charter Amendment Resolution CAR-2-25 and Ordinance O-8-25. These measures are part of a coordinated initiative to modernize the City's procurement framework, eliminate outdated Charter provisions, and improve the efficiency and consistency of purchasing procedures.

Background and Need for Action

The City Charter currently includes detailed procurement procedures and fixed dollar thresholds in Sections 61 and 62, which govern competitive bidding and cooperative purchasing. These provisions duplicate and in some cases conflict with more detailed and adaptable regulations codified in Chapter 19A of the City Code. Over time, having parallel purchasing rules in both the Charter and the Code has created confusion and unnecessary administrative burdens.

State law authorizes the City to amend its Charter to remove operational details and instead set purchasing procedures by ordinance. Doing so allows the Council greater flexibility to revise thresholds and practices as needed, without requiring a Charter amendment process.

Summary of Proposed Changes

Charter Amendment Resolution CAR-2-25

- Repeals detailed procurement procedures from Charter Sections 61 and 62, including specific dollar thresholds and language related to sealed bidding, professional services, and emergency purchases.
- Replaces these sections with simplified enabling language authorizing the City Council to adopt procurement procedures, requirements, and thresholds by ordinance.
- Retains the concept of cooperative purchasing in Section 62 but removes prescriptive language, allowing such activity to be governed by the City Code.

Ordinance O-8-25

- Purchasing Procedures implements the new authority granted by the Charter Amendment.

- Raises the competitive bidding threshold from \$25,000 to \$50,000, consistent with surrounding jurisdictions.
- Clarifies and expands exceptions to competitive bidding, including professional services and cooperative purchasing through public or nonprofit entities.
- Updates the emergency procurement threshold to \$350,000 and modernizes the criteria under which emergency purchases may be authorized.
- Eliminates references to repealed Charter provisions and incorporates revised procedures for Council notification and waivers.

Benefits of the Reform

- Greater flexibility: Council can adjust procurement rules as needed by ordinance, without Charter amendments.
- Improved consistency: Eliminates duplication and conflict between Charter and Code.
- Streamlined operations: Aligns thresholds with modern practices and regional benchmarks.
- Enhanced transparency and oversight: Clarifies Council's role in waiver decisions and emergency procurements.

Next Steps

Following Council adoption of CAR-2-25, the Charter Amendment will be posted and published for 40 days as required by State law. The Charter Amendment will become effective 50 days after adoption, unless petitioned to referendum.

Ordinance O-8-25 is contingent upon the effective date of the Charter Amendment and may be adopted concurrently but cannot take effect until the Charter Amendment becomes law.

ATTACHMENTS: 1. 20250902 - Ordinance O-8-25

ORDINANCE
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AMENDING THE CITY CODE, CHAPTER 19A, "PROCUREMENT,
PROCEDURES," ARTICLE I, "PROCUREMENTS GENERALLY", TO INCREASE
THE COMPETITIVE BIDDING THRESHOLD AND TO PRESCRIBE ADDITIONAL
REGULATIONS RELATING TO CITY PROCUREMENTS INCLUDING THE
ADOPTION OF ALTERNATIVE PROCEDURES IN APPROPRIATE
CIRCUMSTANCES

WHEREAS, the City Council has amended the City Charter to eliminate specific purchasing thresholds and authorize the establishment of such thresholds by ordinance; and

WHEREAS, the City Council desires to update Chapter 19A of the City Code to reflect current procurement practices and to increase the formal bidding threshold to \$90,000; and

WHEREAS, it is necessary to conform the City Code to the amended Charter and to simplify and modernize procurement requirements.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED, by the Council of the City of Bowie, Maryland that,

Section 1. Bowie City Code, Chapter 19A, "Procurement; Procedures", Article I, "Procurements generally", § 19A-4, "Competitive bidding", be and is hereby amended to read as follows:

§ 19A-4. Competitive bidding.

A. Any purchase of materials, supplies, equipment, services or construction, when the estimated or known cost thereof exceeds \$25,000 **Fifty THOUSAND DOLLARS (\$50,000)**, shall be authorized by the City Council, and such purchases shall be made after a competitive bidding process, unless a competitive bidding process is not required by the City Charter.

* * *

G. In determining the best bid, the City Manager and the City Council shall give consideration to those ~~items set forth in City Charter Sec. 61(b)(1)~~ and those items included in the bid documents.

Section 2. Bowie City Code, Chapter 19A, "Procurement; Procedures", Article I, "Procurements generally", § 19A-5 "Exceptions to bidding requirements," is hereby amended to read as follows:

§ 19A-5. Exceptions to bidding requirements.

BOLD SMALL CAPS : Indicate matter added to existing law.
Strikethrough : Indicate matter deleted from existing law.
Asterisks*** : Indicate matter retained in existing law but omitted herein.

Subject to the approval of the purchase by the City Council, the requirements for the taking of competitive bids shall not be required if:

A. IN GENERAL.

The City Council, by resolution, ~~in accordance with City Charter Sec. 61,~~ waives the requirement for the taking of competitive bids and authorizes a negotiated purchase or contract upon its determination that it is in the best interests of the City or that an emergency exists.

B. PROFESSIONAL SERVICES.

~~A competitive bid procedure is not required by the City Charter because the purchase is for professional services.~~ **ALL PROCUREMENTS INVOLVING PROFESSIONAL SERVICES, INCLUDING BUT NOT LIMITED TO ACCOUNTING, ARCHITECTURE, AUDITING, ENGINEERING, LAW, PLANNING, AND SURVEYING NEED NOT BE ON A BID BASIS BUT MAY BE NEGOTIATED BY THE CITY MANAGER. THE CITY MANAGER SHALL ADVERTISE THE INTENTION TO NEGOTIATE FOR SUCH PROFESSIONAL SERVICES PRIOR TO MAKING ANY CONTRACT THE VALUE OF WHICH IS REASONABLY EXPECTED TO EXCEED FIFTY THOUSAND DOLLARS (\$50,000).**

~~C. The purchase is to be made as provided for in City Charter Sec. 62, Cooperative bidding.~~ **COOPERATIVE PURCHASING.**

1. **IF A STATE, COUNTY, MUNICIPALITY, QUASI-GOVERNMENTAL ENTITY, OR ANY CONSORTIUM OR PURCHASING ALLIANCE COMPOSED OF ANY SUCH ENTITIES HAS CONDUCTED A COMPETITIVE PROCUREMENT PURSUANT TO PROCUREMENT REGULATIONS THAT ARE COMPARABLE TO THOSE OF THE CITY AND AWARDED A CONTRACT PURSUANT THERETO, THE CITY MANAGER MAY, WITHOUT SOLICITING BIDS, PURCHASE THE ITEM IN QUESTION AT THE BID PRICE FROM THE SUCCESSFUL BIDDER.**

2. **THE CITY MANAGER MAY AUTHORIZE A PROCUREMENT USING A CONTRACT LET BY A PRIVATE ENTITY THAT CHARGES A FEE TO OFFERORS NO GREATER THAN THE FEE CHARGED BY THE STATE OF MARYLAND TO VENDORS PARTICIPATING IN EMARYLAND MARKETPLACE PROCUREMENTS, UPON A DETERMINATION THAT:**

(A) **NO PROCUREMENT OPPORTUNITY BY A STATE, COUNTY, MUNICIPALITY, OR OTHER GOVERNMENTAL ENTITY, QUASI-GOVERNMENTAL ENTITY, OR CONSORTIUM OR PURCHASING ALLIANCE COMPOSED OF ANY SUCH ENTITIES IS REASONABLY AVAILABLE AND THE PRICE OFFERED FOR THE ITEM OR SERVICE IS LIKELY LESS THAN THE PRICE THE CITY WOULD PAY WERE IT TO CONDUCT A COMPETITIVE PROCUREMENT PROCESS; OR**

(B) **THE PRICE OFFERED FOR THE ITEM OR SERVICE IN QUESTION IS LESS THAN THE PRICE AVAILABLE THROUGH A PROCUREMENT OPPORTUNITY BY A STATE, COUNTY, MUNICIPALITY, OR OTHER GOVERNMENTAL ENTITY, QUASI-GOVERNMENTAL ENTITY, OR CONSORTIUM OR PURCHASING ALLIANCE COMPOSED OF ANY SUCH ENTITIES AND THE PRICE**

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Asterisks*** : Indicate matter retained in existing law but omitted herein.

OFFERED FOR THE ITEM OR SERVICE IS LIKELY LESS THAN THE PRICE THE CITY WOULD PAY WERE IT TO CONDUCT A COMPETITIVE PROCUREMENT PROCESS.

3. THE CITY MANAGER SHALL, AT LEAST SEVEN DAYS PRIOR TO PURCHASING A SERVICE OR GOODS PURSUANT TO THIS SUBSECTION, INFORM THE COUNCIL OF THE INTENTION TO MAKE SUCH A PURCHASE. NO SUCH SINGLE PURCHASE SHALL EXCEED THREE HUNDRED FIFTY THOUSAND DOLLARS (\$350,000) WITHOUT A WAIVER BY THE COUNCIL OF THE BIDDING PROCESS FOR GOOD CAUSE.

D. THE CITY AT ANY TIME IN ITS DISCRETION MAY USE ITS OWN EMPLOYEES FOR THE PROVISION OF SERVICES, CONSTRUCTION OR RECONSTRUCTION OF PUBLIC IMPROVEMENTS, OR OTHER WORK WITHOUT ENGAGING IN A COMPETITIVE PROCUREMENT PROCESS.

Section 3. Bowie City Code, Chapter 19A, "Procurement; Procedures", Article I, "Procurements generally", § 19A-8 "Emergency Procurements," is hereby amended to read as follows:

§ 19A-8. Emergency Procurements.

A. NOTWITHSTANDING ANYTHING IN THIS ARTICLE TO THE CONTRARY, The THE City Manager may authorize emergency procurements of supplies, materials, equipment, services, insurance, or construction in an amount not to exceed THREE HUNDRED FIFTY THOUSAND DOLLARS (\$350,000), \$100,000 in accordance with the provisions of City Charter Sec. 61(b)(5) WHERE THERE EXISTS A THREAT TO PUBLIC HEALTH, WELFARE OR SAFETY; DURING A STATE OF EMERGENCY DECLARED BY THE CITY, COUNTY, STATE, OR NATION; WHERE DELAY WOULD SIGNIFICANTLY INJURE THE CITY, FINANCIALLY OR OTHERWISE; TO PREVENT A BREAK-DOWN IN MACHINERY AND/OR THREATENED TERMINATION OF ESSENTIAL SERVICES (INCLUDING MAINTENANCE AND REPAIR OF ESSENTIAL OFFICE EQUIPMENT); OR IN ANY OTHER CIRCUMSTANCE IN WHICH GOODS, MATERIALS, EQUIPMENT, SUPPLIES, SERVICES, OR CONSTRUCTION ARE NEEDED IMMEDIATELY. THE CITY COUNCIL SHALL PROMPTLY BE NOTIFIED OF ALL EMERGENCY PROCUREMENTS.

AND, BE IT FURTHER ORDAINED BY THE COUNCIL OF THE CITY OF BOWIE that, this Ordinance shall become effective upon the effective date of Charter Amendment Resolution CAR-2-25, provided that a fair summary of this Ordinance is published at least once prior to the passage and at least once within ten (10) days after the date of passage in a newspaper having general circulation in the City.

