



City of Bowie

Regular City Council Meeting

Monday, December 1, 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**
 - A.** Old Town Bowie Arts and Heritage Committee - Members of the committee will present certificates to the 2025 Old Town Bowie Celebrates Festival volunteers.
- VII. CITY BOARDS AND COMMITTEES**
- VIII. COUNCIL ANNOUNCEMENTS**
- IX. CITY MANAGER'S REPORT**
- X. CONSENT AGENDA**
 - A.** Approval of November 17, 2025 Council Meeting Minutes
 - B.** Adoption of Resolution R-108-25 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 Axon Enterprise, Inc., for the Purchase of Tasers for the Police Department
 - C.** Adoption of Resolution R-109-25 Awarding a Contract for Replacement of Siding and Roofing on the Cart Barn at the Bowie Golf Club to Warner Construction in the Amount of \$203,394.00
 - D.** Adoption of Resolution R-110-25 Nullifying Resolution R-74-25 and Withdrawing Its Award of a Contract to Applied Technology Services, Inc. for Three Message Boards with License Plate Readers
 - E.** Adoption of Resolution R-111-25 Awarding a Contract for Renovation of the Stage and Stage Canopy at Allen Pond Park to Warner Construction in the Amount of \$1,110,462.00
 - F.** Adoption of Resolution R-112-25 Accepting Statements of Qualifications and Awarding Contracts for On Call Asphalt Paving Maintenance Services
 - G.** Adoption of Resolution R-113-25 Authorizing the Issuance of a Purchase Order to EBA Engineering, Inc. for RFP/Task Order #2-09 in the Amount of \$76,764.45 in Accordance with the Master Contract Approved on October 31, 2018

- H. Introduction of Charter Amendment Resolution CAR-3-25 Amending "Voter Registration, Filing of Candidacy, and Elections" (Sections 21 Through 37) of the City Charter

XI. OLD BUSINESS

- A. Adoption of Ordinance O-13-25 Amending the Adopted Budget for the Fiscal Year Beginning July 1, 2025 and Ending June 30, 2026, As Embodied in Ordinance O-4-25 and Amended by Ordinance O-11-25, to Appropriate Funds for the Following Projects: \$500,000 for Lighting Repairs, \$200,000 for the Lateral Sewer Lining Project at Somerset, \$16,500 for Salaries and Fringe Benefits, \$10,000 for a Housing Grant, \$15,200 for a Folder/Sealer Machine and \$16,800 for the Building Permit Issuance for the Bowie Golf Course Maintenance Building - **Public Hearing/Eligible for Action**

XII. NEW BUSINESS

- A. Metropolitan Washington Council of Governments (COG) - Executive Director, Clark Mercer, will be giving a presentation regarding the history of COG and different programs that the local governments have participated in with COG.
- B. Adoption of Resolution R-114-25 Adopting an Environmental Action Plan for the City - **Public Hearing/Eligible for Action**

XIII. ADJOURNMENT

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 12/3/2025 and 12/6/2025 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, JANUARY 5, 2026 - COUNCIL CHAMBERS - 8:00 P.M.

REGULAR CITY COUNCIL MEETING MINUTES

MONDAY, NOVEMBER 17, 2025

CALL MEETING TO ORDER:

The Regular Meeting of the Bowie City Council was held on Monday, November 17, 2025, in Council Chambers at City Hall. Mayor Adams called the meeting to order at 8:04 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, Rogers, Truesdale and Woolfley, City Manager Lott, Assistant City Manager Mears, City Attorney Levan, City Clerk Hernandez and Staff.

AGENDA ADDITIONS/DELETIONS/AMENDMENTS:

None.

CITIZEN PARTICIPATION:

1. QC Jones, GBCC - Spoke regarding the Chamber's long-standing partnership with the City, business support programs, education and advocacy efforts, and ongoing collaboration with community partners.

PRESENTATIONS:

None.

CITY BOARDS AND COMMITTEES:

- A. Appointments and Swearing-in:
 1. Councilmember Rogers motioned to appoint George Cowan to the Green Team Executive Committee as a regular member for a 2-year term. Mayor Pro Tem Woolfley second the motion. Motion passed unanimously. Mayor Adams swore in Mr. Cowan to the Green Team Executive Committee.

COUNCIL ANNOUNCEMENTS:

Mayor Adams thanked Council and the community for attending the City's Veterans Day Program and congratulated staff on a successful ribbon cutting event.

Councilmember Truesdale acknowledged District 3 residents and honored all veterans; congratulated his son on completing basic training.