INTRODUCED by the Council of the City of Bowie, Maryland at a meeting on _____, 20__.

PASSED by the Council of the City of Bowie, Maryland at a meeting on _____, 20__.

BOLD SMALL CAPS : Indicate matter added to existing law.
Strikethrough : Indicate matter deleted from existing law.
Asterisks*** : Indicate matter retained in existing law but omitted herein.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor

**APPROVED AS TO FORM AND
SUFFICIENCY:**

Elissa D. Levan
City Attorney

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Strikethrough	:	Indicate matter deleted from existing law.
Asterisks***	:	Indicate matter retained in existing law but omitted herein.



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Water and Sewery System Rehabilitation Program

DATE: 08/28/2025

At the September 2nd City Council meeting, staff will present an update on the City's ongoing **Water and Sewer System Rehabilitation Program**. This is a multi-year capital initiative led by the Public Works Department to ensure the long-term reliability of the City's underground utility infrastructure.

Over the past several years, Public Works has completed rehabilitation of both water and sewer mains, while also advancing planning for work projected through fiscal year 2030 and beyond. The program is now supported by updated cost and schedule projections that identify the investment levels necessary to complete rehabilitation over the next two decades.

The presentation will include a summary of accomplishments to date, the remaining linear footage for both water and sewer mains, and projected timelines under different annual investment scenarios. Staff looks forward to briefing the Council on progress made and discussing long-term funding strategies to sustain this critical infrastructure program.

ATTACHMENTS: 1. 20250902 - Water and Sewer Rehab Overview

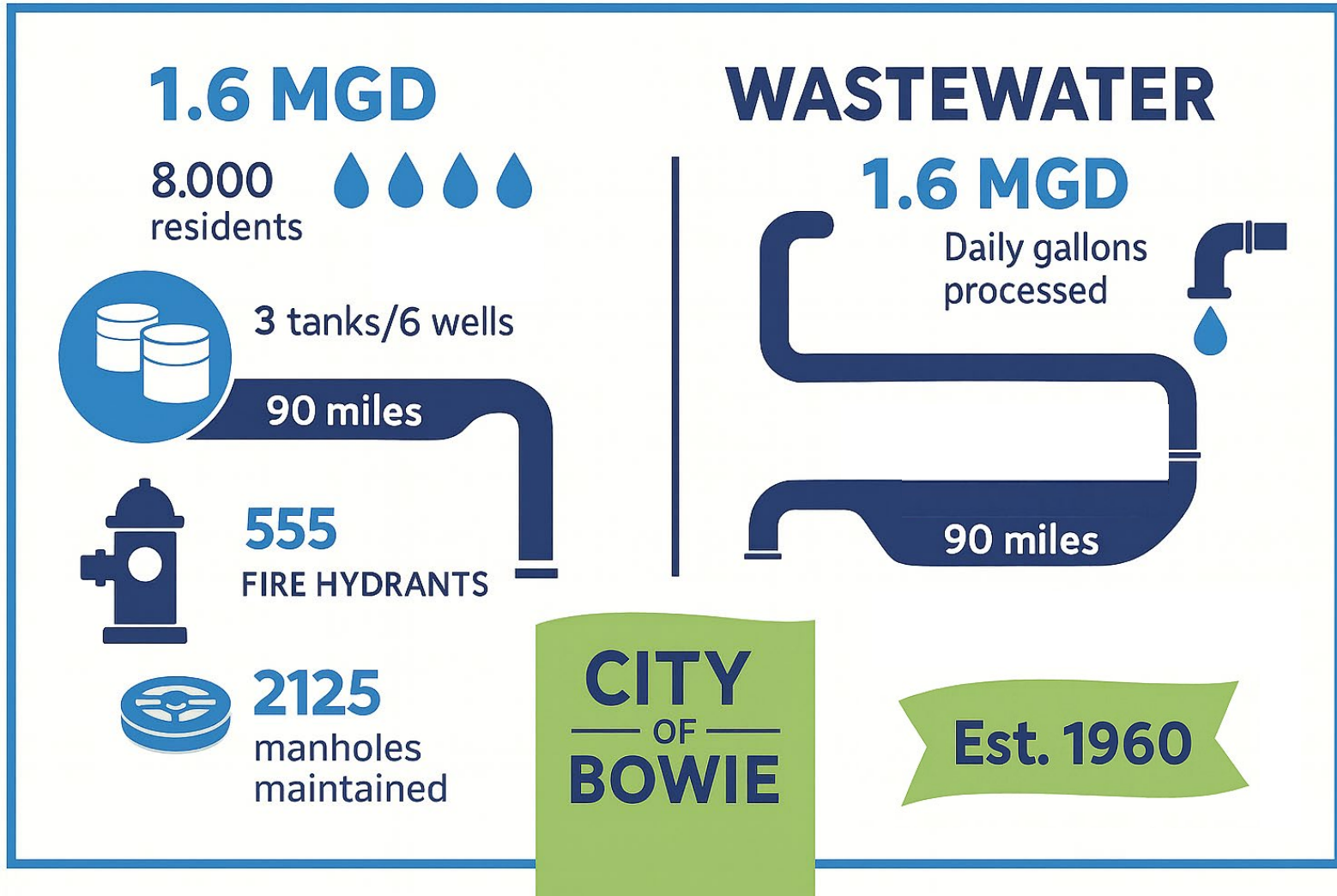


Water and Sewer System Rehabilitation

Public Works Department

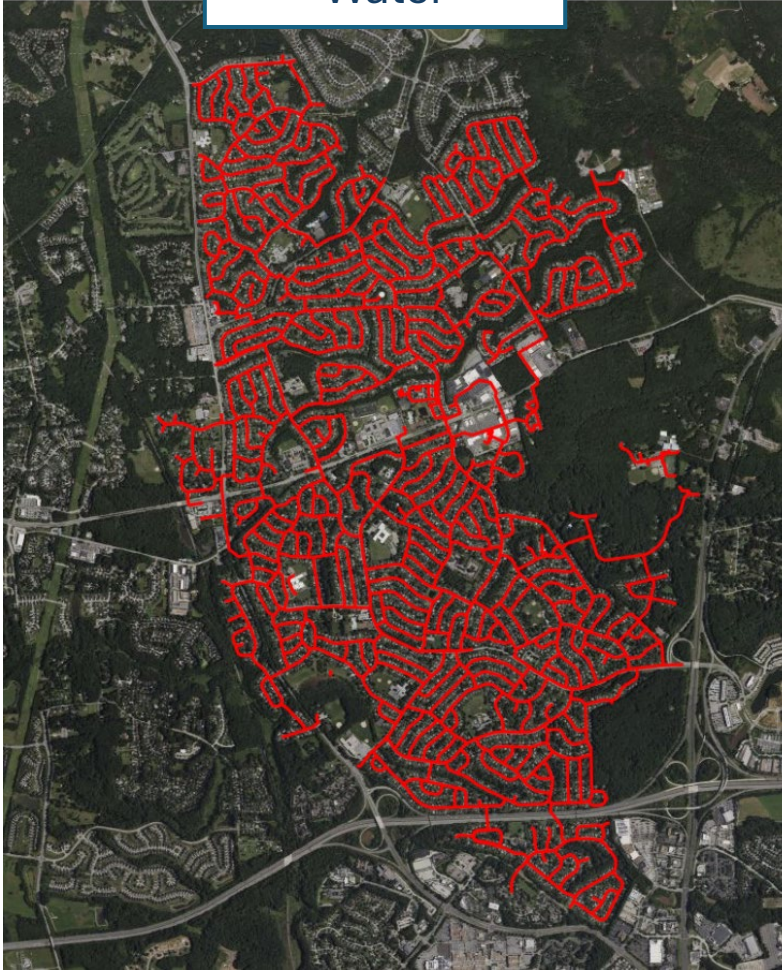
September 02, 2025

Overview

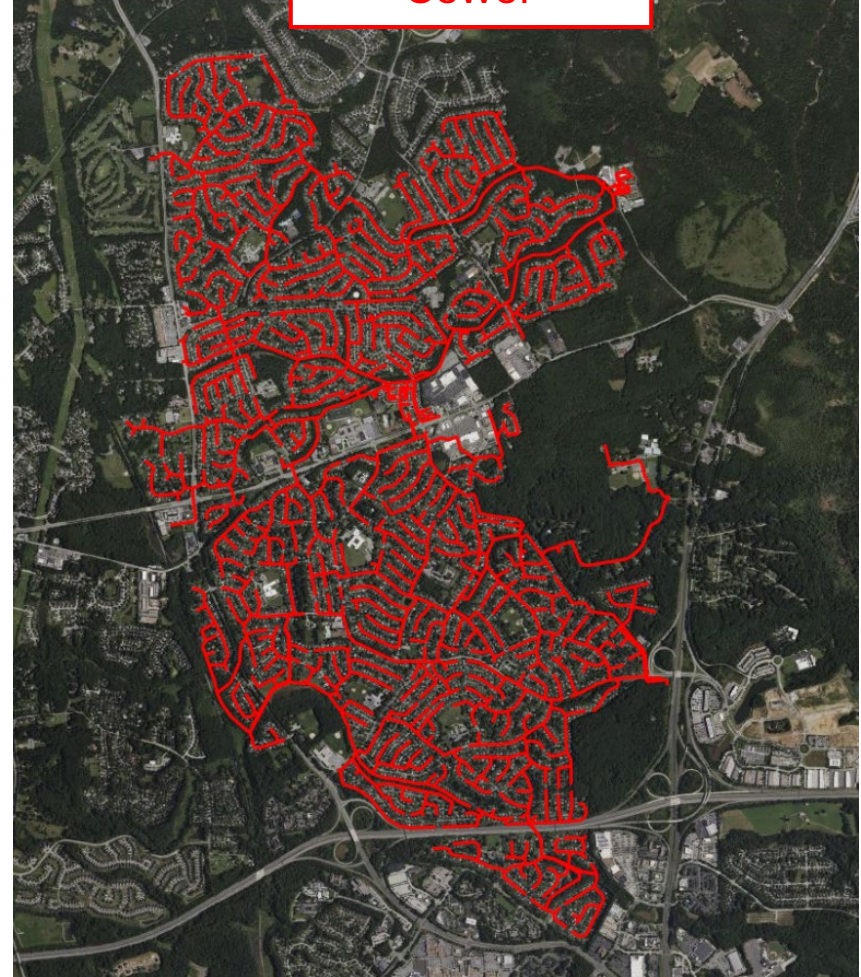


Overview (maps)

Water



Sewer



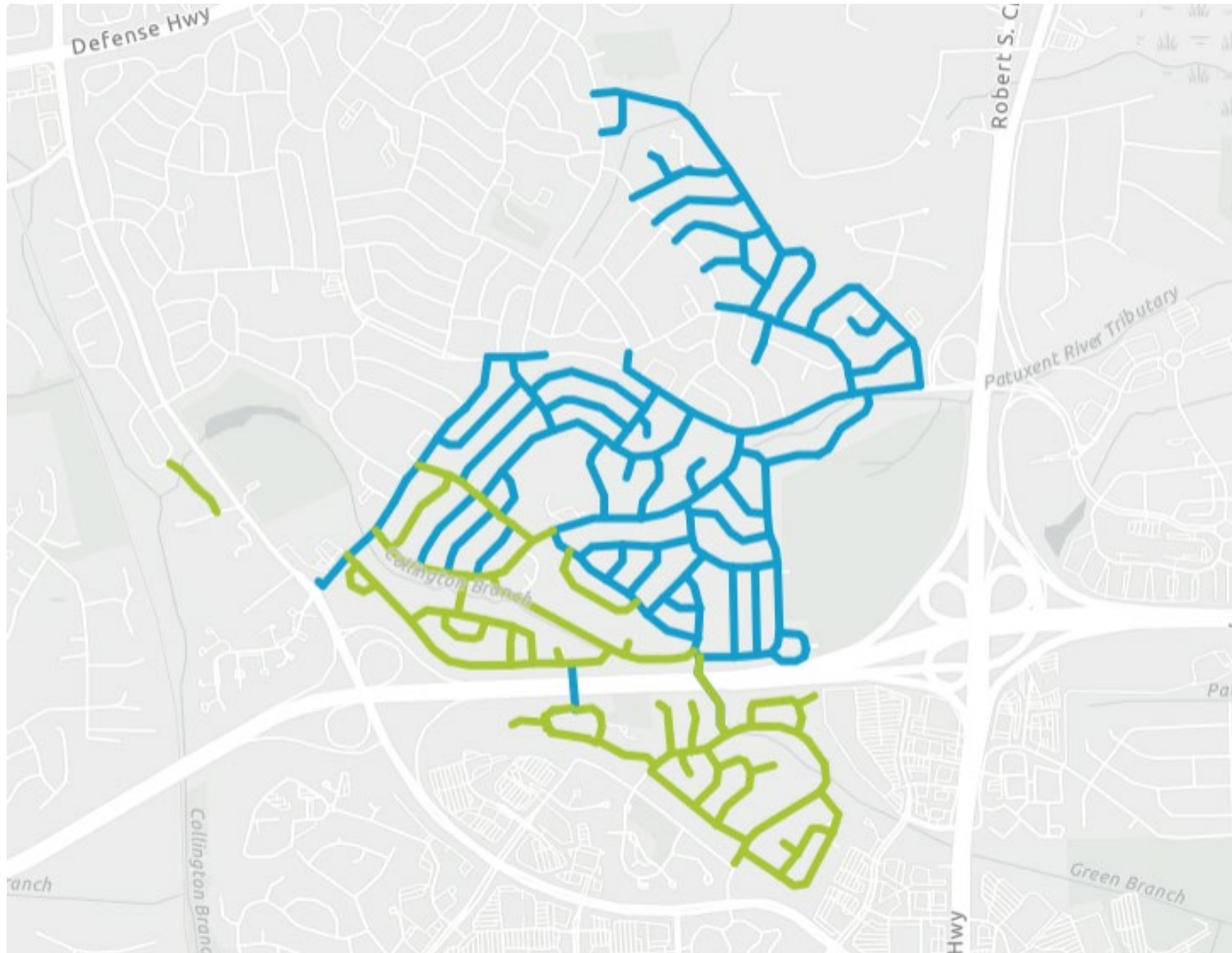
Water Main Rehabilitation

Accomplishment

YEAR	LOCATION	Linear Feet	Miles	COST	
FY21	Longridge-Liana Pl	841	0.16	\$	231,865
FY22-FY23	Heather Hills	20,792	3.94	\$	4,479,989
FY24	Kenilworth A	8,504	1.54	\$	2,246,488
FY25	Kenilworth B	10,969	1.95	\$	3,506,928
Total		41,106	7.59	\$	10,456,271

Water Main Rehabilitation

Accomplishment



Accomplished

Planned – FY2030

Water Main Rehabilitation

Planned

YEAR	LOCATION	FOOTAGE	MILES		COST
FY26	Kenilworth C	10,739	2.03	\$	3,500,000
FY27	Kenilworth D	13,111	2.48	\$	4,400,000
FY28	Kenilworth E	14,024	2.66	\$	4,900,000
FY29	Kenilworth F & Buckingham A	13,278	2.51	\$	4,800,000
FY30	Buckingham B	13,064	2.47	\$	4,900,000
Total		64,216	12.16		\$ 23 M

- Projected Cost / Time after FY 2030
 - Remaining: 350,000 linear ft (65 miles, 72%)
 - Cost: \$123 M (avg. cost of FY25)
 - Time
 - 13 years at \$10M / year investment (FY 2043)
 - 25 years at \$5M / year investment (FY 2055)

Sewer Main Rehabilitation

Overview



- Summary
 - Total Sewer: 480,000 LF
 - Local Sewer: 350,000 LF
 - Trunk / Interceptor: 130,000 LF

Sewer Main Rehabilitation

Planned

YEAR	LOCATION	FOOTAGE	MILES	COST
FY25	Somerset I	11,760	2.2	\$ 1,500,000
FY26	Somerset II	10,957	2.1	\$ 1,500,000
FY27	Somerset III	12,464	2.4	\$ 2,200,000
FY28	Somerset IV	12,970	2.5	\$ 1,300,000
FY29	Meadowbrook I	9,421	1.8	\$ 2,500,000
FY30	Meadowbrook II	9,250	1.8	\$ 2,500,000
Total		66,822	12.7	\$ 11.5M

- Projected Cost / Time after FY 2030
 - Remaining: 300,000 linear ft (54 miles, 59%)
 - Cost: \$60 M (avg. cost of FY25)
 - Time
 - 12 years at \$5M / year investment (FY 2042)
 - 24 years at \$2.5M / year investment (FY 2054)

Sewer Main Rehabilitation

Trunk / Interceptor

- Projected Cost / Time after FY 2030
 - Remaining: 130,000 linear ft (25 miles, 27%)
 - Cost: \$50 M (avg. cost of FY25)
 - Time
 - 10 years at \$5M / year investment (FY 2040)
 - 20 years at \$2.5M / year investment (FY 2050)

Summary

Water

Accomplished		Planned (FY 30)		Remaining (FY 31 -)	
41,106 LF (7.6 miles)	\$10 M	64,216 LF (12.16 miles)	\$23 M	350,000 LF (65 miles)	\$123 M

Sewer

Accomplished		Planned (FY 30)		Remaining (FY 31 -)	
11,760 (2.2 miles)	\$1.5M	55,062 LF (10.4 miles)	\$10 M	430,000 LF (79 miles)	\$110 M



Questions

Public Works Department
Director Hyung Ahn
hahn@cityofbowie.org



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: City Transportation Priority List 2025

DATE: 08/28/2025

I. Background

This document outlines the City's draft transportation priorities for your review. 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.

Typically projects in the CTP go through four stages, as outlined below. Please note that sometimes two of these steps occur concurrently, and large projects can be phased. Also, projects can begin but not progress through all the steps, depending on funding and other issues.

Project Planning - The first part delineates a project's limits and identifies agencies that will be necessary in the project. The second step determines necessary improvements for construction of a project, such as right-of-way acquisition or wetlands mitigation, and determining design aspects of a project as the required number of lanes are determined or whether noise barriers will be required.

Design and Engineering – This step develops project details.

Right-of-Way Acquisition – At this step SHA negotiates with landowners to obtain whatever land is needed to construct the project.

Construction - This is the final activity where the road or improvement is actually constructed.

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 197, from US 50 to MD 450 – Design and engineering underway (50% designed) (Design will resume in July 2026). Study to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450. The shared-use path northbound MD 197 will be realigned and enhanced. Advance MD 197, from Kenhill Drive to MD 450, from **Design and Engineering to Construction (#5 on County list)**.

2. MD 450 from Stonybrook Drive to west of MD 3 (95% designed and engineered) (Project on hold). Move MD 450, from Stonybrook Drive to west of MD 3, from **Design and Engineering to Right-of-Way and Construction Projects (#11 on County List)**. Upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3. The City also requested a reexamination of the design plans for the Bowie Mainstreet section of the project to provide for a more multi-modal, complete street design.

B. The City's transportation priority list letter to the State Transportation Secretary dated September 6, 2024, is provided as Attachment #2. A copy of the current Prince George's County Transportation Priority List is provided as Attachment #3.

The remaining City priority recommendations from last year include:

1. Study to upgrade and widen US Route 301, from north of Mount Oak Road to US 50 and MD 197 from US 301 to Mitchellville Road - Move US 301/MD 197 interchange to re-enter project into the CTP and advance design & construction **Project Planning to Design and Engineering (#9 on County List)**.
2. The upgrading of US 301 from Excalibur Road to MD 214 – Include funding for **Project Planning** and/or interim capacity improvements for both the northbound and southbound lanes. **(Completed)** Improvements included shave and pave asphalt resurfacing.
3. Upgrading of MD 3 from US 50 to Anne Arundel County line. **(Fund Design and Engineering. Project removed.)** Safety improvements were made at the MD 3/Forest Drive intersection. Improvements included but not limited to increasing the turning radius at the southbound MD 3/Forest Drive intersection, extending acceleration and deceleration lanes using the outside shoulder of southbound MD 3, and construction of a marked bicycle lane on southbound MD 3.
4. MD 978 (Hall Road) – Provide shared-use path extension and bridge over Collington Branch, between Pointer Ridge Drive and the CSX railroad tracks. Currently SHA is in the design stage east of CSX. **(Sidewalk retrofit was completed west of CSX railroad tracks in 2018.)** Project currently on hold.
5. MD 197 North Median landscaping retrofit, from MD 450, north to Rockledge Elementary School. This project will come subsequently after the **MD 197 (Collington Rd) Kenhill Dr to MD 450 (Annapolis Rd) (#5 on County list)**.

Recommendation (State Transportation Projects): Staff recommends the City Council reiterate its support for the major projects noted in this memo.

III. County Transportation Projects

Attachment #4 identifies Prince George's County transportation projects, as they appear in the FY 2025-2030 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 complete May 2025)
2. Bridge Replacement – Chestnut Avenue (estimated. completion FY 2027)

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) (construction underway; estimated. completion FY 2026)
3. Collington Branch Stream Valley Park Hiker-Biker Trail on Hall Road (design underway; estimated. completion TBD) **(This project is related to State Project: MD 978 Hall Road. The City of Bowie and M-NCPPC work closely with state transportation departments to make sure public roadway corridors can be used for trail alignments, and that safe roadway crossings can be installed.**
4. Church Road Improvements (On hold)
5. US Route 301 improvements, south of MD 214 (On hold; funding available)

A copy of the City's 2024 letter to the County Executive regarding County transportation priorities is included as Attachment #5.

Several City-recommended projects have not been included in the CIP (e.g. Old Stage Road). It is recommended that these be included with funding in the out years. In addition, the County is working to improve Race Track Road, between Idlewild Drive and Clearfield Drive, through a Countywide Public Works Department project. This project is not listed individually within the County CIP. The County has officially restarted the project and is on schedule to complete design in 2025, with construction in early to mid-2026.