CITY MANAGER'S REPORT:

City Manager Lott reported on ongoing operational excellence across departments, including police, code enforcement, and solid waste. He noted active leaf collection and commended Public Works and Parks & Grounds staff for their efforts.

CONSENT AGENDA:

Mayor Pro Tem Woolfley motioned to approve Consent Agenda items: A) Approval of October 20, 2025 Council Meeting Minutes; B) Approval of November 3, 2025 Council Meeting Minutes; C) Adoption of Proclamation P-19-25 Proclaiming the Month of November as Municipal Government Works Month in the City of Bowie; D) Adoption of Resolution R-103-25 Accepting Driveway Apron Improvements Constructed Under Permit DW-0006-25 at 12106 Forge Lane and the Release of Construction Securities; E) Adoption of Resolution R-104-25 Accepting Driveway Apron Improvements Constructed Under Permit DW-0004-25 at 13525 Gresham Court and the Release of Construction Securities; F) Adoption of Resolution R-105-25 Accepting the Construction of Stormwater Management Constructed Under Permit SWM-0003-24 for Dash-In Bowie at 4100 NW Robert Crain Highway and the Release of Construction Securities; G) Adoption of Resolution R-107-25 Awarding a Contract to J. Fletcher Creamer & Son, Inc. to Replace Malfunctioning Valves, Install a New Valve and Fire Hydrant on Moylan Drive at the Intersection of Route 450 (Annapolis Road) in the Amount of \$174,988.00; H) Introduction of Ordinance O-13-25 Amending the Adopted Budget for the Fiscal Year Beginning July 1, 2025 and Ending June 30, 2026, As Embodied in Ordinance O-4-25 and Amended by Ordinance O-11-25, to Appropriate Funds for the Following Projects: \$500,000 for Lighting Repairs, \$200,000 for the Lateral Sewer Lining Project at Somerset, \$16,500 for Salaries and Fringe Benefits, \$10,000 for a Housing Grant, \$15,200 for a Folder/Sealer Machine and \$16,800 for the Building Permit Issuance for the Bowie Golf Course Maintenance Building. Councilmember Rogers second the motion. Motion passed unanimously.

OLD BUSINESS:

A. Adoption of Resolution R-101-25 Approving the Creation of the Federal Employees Financial Assistance Program – Grants Director, Mr. Jesse Buggs, presented updated information following the end of the federal government shutdown. Most federal employees will receive retroactive pay; however, rent delinquencies remain significant, and federal contractors will not be reimbursed. Estimated remaining local need: \$400K–\$500K for rent, utilities, and childcare.

Council agreed the original emergency program is no longer necessary due to the shutdown's end but did stress the importance of reviewing City support services and maintaining readiness for future emergencies.

Council concurred to have staff revise the plan to create a general emergency assistance framework for future use and incorporate the discussion into FY27 budget planning.

NEW BUSINESS:

A. Energy Efficiency and Conservation Block Grant (EECBG) Phase II – Sustainability Planner Lexie Woolums and Lorin Consultants presented updates regarding Maryland Climate Solutions Now Act compliance and Building Energy Performance Standards (BEPS) requirements. Loring Consultants also presented the energy audits results for City Hall and Kenhill Center, and recommended Energy

Conservation Measures including HVAC controls optimization, electrification of heating systems, lighting upgrades, and solar PV installations. Estimated implementation costs: \$2.5M for City Hall and \$1.8M for Kenhill Center.

Mayor Adams asked if there would be potential state exemptions or waivers for localities that might just have installed new equipment prior to the mandates of the act. Mr. Walker responded that there could possibly be some, but it is too early to determine.

Mayor Pro Tem Woolfley expressed concerns with high cost of implementation and long payback periods.

Councilmember Rogers stated that this could be an opportunity for advocacy efforts at state and county levels.

Mayor Adams thanked the representatives for their presentation.

B. Detailed Site Plan DET-2024-016, Freeway Airport – Transportation Planner, Ridwan Coker, summarized the staff report. The applicant presented a proposal for 297 single-family homes on 131.5 acres with 39% open space and amenities that include a dog park, walking trails, pergola/gathering lawn, sidewalks and two airport themed tot lots. The neighborhood will have two access points on Church Road. A traffic signal will be installed at the primary entrance and secondary entrance will be a right-in/right-out entrance.

Mr. Robert Antonetti with the Law Firm Shipley and Horne, representing the applicant thanked staff for their recommendations and has no issues with them.

Public Hearing:

Since no one signed up to speak, Mayor Adams declared the public hearing to have been held.