Road Projects

1. Add Church Road, from MD 214 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. The County did not advance any funding for improvements to Church Road, but made improvement suggestions in the new draft Preliminary Plan Countywide Master Plan of Transportation (Go Prince George's) to implement barrier-separated cycle path in areas with ROW constraints.
2. Add Old Stage Road as a **Construction Project**. County made improvement suggestions in the new draft Preliminary Plan Countywide Master Plan of Transportation (Go Prince George's) to retain existing ROW and add side-walk on both sides of the street.
3. Continue funding for the Race Track Road improvement project, between Idlewild Drive and Clearfield Drive, as a **Construction Project**. County made improvement suggestions in the

new draft Preliminary Plan Countywide Master Plan of Transportation (Go Prince George's) to implement road diet plan per prior plan and bicycle facilities.

Trail/Sidewalk Projects

1. Pursuant to the approved Bowie-Mitchville 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 project should be added to the **Design/Engineering/Planning Projects** category. This project will be built from the connection of the Bowie Heritage Trail through Lemons Bridge road.
2. Pursuant to the Walkable Communities Strategy for Old Town Bowie, add a CIP project to evaluate sidewalk retrofit construction on Old Laurel Bowie Road, Chestnut Avenue and Duckettown Road. This project should be added to the **Design/Engineering/Planning Projects** category.
3. 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.
4. Construct a new pedestrian bridge over MD 214 in accordance with the Citywide Trails Plan to **Design/Engineering/Planning Projects**. (A bridge could possibly be located on MNCPPC land situated between Hall Road East and Pennsbury Drive on the north side of MD 214 and MNCPPC land in the South Lake 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.) M-NCPPC have allocated match funding to the City of Bowie for this project.

Transit Projects

Last year, the City Council has endorsed the following improvements and enhancements to the transit system serving the City:

1. Establish a downtown circulator route (The Bus) serving the Bowie Center, including Covington and Melford.
2. Establish a regional transit route from Annapolis to Laurel via the Northview Park-and-Ride lot.
3. Establish County bus (The Bus) service between the 450 Mainstreet area and the City of Greenbelt.
4. Evaluate County bus (The Bus) service between Bowie Town Center and Largo Town Center, including service along Woodmore, Mount Oak and Mitchellville Roads.
5. Evaluate County bus (The Bus) service between Fairwood and Upper Marlboro, via Fairwood Parkway, Church Road, Leeland Road and US 301.
6. Continue to advocate for efficiency improvements to WMATA bus service.

7. Initiate County bus (The Bus) transit service in Old Town Bowie to connect it to other cultural and business attractions within the City.

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.

- ATTACHMENTS:**
1. 20250902 - State CTP Projects (2025)
 2. 20250902 - 2024-2025 State Transportation Priorities
 3. 20250902 - 2024 PGC Transportation Priority Letter
 4. 20250902 - County CIP Projects (2025)
 5. 20250902 - 2024-2025 County Transportation Priorities
 6. 20250902 - Transportation Presentation

Attachment #1: State CTP Projects (2025)

Design and Engineering Projects

1. Route 450 from Stonybrook Drive to MD Route 3 (Prince George's County Line 18) - Upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3 (1.4 miles). Bicycle and pedestrian facilities will be included where appropriate. Project is on hold. In 2024, the average daily traffic range was 24,900 – 31,000 vehicles per day and is projected to grow to 32,400 – 40,300 vehicles per day in the Year 2044.
2. MD Route 197 (Prince George's County Line 15) - Study to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). The shared-use path northbound MD 197 will be realigned and enhanced. Wide curb lanes will accommodate bicycles. Engineering underway; County contributed \$1 million to planning. The cost decrease of \$1.3 million is the result of funding reductions due to other funding obligations. Partial Engineering phase funding has been restored from the Draft CTP. In 2024, the average daily traffic was 31,000 vehicles per day, and it is projected to be 44,300 in the Year 2044.

Project Planning

1. MD Route 3 - 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. Project has been removed from D&E program due to being an older corridor-level project in need of reevaluation.
2. US Route 301/ MD Route 197 Interchange - 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. Project has been removed from D&E program due to being an older corridor-level project in need of reevaluation.
3. US Route 301 South Corridor Transportation Study - 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. Project has been removed from D&E program due to being an older corridor-level project in need of reevaluation.



City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

September 6, 2024

The Honorable Paul Wiedefeld, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: City of Bowie 2024-2025 Transportation Priorities

Dear Secretary Wiedefeld:

The Bowie City Council is pleased to present the City's Transportation Priority List for 2024-2025, which was the subject of a briefing at City Hall on August 5, 2024. We acknowledge that the CTP reflects the tough funding choices that are necessary to present a balanced six-year budget. It includes departmentwide reductions made to the operating and capital programs to match available resources. While these reductions are difficult, they are targeted to limit the overall impact on Marylanders and will not jeopardize safety or key economic investments. 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 2024-2025 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 19):**
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. The engineering phase of the FY 2024–2029 CTP is presently underway. \$1.0 million from the county went toward planning. The goal of this project is to widen and upgrade the current MD 197 to a multi-lane divided highway, spanning 1.4 miles from Kenhill Drive to MD 450 Relocated. The average daily traffic in 2023 was 31,000 vehicles, and by 2043, it is expected to reach 44,300.

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. State Highway Administration held a public open house to show the design plans and details to attendees on July 22nd, 2024. Maps and displays highlighted the proposed improvements. 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 project is currently Construction Priority #6 for Prince George's County.

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

- **MD 450 (Prince George's County CTP, Line 27):**
FULLY FUND RIGHT-OF-WAY AND CONSTRUCTION

This project completes a multi-segment renovation of Maryland 450 from MD 3 to Whitfield Chapel Road, which is close to the Capital Beltway. For the whole alignment, project planning was finished in 1991. The design must be finished, and construction and right-of-way acquisition are required between Stonybrook Drive and MD 3. The objective of this project is to improve the stretch of MD Route 450 to a multi-lane divided highway (1.4 miles) by redesigning it from a location approximately 1,000 feet east of its intersection with Stonybrook Drive to MD Route 3. Engineering is around 95% finished. In 2023, the average daily traffic range was 24,900 – 31,000 vehicles per day and is projected to grow to 32,400 – 40,300 vehicles per day in the Year 2043. Due to its primary access to the Bowie Mainstreet business district, this project is extremely important to the City's economic development. The imperative need to build a safer road is more significant.

Since Administrator Tim Smith agreed in 2021 to revisit the current MD 450 design as soon as financing resources have been discovered, the City Council appreciates your consideration of reexamining the roadway design idea for Bowie Mainstreet. The City Council has repeatedly approached SHA to revamp the Bowie Mainstreet portion of this corridor, thus we would like to see some progress made on this project. We humbly ask that the State allocate funds to the CTP so that, over the course of the next few years, the Bowie Mainstreet section of MD 450's design and engineering, right-of-way acquisition, and construction can be completed.

- **US 301, from Excalibur Road to Leeland Road (Project Removed):**
FUND PROJECT PLANNING OR INTERIM CAPACITY IMPROVEMENTS THROUGH DISTRICT 3

From August to December of 2022, the amount of traffic on US 301 increased from 62,400 to 64,200 (AADT), representing an almost 3% increase in just five months. Access and safety concerns are accentuated by the volume of traffic congestion and the significant amount of approved further development in the corridor. The current road should be expanded to three travel lanes in each direction as soon as possible in order to keep up with other road improvement projects scheduled for construction north and south of this segment, since it is likely that the ultimate, controlled access improvements planned for US 301 will not occur for many years to come. If a separate Project Planning study is not possible, we would respectfully request that a study be funded at the District level. As of now, the study that was done regarding the improvements to US 301 severely outdated. If we can't see a revision of these studies in the near future, requesting some interim or provisional capacity improvements to ease the burden on our residents.

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 recently opened just south of South Lake. Liberty Sports Park features 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 and placing this back on the CTP.

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

- **MD 3 (Project Removed):
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 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. The forecast for 2042 represents about a 63% increase in growth of the traffic volume, and it demonstrates that a need to move ahead with design and engineering now exists.

The mixed-use development at Melford Village, which is situated at the MD 3 junction with Belair Drive, will increase traffic in the corridor. Up to 100,000 square feet of retail space, 260,000 square feet of office space, 126,520 square feet of research space, and up to 2,500 residential units (including up to 1,000 senior adult multi-family units, 1,000 non-senior multi-family units, and 500 townhome units) are all part of the approved plan for Melford Village. The first multi-family building on the property, consisting of 388 units, recently opened and is partially occupied. The adjacent parcels are now under development. The 1.4 million square feet of employment use that are already permitted or present at the same location are supplemented by the new increase. To their credit, St. John Properties, the developer of Melford, has made a substantial contribution by completing traffic capacity upgrades at the MD 3/MD 450 intersection ahead of schedule. Given that the MD 3 project's Project Planning is finished, it is advised that financing be given to start Design and Engineering and pursue 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 (Project Removed). 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.

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, 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. In 2021, 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 relocated MD 450 and 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 eliminate and unsafe situation by eliminating the "suicide lane" and 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.

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

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. The City also requests the examination of the current conditions of the bus shelter and routes here in Bowie. At certain stops there are no bus shelters forcing people to stand in the street or the grass making the susceptible to inclement weather, and the improving the wait time and efficiency on our already low frequency routes are just some of the conditions we would like to improve along with requesting better bus shelters.
- A New Interchange on US 50 (I-595) 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 #6), and the project's stated purpose is to relieve congestion and improve safety on MD 197 and MD 450.
- 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. 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

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

As always, City will keep working to make the community a better place for all. The City Council appreciates your time and dedication to responsible transportation planning and for the state's uninterrupted 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, Ph.D., State Senator
The Honorable Marvin E. Holmes, Delegate
The Honorable Adrian Bofo, Delegate
The Honorable Kym Taylor, Delegate
The Honorable Jolene Ivey, County Council Chair
The Honorable Ingrid Watson, County Council Member
The Honorable Wala Blegay, County Council Member
The Honorable Angela D. Alsobrooks, County Executive
The Honorable Peter Shapiro, Prince George's County Planning Board Chairman
Mr. William Pines, SHA Administrator
Mr. Derek L. Gunn, P.E., SHA District Engineer
Mr. Randy Clarke, WMATA General Manager/CEO
Mr. Michael Johnson, Director of Prince George's County DPW&T



October 22, 2024

Mr. Paul J. Wiedefeld
Secretary, Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Wiedefeld:

On behalf of Prince George's County ("the County"), the Executive Branch, and the County Council, please find the (FY) 2025-2030 Consolidated Transportation Program (CTP) priority letter and list expressing the shared vision of the County's most pressing priorities for your consideration in finalizing the current draft CTP. The County is pleased to have received the recently awarded FY 2024 Low or No Emissions Grant of \$25.4 Million, which is supplemented by a \$13.7 Million local match to further facilitate the County's transition to a fully Zero Emission Bus (ZEB) Fleet by 2040. In addition, the County appreciates the continued coordination and support from the state on issues like litter removal and efforts to ensure that Prince George's County and Maryland can jointly advance our goals on regional planning initiatives like the Transportation Planning Board's (TPB) Vision 2050.

As the County understands the fiscal constraints that we are all working to address, we want to stress the imperative to be as strategic as possible with how funding is applied. This approach should include leveraging of resources, such as State and Federal programs as well as looking to innovative partnerships both with other agencies, including MDOT, municipalities and institutions such as the excellent institutions of higher education that we have here in Maryland (i.e., the University of Maryland, College Park, Bowie State, Washington College and Johns-Hopkins, etc.) as well as working with Non-Governmental Organizations to make the most of the resources available. In addition, it is apparent that the current funding structure is not sustainable for adequate transportation in the future. While we are keenly aware of the efforts of the Maryland Commission on Transportation Revenue and Infrastructure Needs (TRAIN), the County encourages the State to look towards new funding mechanisms that will add greater stability and sustainability for advancing comprehensive transportation needs and does so in a manner that promotes and addresses equity and is structurally progressive.

Looking at areas where we could potentially pool or more effectively coordinate resources in order to create greater efficiencies through enhanced communication, collaboration and economies of scale in areas such as the shared intricacies of Zero Emission Bus maintenance. Programs should be structured so that they most clearly and directly focus on prioritizing where the challenges are most acute and where resources are needed the most with an emphasis on safety, equity and climate. Investing in historically disadvantaged and underfunded communities, which has a significant overlay with where traffic fatalities are the most severe, is not only the right thing to do, it is also the most effective manner to shift the paradigm. Maximizing the benefits of a project by targeting where those improvements can best leverage and enable economic development and enhanced quality of life, through safer and increased modal choices, as well as improved accessibility and sustainability. We propose working together to create a mechanism which can serve as an instrument for prompting, incentivizing, and implementing enhanced partnering.

Building upon our partnership efforts in areas like beautification, we can do so much more to address issues like enhanced multi-modality, the re-engineering of roadways, safety for all with emphasis on protecting our most vulnerable users, all in support of the County's efforts to advance priorities for a comprehensive multimodal transportation network that will strengthen the County, the Region, as well as the State. Being more strategic, especially in using quantifiable measures to focus resources on where problems are the greatest is critical, and part of that approach is to work more closely together to address issues like finding the quickest manner to address an issue especially in safety hotspots of State Roadways. Being able to fill a sidewalk need or gap in lighting quickly is critical, especially in an equity emphasis area section of the High Injury Network (HIN), a State Pedestrian Safety Action Plan (PSAP) corridor, or a municipality that may just not have the resources to commit up front to maintenance. The County also stands ready to work with the state on exploring where safety demonstration projects in State safety hotspots and encourage the State to advance quick build projects in the areas where data shows a prioritized need.

The County emphasizes projects that further the safe systems 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 as well as maintaining roadways, bridges, sidewalks, facilities, and stormwater structures. A key example is the County's initiative to re-imagine transit through the Prince George's County Transit Transformation (PGC TT).

Several pillars of this new initiative include:

- **Zero-Emissions Bus Transition** – The County is committed to transitioning 70% of its transit fleet to zero emissions by 2035 and 100% by 2040.
- **Transit Forward** – A new and active approach that engages the community and seeks to move transit forward by prioritizing performance of the services we provide for residents and other users of our system.
- **Service Changes** – In alignment with WMATA's Better Bus Network redesign, the future of transit in the region starts with incremental changes by all service providers, maximized travel time savings, and improved quality of service for customers.
- **Transit Vision Plan** – The Department has embarked on a new focus and vision for transit in Prince George's County. This will include enhanced and expanded transit service as well as a re-invigorated approach to new mobility options and weekend fixed route service.

It is evident that Prince George's County is on the move, but to attain our aspirations, partnerships, particularly with the State, will be critical to its success.

- Central to an enthusiastic commitment to transit, is robust funding for the **Locally Operating Transit Systems (LOTS)**. We do appreciate adding 10% for equity as part of the new funding formula, however, as it is critical to enable the future, we look forward to working with MDOT and others in striving for progressive funding structures. It will be vital to ensure that the County, the State and the Region will be able to adequately address our transit needs doing so in a manner that promotes equity, sustainability and resilience. This will be even more essential as the County has embarked on an aggressive initiative in converting our fleet to **Zero Emission Buses (ZEBs)**.
- In addition, investing in the **Washington Metropolitan Area Transit Authority's (WMATA)** ability to sustain and enable a robust network, through the **Better Bus Network Redesign (BBNR)** and the regional effort through **DMVMoves**, addressing present needs as

well as advancing important aspirational projects like the WMATA Blue Orange Silver Study is vital for the County, the State, and the Region. It is evident that WMATA faces many of the same funding impediments as does the State and the County. Traditional funding approaches will not be enough. In working together with our partners at MDOT, we strongly encourage taking a hard look at fresh approaches to address the changing paradigm. In addition, we appreciate efforts by MDOT, the State Highway Administration (SHA) and WMATA to pursue and implement tactical bus lanes and other treatments designed to enable a high-capacity transit/bus rapid transit network to be realized in the County. This will require careful consideration of the context of each corridor and appropriate agency roles.

- The County is concerned that the **Southern Maryland Rapid Transit Project (SMRT)** in the draft CTP only reflected a total of \$2.173 Million between FY'25-FY'30. As the State is aware, The Maryland General Assembly passed HB 414, now codified as 7-713, which is designed to enable funding to enter and complete a National Environmental Policy Act (NEPA) Study and Record of Decision. As 7-713 stipulates that the Governor include an appropriation of at least \$5 Million in the State Budget annually through FY 2027, contingent upon the receipt of a match of Federal Funds, and \$5 Million has been passed in both the FFY '22 and '24 federal budget for the project, so it seems as though a NEPA Study could begin at some point within the six-year program. We do appreciate that MDOT/MTA has recently initiated a Planning and Environmental Linkages (PEL) Study, which should serve as an initial step for the NEPA and ultimately selection of a Preferred Alternative. The County looks forward to partnering with the state to ensure the SMRT advances through the NEPA in an expeditious fashion and ultimately advances to construction and revenue service in the not-too-distant future.
- The County continues to stand arm-in-arm with the State in pursuing implementation of the new FBI headquarters in **Greenbelt**. As the MDOT, Prince George's County, City of Greenbelt and WMATA teams await a formal kickoff of the project which will then start the limited timing that will be expected, it is imperative that as many issues as possible are resolved upfront and that we are ready with the most efficient model for implementation as possible. We stand ready to work with you and our partners in ensuring that this project lives up and exceeds the promise and potential of this vital initiative.
- Similarly, the County also looks forward to continued coordination on essential joint development projects in **New Carrollton** and the other 14 Metro Stations in Prince George's County. The County is appreciative of the State's advancing of critical projects to the County, however, is deeply concerned with reductions of funding for the **Medical Center Drive Interchange**. Additional funding for **Blue Line Corridor Improvements** overall will be needed to fulfill the potential that these projects hold as a flagship for helping to bridge the region divided. The County is extremely concerned that the Draft FY 25-30 CTP shows funding reduction of approximately \$10 million from the previous year's CTP, with only \$583,000 remaining in the current year, which is also the six year total. As this is a centerpiece project for Downtown Largo and is contrary to previous commitments, **the County requests restoration in full of funding to complete Planning, Design and Engineering and a commitment to prioritize this as the first project Statewide to re-enter into the construction program when funding becomes available.**

While the movement of traffic in these vital transit-oriented developments are critical, they should not be done at the expense of non-motorized mobility and safety. Therefore, we very much appreciate SHA's coordination and flexibility in adopting a more bicycle and pedestrian friendly alternative for the Medical Center Drive Interchange. Therefore, it is now essential that this project is re-entered into the CTP with full funding. As central to bicycle and pedestrian access as part of the Medical Center Drive bridge currently in planning, is essential to leverage the FY24 RAISE grant that includes the Central Avenue Connector Trail to advance a bicycle and pedestrian connection directly to the Largo Medical Center campus over the Beltway.

- As the Metropolitan Washington Council of Governments (MWCOG) Transportation Planning Board (TPB) moves forward with approval of the next long-range plan in visualize 2050, the County very much appreciates MDOT's coordination and support in making sure that due diligence is performed as part of the **Virginia Department of Transportation (VDOT) Southside Express Lanes (SEL)** project to add express toll lanes to the Woodrow Wilson bridge to east of the interchange at MD 210. To date, VDOT has not provided enough information to clearly understand the impacts to Prince George's County and Maryland, and failed to incorporate specific and critical transit improvements. By testing the VDOT proposal as a maximum use, and the no-build alternative as a minimum, there is more flexibility to arrive at a place that best addresses the needs of the Region, not just Virginia through the NEPA process which is currently underway. We look forward to working closely with MDOT as the NEPA and planning process continues to ensure the best solution for our jurisdictions are achieved.
- **Transit Oriented Development in Prince George's County** is not just critical for the County but is a vital part of the growth portfolio for the State. In particular, great opportunity abounds around the 15 Metro Stations in Prince George's County as integral to addressing equity, congestion, and sustainability in the Washington Region. As part of this strategy, it is imperative that **Largo**, a foundation of the County's development program, is added to the **List of State Designated Transit Oriented Developments**. While TOD encompasses more than just transportation, it is a central component. The County looks forward to continued partnership and the State's leadership in addressing this vital matter and to prompt action.
- The County is appreciative of the State's ongoing commitment to the funding and advancing of the **Purple Line**. It is exciting to see the arrival of rail cars and the laying of track. The County does want to emphasize the imperative need to do so as expeditiously as possible, hopefully with minimal or no additional delays or cost increases. The long duration of construction has had a compounding impact on the affected communities, especially those in Areas of Persistent Poverty or Historically Disadvantaged Communities. Maintaining corridor aesthetics, road resurfacing, and placing paramount importance on improving, not merely holding harmless pedestrian safety is essential.

The time is now to take a hard look at how the **Purple Line** corridor and the communities that will be served, will be as safely and seamlessly connected as possible. This will require the willingness to reapproach plans that are now approaching being almost 10 years old and do not include many of today's commonly accepted best practices. We want this project to live up to its potential, and to do so continued and enhanced investment in advancing safety and multi-modal connectivity improvements and countermeasures will be critical. Therefore, we urge a reassessment and integration of critical elements recommended by M-NCPPC (MD 193 SPACES report) and the County, including connectivity to adjacent communities and

transit, 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). Focusing on intersections, and short-term improvements that can be made, particularly in the segments with the highest crash rate (MD 193, MD 201, MD 410, MD 450, etc.) and equity issues is strongly encouraged. While it is appreciated that the State added MD 193 to the PSAP, some of the most dangerous segments are still not included, the PSAP needs to align with where the data shows the problems are most acute. We seek redesign of infrastructure around our Purple Line stops before the Purple Line opens to create safe and efficient pedestrian and bicycle access to all Purple Line stops and to ensure that future Purple Line riders can easily access the stops on Day One. This should include MD 193, MD 201, MD 410, MD 450, and MD 650. Improving safety in this corridor now is critical, and waiting until project completion is not acceptable.

- A priority that is critical for the County is that the elements of **maintenance**, including **care/mowing of medians and litter removal**, are carried out swiftly and effectively. In response, the County has recently introduced the residential street sweeping program, which we view as a vital service that will significantly reduce the amount of debris along residential roadways, helping to prevent litter buildup and mitigate potential pollutants in our ecosystem. The County appreciates the strong working relationship that has been developed in this critical issue including responding to the need to more frequently and strategically coordinate with SHA to better understand operations and challenges facing existing state contractors. Another part of this strategy is a partnership to tackle the most troublesome intersections. The County looks forward to continuing the effort to positively influence operations and maintenance conditions along state roadways in the County for the betterment of residents in Prince George's County.