Councilmember Brady stated that he has concerns with the right-in/right-out entrance not having some sort of median or barrier installed to prevent drivers from turning left.

Mayor Pro Tem Woolfley motioned to approve Detailed Site Plan DET-2024-016 with the added consideration from Councilmember Brady to explore a median or comparable safety measure at the northern entrance point. Councilmember Estève second the motion. Motion passed unanimously.

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 to the Md. Annotated Code, General Provisions Article §3-305(b)(7): “To consult with counsel to obtain legal advice”. Councilmember Estève second the motion. Motion passed unanimously. The meeting adjourned at 9:35 p.m.

Awilda Hernandez, MMC
City Clerk



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Request Waiver of Bidding Requirements to Award a Contract for Police Department Tasers - Resolution R-108-25

DATE: 11/26/2025

The City of Bowie Police Department had previously purchased Tasers as a less than-lethal device issued to all patrol officers.

Because Tasers are an integral part of policing, they are a required piece of equipment for the City of Bowie Police Department. Presently, the Tasers that are issued to the City's Police Officers are more than five (5) years old and are now out of warranty. This presents potential challenges if the Tasers are ineffective upon use which exposes the City to the potential for civil exposure. Therefore, it is incumbent upon the City to replace the existing Tasers in use with newer Tasers that are fully under warranty. The vendor, Axon Enterprise, Inc., has quoted a price of \$337,594.80 which can be spread out over five yearly payments of \$67,594.80.

The Police Department recommends a waiver from Section 61 of the City of Bowie Charter for the purchase of Tasers from Axon Enterprise, Inc. (formerly known as Taser).

I concur with the recommendation of the Police Department and request your approval of Resolution R-108-25.

ATTACHMENTS: 1. 20251201 - Resolution R-108-25

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 AXON
ENTERPRISE, INC., FOR THE PURCHASE OF TASERS FOR THE POLICE
DEPARTMENT

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 Bowie Police Department uses Tasers as a less than-lethal device issued to all patrol officers; and

WHEREAS, Tasers are an integral part of policing, they are a required piece of equipment for the City of Bowie Police Department; and

WHEREAS, the Tasers that are issued to the City's police officers are more than five (5) years old and are now out of warranty and if used and are ineffective, which may expose the City of potential civil exposure; and

WHEREAS, it is incumbent upon the City to replace the existing Tasers with newer Tasers that are fully under warranty; and

WHEREAS, the value of the contract exceeds Fifty Thousand Dollars (\$50,000); and

WHEREAS, the City Council deems the fact that the Bowie Police Department needs to replace their Tasers with up-to-date Tasers that are under warranty, constitutes good cause to waive the bidding requirements otherwise required by Section 61 of 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 Axon Enterprise, Inc. for the purchase of new Tasers in the amount of Three Hundred, Fifty-Six Thousand, Seven Hundred Forty-Eight Dollars and Fifty-One Cents (\$356,748.51) which will be paid over five (5) years with equal installments of Sixty-Seven Thousand, Five Hundred Ninety-Four Dollars and Eighty Cents (\$67,594.80).

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on December 1, 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: Contract Award for Bowie Golf Club Cart Barn Siding and Roofing Replacement Project - Resolution R-109-25

DATE: 11/26/2025

On September 25, 2025, the Department of Community Services issued a Invitation for Bids (IFB) for replacement of siding and roofing on the cart barn, located at Bowie Golf Club at 7420 Laurel Bowie Road, Bowie, MD 20715).

On November 17, 2025, twelve (12) bids were received and opened. Bids were submitted with the requested Add Alternates. The results were as follows:

Firm	Total
Bayshore Roofing LLC of Rockville, MD	\$121,578.00
Colossal Contractors, Inc of Burtonsville, MD	\$244,700.00
DEAR Home Improvements LLC of Frederick, MD	\$114,300.00
EARN Contractors of Gaithersburg, MD	\$266,300.00
FND Contractor LLC of Manassas, VA	\$160,207.00
JE Custom Contractors of Silver Spring, MD	\$355,660.00
Roof Maven LLC of Baltimore, MD	\$224,450.00
RRH Associates of Huntingtown, MD	\$185,370.00
Ruff Roofing of Baltimore, MD	\$251,118.00
Stratified, Inc. of Washington, DC	\$124,677.00
Warner Construction of Frederick, MD	\$203,394.00
Wells Home Improvements LLC of Annapolis, MD	\$220,193.78

All twelve (12) submissions were carefully reviewed. The five (5) lowest bids submitted by Bayshore

Roofing, DEAR Home Improvements, FND Contractor, RRH Associates, and Stratified, Inc. were found to be nonresponsive.