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. Expanding on these objectives, the projects expressed below and in the attached priority list are some of the key priorities for the County and cover a range of transportation issues and areas in the draft FY 2025-2030 CTP, which include the following:

VEHICLE AND PEDESTRIAN SAFETY

Vision Zero Prince George's Multimodal Enhancements on State-Maintained Roadways/Creating Safer Streets: Both Prince George's County and the State of Maryland are Vision Zero jurisdictions. Prince George's County is currently developing a new Vision Zero Action plan that will lay out a strategy for achieving zero fatalities in the County. However, in recent years, the overall trend shows 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. It is evident that much more is needed as the data shows that a preponderance of these crashes take place on State-maintained high-speed arterial roadways. In order to reverse continuing trends, we will need to redouble our efforts in implementing the safe systems approach to safety, which requires a holistic treatment that will require the re-engineering of our highways to optimize safety for all with emphasis on protecting our most vulnerable users and increased coordination on safety spot improvements and retrofit projects to maximize efficiencies given the present fiscal constraints.

This approach means embracing best practices like continuous lighting, road diets, protected bike lanes, pedestrian refuge islands, and advancing sidewalk projects expeditiously when they are needed, regardless of who will maintain them. As part of the advance of a true multi-modal transportation network, the County requests **increased funding for the Kim Lamphier Bikeways Program** to previous levels or above and as the State has a Complete Streets Policy and as Prince George's County has a disproportionate number of pedestrian crashes and fatalities within the State with an overwhelming majority of the top corridors being State owned and maintained facilities, the County requests at a minimum a **restoration of previous funding for the Complete Streets program** to complete the MD 650 and MD 410 projects, **with an increase to fast track the next projects** like in the queue like, but not limited to MD 414 and MD 201.

With regards to the SHA Context Driven Contexts, the County continues to express concern that the jurisdiction with the highest number of fatalities and serious injuries has very few communities identified. If the objective is to identify countermeasures that can be applied to areas that statistically have high rates of fatalities and injuries, it is essential to not rely on existing conditions alone but to consider development in the pipeline and for areas that have been identified by local planning as a major activity center (Downtown or Regional Transit Center as identified in Plan Prince George's 2035), those factors, in our view, must all be considered. Otherwise, it seems that the solutions will likely not be applied effectively or efficiently to where the problems are most acute. Therefore, a re-evaluation of the Context-Driven Context is requested. The County stands ready to work with the State in partnering to turn the corner and achieve zero fatalities.

The list attached to this letter contains a category for the County's High Injury Network (HIN). As we understand that the State uses a similar system called PSAP, it will be important that all of the corridors on both lists are addressed. Each of the HIN corridors is 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. As 19 out of the 20 top overall road segments in the HIN are along State-maintained roadways, it is critical that the State significantly increase its investment efforts to address this scourge and reverse the curve so that we can truly achieve zero deaths and injuries.

- **Pedestrian Safety Action Plan (PSAP)**; Prince George's County is strongly supportive of the PSAP Program and continuing to grow it to address critical pedestrian safety issues on state roadways.
- We seek pedestrian infrastructure improvements around all future **Purple Line** stops to ensure safe walking and biking to Purple Line stops when the Purple Line opens.

TRANSIT/WMATA/MULTI-MODAL

- **Federal Bureau of Investigations (FBI) Headquarters: I-95/Greenbelt Metro Access;** The County appreciates the highly coordinated and cooperative effort with the Governor's Office, MDOT, and SHA in being named as the preferred site by the General Services Administration (GSA) for a new FBI Headquarters. Re-locating the principal facility for the FBI to 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. It will be critical that as many of the currently unresolved issues, are resolved up-front in order to meet the timeline set forth by the GSA once the project has been officially kicked off. Therefore, we encourage using construction methods that will maximize efficiency and time of delivery. The County values the support and high degree of coordination on this initiative.
- **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 coordination and flexibility of SHA in moving towards a more bicycle and pedestrian accessible alternative as preferred. Now it is vital to complete planning and design and advance this critical project into construction within the timeframe of this CTP as the implementation of the Largo and Blue Line Corridor improvements are essential in order to enable unlocking the full potential of this corridor. To that end, the County was disappointed to see a nearly \$10 million reduction from the FY '24-'29 CTP in programed funding for the commensurate years. We strongly request, reinstatement of the previous programed funding. 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, the Central Avenue Corridor Connector Trail, with a connection over the Beltway into the Metro/Medical Center site, and additional critical projects in this corridor.
- **New Carrollton:** As this vital TOD is being coordinated in concert with 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 will be needed to enhance much-needed connectivity, environmental treatments, and streetscaping, and help leverage MDOT's existing focus on improving the Penn Line, the Northeast corridor and the Purple Line.
- **Prince George's County Transit Transformation (PGC TT) Investment:** Prince George's County is advancing the PGCTT to re-imagine bus service, operations, and customer experience. This new approach will focus on transit performance reliability and safety. As the Prince George's County transit system, "The Bus" is independent of WMATA, faces similar challenges. Therefore, to be successful in making this transition, coordination and partnership with the state will be vital. More robust funding is needed for the Locally Operated Transit Systems (LOTS) programmed for Prince George's County. The County's effort to invest in the **Transit Vision Plan and Prince George's County Transit Transformation**, leveraging funding including the federal earmark and \$25 million low-no emissions grant to rehabilitate the existing facility, initiate the study for a new facility, and the infrastructure necessary for the transition to **Zero Emission Buses**.

Even so, given the complexity, limited options and fragility of the Electric Bus industry, the County proposes working with the State, Federal and other like partners in looking for collaborative solutions that could involve a mechanism that could reduce costs and create greater efficiencies for participating agencies. Enhanced funding is critical to meet not only existing needs, but to enable future growth while addressing new efficiencies, technologies, and climate change.

- **Washington Metropolitan Area Transit Authority (WMATA) Funding:** Transit systems have been particularly hard hit the past few years, and federal funding is not sufficient for existing, let alone future needs. However, sustained funding for the WMATA system is essential for the County, the Region, and the State. The County appreciates the level of coordination with WMATA in advancing the Better Bus initiative network redesign to make sure that bus service is provided in an effective and efficient manner. Now it is imperative 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.

Bus Rapid Transit/ High-Capacity Transit (BRT/HCT):

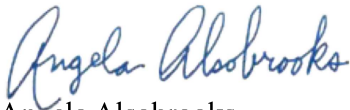
- Advancing the corridors identified in the Prince George's County Feasibility Study, and other projects that will advance treatments setting the foundation for BRT/HCT is critical at this time. Advancing the **WMATA Tactical Bus Lane/Queue Jump project in the Silver Hill Road corridor** will be important to for implementation of High-Capacity Transit in the County. As the analogous project to this one in Montgomery County is already in place, the County seeks expedition of this project. The County looks forward to advancing a study to start advancing BRT corridors in the County. Moving into the next phase of planning and implementation is critical to meet the needs of County residents, but also effectively connect to neighboring jurisdictions.
- **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 TODs 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 TODs, 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. **Largo**, as it is a Downtown for Prince George's County, should be added to the State designated TOD's as expeditiously as possible.
- **Virginia Department of Transportation (VDOT) I-495 Southside Express Lanes Study (I-495 SEL Study):** While Prince George's County is supportive of greater connectivity within the region, the County believes that it is critical to do so in a manner that encourages regional goals of a Region Undivided, increased equity and sustainability. The County has expressed concerns that VDOT SEL project could worsen bottlenecks on the Maryland side and has not embraced transit options and Transportation Demand Management to their fullest. The County very much appreciates the efforts of MDOT on the MWCOG Regional Long Range Transportation plan and will need to continue that high level of coordination.

STATE ROADS & HIGHWAYS

- **MD 210 (Palmer Road at Livingston Road West Interchange):** The County looks forward to the expeditious advance of the subsequent interchanges as crucial to improve safety on this dangerous roadway and looks forward to seeing concepts for the next interchange soon. The County appreciates the coordinated effort with the County and the Parks Department in determining how best to advance, construct, and maintain a shared-use bicycle-pedestrian corridor, as well as planning and expeditious advance of the next interchange. In advancing these vital projects expeditiously, we recommend that a Work Group convene between the County and the State in looking at the best manner in which funds collected through the Video Lottery Terminal (VLT) program can best be utilized.
- **MD4 at Suitland Parkway:** The County is pleased that the state has reinitiated the project and restored the flyover to the design as originally planned and is soon ready to advertise the project. Given the delays and inconvenience the community has faced for nearly two decades, the County strongly encourages the expeditious completion of 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):** As the County provided \$1Million to advance planning, advancing the renewed study of the widening MD 197 from US 50 to MD450 with a context-sensitive design that provides both greater capacity and features designed to manage speed and enhance safety is appreciated. It is now time, The County **requests advance of planning and design** and looks forward to 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 County is excited to work closely with the State in advancing opportunities of mutual benefit in support of a comprehensive multimodal transportation program that is financially stable and sustainable that places safety and equity as paramount in moving forward to the future. The expeditious advance of the priorities expressed in this letter and attached list are designed to advance and strengthen the transportation and societal interests of the County the State and the Region. Thank you very much for your partnership and consideration of our expressed priorities.

Sincerely,



Angela Alsobrooks
County Executive



Jolene Ivey
County Council Chair

Cc: The Honorable Jolene Ivey, Chair, Prince George's County Council
The Honorable Sydney J. Harrison, Vice-Chair, Prince George's County Council
Tara H. Jackson, Chief Administrative Officer, Office of the County Executive
Joy A. Russell, Chief of Staff, Office of the County Executive
Floyd E. Holt, Deputy Chief Administrative Officer, Office of the County Executive
Michael D. Johnson, Director, Department of Public Works and Transportation
Oluseyi A. Olugbenle, Deputy Director, DPWT
Stacey Smalls, Deputy Director, DPW&T
Peter A. Shapiro, Chair, Prince George's County Planning Board, M-NCPPC
Lakisha Hull, Director, Prince George's Planning Department, M-NCPPC
Samantha Biddle, AICP, Deputy Secretary, Maryland Department of Transportation
Joe McAndrew, Assistant Secretary, Maryland Department of Transportation
Bill Tyler, Director, Department of Parks and Recreation, M-NCPPC
William Pines, Administrator, State Highway Administration
Holly Arnold, Administrator, Maryland Transit Administration, MDOT
Victor Weissberg, Special Assistant to the Director, DPWT
J. Kenneth Battle, Director, TIEE Committee, Prince George's County Council

Attachments

**PRINCE GEORGE'S COUNTY
2024 PRIORITY PROJECTS LIST
MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS
CRITERIA FOR PRIORITY STATE PROJECTS**

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 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 – Employing the Safe Systems approach -- Each project is evaluated to determine the safety enhancements to be achieved for all users, with priority towards vulnerable road users and equity, in response to data and determined needs.

Revitalization, Resilience and Sustainability – Each project is reviewed to determine the project's contribution to Prince George’s County’s (the County’s) revitalization, resilience and sustainability initiatives and improvements to each community's well-being and environmental sustainability through advancing pro-active, current, sound, and sensitive practices.

Economic Development – Each project is evaluated to determine the project's contribution to enhancing the County's economic development policies and goals as supportive of Prince George’s County’s General Plan, Plan 2035.