After careful review of each bid submitted to the City, it was determined that Warner Construction of Frederick, MD, has submitted the lowest, most responsive and responsible bid in the amount of \$203,394.00.

I concur with the recommendation of the Department of Community Services and request your approval of Resolution R-109-25.

ATTACHMENTS: 1. 20251201 - Resolution R-109-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AWARDING A CONTRACT FOR REPLACEMENT OF SIDING AND ROOFING ON
THE CART BARN AT THE BOWIE GOLF CLUB TO WARNER CONSTRUCTION
IN THE AMOUNT OF \$203,394.00

WHEREAS, the City of Bowie owns Bowie Golf Club in Bowie, Maryland; and

WHEREAS, the City intends to replace the siding and roofing on the cart barn;
and

WHEREAS, an Invitation for Bids was issued on September 25, 2025, to which
Bids were received from twelve (12) companies; and

WHEREAS, the Invitation for Bids for replacement of siding and roofing had a
closing date of November 17, 2025 at 11:00 a.m.; and

WHEREAS, the bid from Warner Construction was determined to be the lowest,
most responsive and responsible bid.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie,
Maryland, that the City Manager is hereby authorized to enter into and Agreement with
Warner Construction in the amount of \$203,394.00 for the replacement of the siding
and roofing on the cart barn located at the Bowie Golf Club.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at
a meeting on December 1, 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: Nullification of Resolution R-74-25 and Withdrawal of Award of a Contract to Applied Technology Services, Inc. for Three (3) Message Boards with License Plate Readers Resolution R-110-25

DATE: 11/26/2025

On September 15, 2025, via Resolution R-74-25, a contract was awarded to Applied Technology Services, Inc. for the purchase of three (3) message boards with license plate readers. The amount of the contract was \$186,457.00.

The Police Department has now determined that it no longer desires to purchase these items from Applied Technology Services, Inc. A contract between the City and the vendor was not entered into.

I concur with the Police Department's decision and recommend that Resolution R-110-25 be approved.

ATTACHMENTS: 1. 20251201 - Resolution R-110-25

A RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
NULLIFYING RESOLUTION R-74-25 AND WITHDRAWING ITS AWARD OF A
CONTRACT TO APPLIED TECHNOLOGY SERVICES, INC. FOR THREE
MESSAGE BOARDS WITH LICENSE PLATE READERS

WHEREAS, on September 15, 2025, the Council of the City of Bowie, via Resolution R-74-25, awarded a contract to Applied Technology Services, Inc. for three message boards with license plate readers in the amount of One Hundred Eighty-Six Thousand, Four Hundred and Fifty-Seven Dollars (\$186,457.00); and

WHEREAS, following the award of the contract, the vendor has not entered a written contract with the City; and

WHEREAS, the City of Bowie Police Department has now determined that it no longer desires to purchase the message boards with license plate readers from Applied Technology Services, Inc.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that Resolution R-74-25 is nullified and is of no further force and effect. The award of a contract to Applied Technology Services, Inc. for three message boards with license plate readers is hereby rescinded.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on December 1, 2025, by a vote 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: Contract Award for Allen Pond Park Stage and Stage Canopy Renovation Project
Resolution R-111-25

DATE: 11/26/2025

On September 22, 2025, the Department of Community Services issued a Invitation for Bids (IFB) for renovation of the stage and stage canopy, located at Allen Pond Park at 3330 Northview Drive, Bowie, MD 20716.

On November 3, 2025, four (4) bids were received and opened. Bids were submitted with the requested Deduct / Alternates. The results were as follows:

Firm	Total
Boulevard Contractors Corp of Owings Mills, MD	\$625,103.00
County Welding LLC of Upper Marlboro, MD	\$1,253,230.42
Trionfo Builders Inc. of Phoenix, MD	\$679,800.00
Warner Construction of Frederick, MD	\$1,110,462.00

All four (4) submissions were carefully reviewed. The two (2) lowest bids submitted by Boulevard Contractors Corp. and Trionfo Builders Inc. were found to be nonresponsive.

After careful review of each bid submitted to the City, it was determined that Warner Construction of Frederick, MD, has submitted the lowest, most responsive and responsible bid in the amount of \$1,110,462.00.

I concur with the recommendation of the Department of Community Services and request your approval of Resolution R-111-25.