Transit – Each project is evaluated to determine the project's contribution to enhanced multimodal choices and mobility to improve transit services with emphasis on connecting people to places while addressing sustainability.

Equity - Each project is evaluated to determine address of equity, utilizing existing metrics including, but not limited to Equity Emphasis Areas, Areas of Persistent Poverty, and Historically Disadvantaged Communities.

Capacity/Congestion Mitigation Improvements – Each project is evaluated to determine the capacity improvements to be provided for the transportation facility users in response to needs such as significant congestion.

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. Project emphasis and priority is also considered on the basis of the positive trajectory of each project in order to assure progress for the County.

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. Maintain corridor aesthetics, safety and existing road and sidewalks during construction. Minimize any impacts of construction, business retention or displacement. Advance safety and spot improvements, with emphasis on intersections during construction. Partner with the County on additional improvements to provide enhanced safety, accessibility, identify bus bay/transfer locations, aesthetics and multi-modal and community connectivity.

2. TheBus/LOTS Funding/ZEB Transition

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 Emphasis Areas and Historically Disadvantaged Communities).

- Climate Change Initiatives: 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. Identify locations and provide support for on-route charging stations along the Purple Line Corridor.

3. WMATA Funding

Maintain and enhance system improvements to deliver effective transit throughout the County and Region 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. Advance and adequately fund recommendations from the WMATA Better Bus Redesign (BBNR) Initiative. The County appreciates 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.

4. 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. With sufficient funds to enter this project into the NEPA process, this project must now be advanced through the formal planning and design process to achieve a preferred alternative and record of decision. State mandates need to be implemented.

5. Bus Rapid Transit/High Capacity Transit

Advance further Study of expanded fixed guideway/bus rapid transit services as an FY '25 feasibility and constructability study building off of previous work, including further study/Purple Line Extended/Transit Beltway and BRT routes studied in the DEIS for the paused section of the I-495/I-270 Managed Lanes project among others as the basis. Identify funding to implement the Silver Hill Road (MD 458) Tactical Bus Lanes project, especially as the analogous project in Montgomery County (MD 97 in downtown Silver Spring) has already been implemented. Important for equity, mobility and sustainability as is vital for connecting communities.

6. Fixed Guideway Transit/Blue Orange Silver Study

Connect transit from the Blue Line in Virginia to National Harbor and beyond via the Woodrow Wilson Bridge (WWB) to provide for more robust transit connections between Maryland and Virginia. High capacity transit with multiple connections to Prince George's County and short term implementation strategies must be a part of the VDOT 1-95/I-495 Southside NEPA study currently underway.

7. 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, station / platform work at Laurel, as well as at Bowie MARC Station).

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 in the County 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 / 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 and micromobility access around the Station. Improvements and funding are critical for the potential GSA / FBI Headquarters.</i>
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2. I-95 / I-495 at Medical Center Drive Widening / Interchange and Blue Line Corridor Improvements	<i>Provide funding, coordinate with and play a supportive role to:</i> (1) Improve interchange capacity/reduce congestion; (2) Improve multi-modal corridor connectivity, safety and mobility; (3) Improve safety for vehicles, bicycles, and pedestrians; and (4) Best assist in enabling economic development serving as a gateway for Downtown Prince George's County. Advance into construction the revised design for the Medical Center Drive Interchange and improvements for all Blue Line Corridor Stations to support the County platform for economic development including a 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.
3. MD 210 – Piscataway Highway/Indian Head Highway Interchange and Intersection Improvements (Next interchange could be redesigned and constructed in accommodations.) Phase II: Palmer Road / Livingston Road Phase III: Oxon Hill Road / Old Fort Road	<i>Advance redesign and construction of remaining intersections</i> to improve safety for all modes including bike-ped facilities, relieve existing and projected congestion in the corridor and to support economic development. Set up a separate task force between MDOT-SHA and Prince George's County DPW&T to evaluate and recommend next steps and best allocations of revenues collected through the Video Lottery Terminal Fund for those proceeds directed towards transportation improvements in the MD 210 corridor.
4. 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>Finalize construction on Phase I and fund completion of planning and advance design of Phase II / III into construction</i> to improve safety, provide streetscaping for community revitalization, improve transit access, bicycle and pedestrian safety and upgrade the Cherry Hill Road intersection.

5. MD 197 – Collington Road (US 50 to MD 450)	<i>Advance planning and design and provide funding for construction.</i> Improve safety, support roadway widening and economic development and provide safe bicyclist and pedestrian crossing treatments.
6. MD 717 / Water Street Bridge and Roadway Reconstruction	<i>Complete design and construction.</i> Improve safety in the Upper Marlboro area by widening the bridge to accommodate pedestrian and bicycle facilities and raise to the maximum extent practicable to minimize impacts.
7. 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</i> 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.
8. 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. Advance critical improvements at intersection with Brandywine Rd./Old Branch Ave.
9. US 301 – MD 197 Interchange (To be constructed in phases)	<i>Re-enter project into the CTP and advance design & construction.</i> Improve safety and relieve congestion in this rapidly developing commercial area also improve bicycle and pedestrian facilities.
10. MD 202 – Landover Road at Brightseat Road	<i>Advance planning, design and construction</i> Critical improvement for development of the former Landover Mall site.
11. 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.

B. Project Planning Priorities:

1. I-95 / I-495 at Medical Center Drive Widening / Interchange Improvements Reconstruction / Blue Line Corridor Improvements	<i>Provide funding, coordinate with and play a supportive role to:</i> 1. Improve interchange capacity/reduce congestion; 2. Improve multi-modal corridor connectivity, safety and mobility; 3. Improve safety for vehicles, bicycles, and pedestrians; and 4. Best assist in enabling economic development serving as a gateway for Downtown Prince George's County. <i>Advance into construction the revised design for the Medical Center Drive Interchange and improvements for all Blue Line Corridor Stations</i> to support the County platform for economic development including a 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 193 – University Boulevard Phase I: US 1 to Hanover Parkway (Greenbelt Road Streetscape Improvement) Phase II: County Line to Adelphi Road Phase III: Greenbelt East Trail - Hanover Parkway to MD 450 (Annapolis 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 at key intersections are critical to address existing safety crisis. Phase III/Greenbelt East Trail important to create new bike/ped corridor in shoulder, connecting to the WB&A Trail.

3. MD 410 - East-West Highway / Riverdale Road / Veterans Parkway Phase I: MD 212 to US 1 Phase II: MD 212 to MD 650 Phase III: MD 201 to Veterans Pkwy.	<i>Complete planning of all phases.</i> 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 MD 212 and MD 410) with overhead lighting.
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.</i> Widening and Interchange <i>and construction</i>, 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.
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.</i> Improve safety for all users and provide streetscaping, revitalization and continuous overhead lighting for community intersection improvements. Advance and maintain tactical bus lane treatments.
6. MD 212 – Riggs Road/Powder Mill Road Phase I: DC Line to Adelphi Road Phase II: Adelphi Road to Cherry Hill Road.	<i>Advance into planning.</i> Improve safety for all users and provide streetscaping, revitalization, continuous overhead lighting and community intersection improvements. Vital for safety improvements.
7. US 50 – John Hanson Highway (MD 704 to MD 197) New Interchange between MD 197 and MD 704	<i>Initiate project planning.</i> Relieve congestion and improve safety.

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 street lighting and streetscaping to support the Vision Zero strategy and community enhancement.

1. MD 704, Martin Luther King Highway (Hill Road to MD 450), provide enhanced safety and bike ped corridor as continuation of WB&A trail.
2. Alt. US 1 MD @ MD 450 Annapolis Road (Specific to The Peace Cross), provide enhanced safety.
3. MD 218 Suitland Road (DC Line to MD 458), provide enhanced safety, support economic development.
4. MD 4, Pennsylvania Avenue (DC Line to Silver Hill Road), provide enhanced safety.
5. MD 450, Annapolis Road
 - 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 the Vision Zero Safe Systems approach is the emphasis on a data driven solutions. The County uses a High Injury Network (HIN) to guide countermeasure and project prioritization processes. The current HIN, which can be viewed in the appendix, was developed by the SHA and identifies the most dangerous corridors for bicycle and pedestrians 2017-2019. The County is currently developing an updated HIN and project prioritization methodology as part of the Vision Zero Action Plan 2025-2030, which is set to be released in summer 2025. The County strongly encourages the State to embrace the Safe Systems Approach and use the HIN to address roadway 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 Vision Zero.

1. **Greenbelt East Trail:** Hanover Parkway to MD 450, with a connection to the WB&A trail.
2. **MD 193:** Provide 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 (Greenbelt Road Street Scape Improvement)
3. **MD 704:** Provide multi-use side path and protected bike lanes from MD 450/WB&A Trail Intersection at Business Parkway to Hargrove Road
4. **MD 210 Pedestrian/Bicycle Study:** Bike lanes and sidewalk safety improvements; facility and access improvements along the MD 210 Corridor including MD 414 from MGM / National Avenue to Bald Eagle Road, and improvements for over / under passes and connecting Oxon Hill Cove Park.
 - *Advance the study into construction* that has identified and evaluated concepts for a pedestrian/bicycle facility adjacent or parallel to the MD 210 corridor between I-95/I-495 and Old Fort Road South.
5. **US 1:** Provide multimodal improvements from the DC line to the Howard County Line. The remaining locations to be done in following phases:

- Phase I: MD 193 to I-95/ I-495
 - Phase II: Armentrout Drive to DC Line (extending the Trolley Trail)
 - Phase III: Contee Road to Howard County Line
 - Phase IV: I-95 / I-495 to Odell Road
6. **MD 450:** Provide road diet and restriping for designated bike lanes from west of MD 410 to the Baltimore-Washington Parkway.
 7. **MD 223:** Provide multi-use side paths from MD 4 to Livingston Road, in the following phases:
 - Phase I: Steed Road to MD 5
 - Phase II: MD 5 to MD 4
 - Phase III: Livingston Road to Steed Road
 8. **Bowie Heritage Trail:** Completion of remaining elements
 9. **Pedestrian Bridge over MD 214:** Construct a new pedestrian bridge over MD 214 in the vicinity of Hall Road.

G. Bike and Pedestrian Trail Priorities:

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

1. **Central Avenue Connector Trail** (Marvin Gaye Trail / Capitol Heights Metro to Largo Metro)
2. **Cheverly to Bladensburg Waterfront Park Trail**
3. **Suitland Parkway Trail** (DC Line to Westphalia Central Park)
4. **Little Paint Branch Trail Extension**
 - Phase I: Multi-Use Facility across I-495 / I-95 (Cherry Hill Road)
 - Phase II: Along Old Gunpowder Road (Denim Road to 900 feet north of Denim Road and facility gaps north of Konterra Drive)
5. **Piscataway Creek Trail** (MD 223 to the Potomac River)
6. **Oxon Run Trail** (Southern Avenue to Naylor Road)
7. **The Fort Lincoln-Anacostia Riverwalk Trail connector** (Completion of the Maryland portion of this project)
8. **East-West Bikeway, Trail Connector** (WB&A/Folly Branch connecting to the Northwest Branch Trail, as well as the East Coast Greenway)

Attachment #4: County CIP Projects (2025)

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; project scheduled for completion in FY27. Construction began in FY 2023 and scheduled to complete in FY 2027 with \$2.6 million budgeted for FY26.
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 has been pushed back by one year. The total project costs have increased due to inflation and revised cost estimates.
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. 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. Construction completed in May 2025.
6. 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. In areas where developer contributions are not possible, the City of Bowie and M-NCPPC work closely with transportation departments to make sure public roadway corridors can be used for trail alignments, and that safe roadway crossings can be installed.

7. 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 and \$329K was moved to FY28. Design and construction start TBD. Completion date remains TBD.



City of Bowie

15901 Fred Robinson Way
Bowie, Maryland 20716

September 9, 2024

The Honorable Angela D. Alsobrooks
Prince George's County Executive
County Administration Building
Upper Marlboro, Maryland 20772

RE: Bowie City Council 2024-2025 Transportation Priority List

Dear County Executive Alsobrooks:

On August 5, 2024, 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 City Council's top objectives for projects that might receive State funding are outlined in the letter that is attached and addressed to Transportation Secretary Paul Wiedefeld. **The rehabilitation of MD 197 (Collington Road) between Kenhill Drive and Relocated MD 450 (now County Priority #6) remains the City's top priority for State roadway facilities.** The project's preliminary engineering blueprints are being redesigned by the State Highway Administration. The engineering phase of the FY 2024–2029 CTP is presently underway. \$1.0 million from the County went toward planning. The goal of this project is to widen and upgrade the current MD 197 to a multi-lane divided highway, spanning 1.4 miles from Kenhill Drive to MD 450 Relocated. The average daily traffic in 2023 was 31,000 vehicles, and by 2043, it is expected to reach 44,300. During peak hours on weekdays, the two-lane stretch that is now in place is extremely crowded, especially in the morning and evening. The Maryland Open Transportation Investment Decision Act - Application and Evaluation (Chapter 30) mandates that the Maryland Department of Transportation (MDOT) use a project-based scoring approach for evaluating large transportation projects. Highway and transit capacity improvements costing more than \$5 million are considered major transportation projects. MDOT uses a variety of techniques in its project appraisal and selection process, however the project prioritizing approach mandated by Chapter 30 does not choose significant transportation projects for financing. MD 197 (MD 450 to Kenhill Drive) is currently ranked #22 with a score of 14.04. 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:

- Reconstruction of MD 450 (Annapolis Road) between Stonybrook Drive and MD 3 (County Priority #9), 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 (removed, older corridor-level project in need of reevaluation.).
- US 301 capacity and safety improvements between Excalibur Road and MD 214 (removed, Older corridor-level project in need of reevaluation.). The City Council would like to pursue and re-emphasize the importance of this project to the State. As of now, the

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study that was done regarding the improvements to US 301 severely outdated. If we can't see a revision of these studies in the near future, requesting some interim or provisional capacity improvements to ease the burden on our residents.

- Design and engineering, as well as right-of-way acquisition, for MD 3, between US 50 and MD 32; Acquiring vacant parcels in a similar manner to the right-of-way acquisitions for US 301 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. (removed, Older corridor-level project in need of reevaluation.)

2. County Capital Improvement Program

Church Road - Church Road is the County roadway that the City values most. An enhancement project has been in the CIP for a long time, but there hasn't been any significant attempt to advance it. Regretfully, Church Road's \$9.7 million upgrade project is still listed as "to be determined" and falls under the CIP's "Beyond 6 Years" category. Between Woodmore Road and MD 214 (Central Avenue), Church Road will receive geometric and safety improvements as part of the referenced project. These improvements will include local realignment of the roadway (horizontal and vertical), the addition of shoulders where needed, and roadside drainage. This road improvement would contribute to increased security and reduced traffic south of Woodmore Road. Enhancements to the northernmost portion of Church Road, beyond Fairwood Parkway to Old Annapolis Road, are also suggested by our City Council. Instead of changing to a 2-lane divided road, our Council would want to see Church Road remain a 4-lane split road and advise traffic calming treatments. Fairwood, which is located immediately west of Church Road, will see the construction of a new elementary school, which provides more rationale for the County to finish that northern portion.

A significant section of the estate-home neighborhood in Prince George's County is serviced by Church Road. The Church Road section between Mount Oak Road and MD 214 should get full construction funding during the first years of the CIP due to the pressing need for a safer route with sufficient carrying capacity for traffic. In order to provide Prince George's County with the necessary property for a roadway realignment at this site, the City is willing to offer six acres of land.

We urge you to support a feasibility study for the Church Road corridor in the DPW&T budget for FY 2025 and consider placing funding for design of improvements between MD 214 and Mount Oak Road in Year 2 of the FY 2025 CIP and funding for construction in Years 2-3, so that this critical safety project can move forward soon.

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. 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. In May 2018, a public information session was held at Yorktown Elementary School. We understand that the County is still funding this project and informed the City that they have officially restarted the project as they will need to re-engage the consultant. The County's schedule is to complete design in 2025, with construction in early to mid-2026. The Race Track Task Force recommends a complete street cross section and extend the limits of the project past the Race Track. The City appreciates your helping to address the many safety challenges on Race Track Road.

Governor's Bridge Replacement - Governor 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 approved 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).

US 301 Improvements (south of MD 214) – The goal of this project is to enlarge US 301 as needed at Trade Zone Avenue, MD 214 and MD 725, and to add a third through lane, both north and south, between MD 214 and MD 4. There will also be related intersection upgrades at Village Drive West, Trade Zone Avenue, and Old Central Avenue. This project is required in case the State Highway Administration's planned improvements are delayed, in order to maintain adequate service levels at the intersections along US 301 during peak hours. It offers better safety for public transportation users as well as more capacity to support future development in this area. In Year 1 of the present CIP, \$8,260,000 in construction money is scheduled. \$4.13 million in construction financing allotments are made in every CIP year, from Year 2 to Year 6. The County should specifically request action by SHA to add lanes and eliminate the accordion effect of funneling traffic from three lanes to two lanes at multiple locations and we urge you to consider contributing some of this CIP funding to a future State construction project aimed to resolving these issues.

In several sections of the southbound lanes of US 301, south of MD 214, developers have added a third through lane; however, no projects or financing seem to be available to build a third northbound lane. This was noted by the City Council. We would like to advocate for these projects even though the State has removed the majority of the US 301 projects from the State's Consolidated Transportation Program. US 301 is a major corridor in the County, and many residents and users of 301 have been waiting impatiently for the State to make significant safety improvements. As time goes on, more traffic will be generated, which will only lead to further safety concerns.

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 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. Also, the Council identified several concerns with the existing bus facilities and routes. At certain stops there are no bus shelters forcing people to stand in the street or the grass, making them susceptible to inclement weather. Council also indicated improving the wait time and efficiency on our already low frequency routes along with requesting better bus shelters.

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. *Establish a downtown circulator route (The Bus) serving the Bowie Center, including Covington and Melford.*
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.*

Letter to County Executive Angela D. Alsobrooks
City Council Transportation Priority List

4. *Evaluate County bus (The Bus) service between Fairwood and Upper Marlboro, via Fairwood Parkway, Church Road, Leeland Road and US 301.*
5. *Establish a Microtransit service that serves key locations throughout the City.*
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 and the Better Bus Network Design initiative regarding Bowie.*
8. *Initiate County bus (TheBus) transit service in Old Town Bowie to connect it to other cultural and business attractions, including Bowie State University*

3. **Trails**

Pedestrian Bridge over MD 214 – Funding should be included to the M-NCPPC CIP to help construct a new pedestrian bridge over MD 214 (outside the City limits). In 2021, 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 is willing to take the lead in project management and future maintenance of this very important pedestrian facility.

Bowie Heritage Trail - The County's assistance, through the M-NCPPC CIP, is requested for construction of a pedestrian underpass of 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.

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.

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.

As always, City will keep working to make the community a better place for all. The City Council appreciates your time and dedication to responsible transportation planning and for your

Letter to County Executive Angela D. Alsobrooks
City Council Transportation Priority List

uninterrupted commitment to serving the residents of Prince George's County. Thank you for this opportunity to provide our recommendations

Sincerely,



Bowie City Council
Timothy J. Adams
Mayor

Attachment #1: Letter to Paul Wiedefeld dated September 6, 2024

cc: The Honorable Ronald L Watson, Ph.D., State Senator
The Honorable Marvin E. Holmes, Delegate
The Honorable Adrian Boafo, Delegate
The Honorable Kym Taylor, Delegate
The Honorable Jolene Ivey, County Council Chair
The Honorable Ingrid Watson, County Council Member
The Honorable Wala Blegay, County Council Member
The Honorable Peter Shapiro, Prince George's County Planning Board Chairman
Mr. William Pines, SHA Administrator
Mr. Derek L. Gunn, P.E., SHA District Engineer
Mr. Randy Clarke, WMATA General Manager/CEO
Mr. Michael Johnson, Director of Prince George's County DPW&T

2025 Transportation Priority List

Department of Planning and Sustainability

Transportation Improvement Project Categories

- 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 land owners 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.



CITY OF BOWIE

HIGHEST TRANSPORTATION PRIORITIES

- **MD 197 (#5 on County list) (30% engineered)**
- **MD 450 (#11 on County list) (95% engineered – on hold)**
- **Church Road (All funding still remains in the “Beyond 6 Years” category of County CIP)**

Recommendations for State Transportation Projects:

- The urgently needed upgrade of MD 197 - Move MD 197, from US 50 to MD 450 relocated from Design and Engineering to Right of Way Acquisition and eventually Construction (currently #5 on County list) (currently 30% engineered).
- The re-examination of MD 450 from Stonybrook Drive to Race Track Road for multimodal design improvements consistent with the City's aim of creating a "Bowie Mainstreet". Advance design completion and fund construction.
- **Completed:** The upgrading of US 301 from Excalibur Road and southward – Include funding for Project Planning and/or interim capacity improvements.



County Transportation Projects (Capital Improvement Program)

A. Construction Projects

- WB & A Bridge over Patuxent River (**Complete**, ribbon cutting Sept. 16)
- Bridge Replacement – Chestnut Avenue (estimated. completion FY 2027)

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

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

Recommendations for County Transportation Projects

Road Projects

1. Add Church Road, from MD 214 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.
2. Continue funding for the Race Track Road improvement project, between Idlewild Drive and Clearfield Drive, as a **Construction Project**.
3. Add Old Stage Road as a **Construction Project**.

Recommendations for County Transportation Projects:

Trail/Sidewalk 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.
2. Pursuant to the Walkable Communities Strategy for Old Town Bowie, add a CIP project to evaluate sidewalk retrofit construction on Old Laurel Bowie Road, Chestnut Avenue and Duckettown Road. This project should be added to the Design/Engineering/Planning Projects category.
3. 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 the Woodmore Highlands subdivision, using the former A-44 right-of-way. This project should be added to the Design/Engineering/Planning Projects category.
4. Pursuant to the approved Bowie and Vicinity Master Plan, request MNCPPC funding of trail links to The Bowie Heritage Trail (formerly known as “The Old Town Bowie Trail System”) approved by City Council in 2008, including the construction of a pedestrian underpass under MD 197 to connect Normal School Road to the MARC Train Station at Bowie State University. These projects should be added to the Design/Engineering/Planning Projects category.



City Transit Priorities

- Establish a downtown circulator route serving the Bowie Town center, including Covington and Melford
- Coordinate with WMATA Better Bus Network Design



Thank you!