ATTACHMENTS: 1. 20251201 - Resolution R-111-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AWARDING A CONTRACT FOR RENOVATION OF THE STAGE AND STAGE
CANOPY AT ALLEN POND PARK TO WARNER CONSTRUCTION IN THE
AMOUNT OF \$1,110,462.00

WHEREAS, the City of Bowie owns Allen Pond Park in Bowie, Maryland; and

WHEREAS, the City intends to renovate the stage and stage canopy; and

WHEREAS, an Invitation for Bids was issued on September 22, 2025, to which Bids were received from four (4) companies; and

WHEREAS, the Invitation for Bids for renovation of the stage and stage canopy had a closing date of November 3, 2025 at 11:00 a.m.; and

WHEREAS, the bid from Warner Construction was determined to be the lowest, most responsive and responsible bid.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that the City Manager is hereby authorized to enter into and Agreement with Warner Construction in the amount of \$1,110,462.00 for the renovation of the stage and stage canopy located at Allen Pond Park.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on December 1, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor



Memorandum

TO: City Council

FROM: Nick Spurgeon, Director of Community Services

SUBJECT: Contract Award for On Call Contract Services for Asphalt Paving Maintenance Resolution R-112-25

DATE: 11/26/2025

On September 23, 2025, the Department of Community Services issued a Request for Qualifications (RFQ) for on call contract services for asphalt paving maintenance.

On November 12, 2025, three (3) Statements of Qualifications were received from the following firms:

- Division 1 Asphalt of Bowie, MD
- E & R Services of Lanham, MD
- Monumental Paving & Excavating of Baltimore, MD

On call asphalt paving maintenance services are being contracted on an as needed basis. For jobs less than \$5,000 it is anticipated that award of each project will be rotated between the two contracted companies, for projects larger than \$5,000 but less than \$50,000, the City will request formal bids from the contracted companies and award will be granted to the most competitive proposal. Projects over \$50,000 are required to go out for public bid. The contracted companies are not precluded from bidding on projects above \$50,000 however the contractor will be required to follow the guidelines and requirements of the public bid.

Statements of Qualifications were evaluated in their entirety by City Staff. Division 1 Asphalt was deemed nonresponsive.

Submissions by E&R Services and Monumental Paving & Excavating were complete, including Unit Pricing, across Eight (8) broad categories. Monumental did not provide unit prices for all services under Category 5.

The Community Services Department recommends making multiple awards to E&R and Monumental for the following on-call categories:

- E & R Services: All eight (8) categories as indicated:

1. Category 1: Inspection and Assessment Services
2. Category 2: Site Preparation Services
3. Category 3: Crack Sealing and Repair Services
4. Category 4: Pothole Patch and Repair Services
5. Category 5: Seal Coating Services
6. Category 6: Asphalt Replacement Services
7. Category 7: Marking and Striping Services
8. Category 8: Additional Services as Required

- Monumental Paving & Excavating: The following seven (7) categories as indicated:

1. Category 1: Inspection and Assessment Services
2. Category 2: Site Preparation Services
3. Category 3: Crack Sealing and Repair Services
4. Category 4: Pothole Patch and Repair Services
5. Category 6: Asphalt Replacement Services
6. Category 7: Marking and Striping Services
7. Category 8: Additional Services as Required

I concur with the recommendation of the Department of Community Services and request your approval of Resolution R-112-25.

ATTACHMENTS: 1. 20251201 - Resolution R-112-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
ACCEPTING STATEMENTS OF QUALIFICATIONS AND AWARDING
CONTRACTS FOR ON CALL ASPHALT PAVING MAINTENANCE SERVICES

WHEREAS, pursuant to Section 61 of the City Charter, a Request for Proposals was issued on eMaryland Marketplace for On Call Asphalt Paving Maintenance Services; and

WHEREAS, on November 12, 2025, the City received three (3) Statements of Qualifications; and

WHEREAS, after careful evaluation and review of all Statement of Qualifications, it was determined that E & R Services submission was complete for eight (8) categories and Monumental Paving & Excavating submission was complete for seven (7) categories.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that the Council hereby accepts the Statements of Qualifications of E & R Services and Monumental Paving & Excavating and authorizes the City Manager to enter into and Agreement with E & R Services and Monumental Paving & Excavating.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on December 1, 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: RFP/Task Order #2-09 Forced Sewer Main Evaluation and Rehabilitation Design Resolution R-113-25

DATE: 11/26/2025

On October 31, 2018, the City entered into an Architect/Engineering Open End Agreement for Category 2-Water/Wastewater Distribution (Design) 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; and EBA Engineering, Inc. (EBA) of Laurel, MD. Professional Services delivered through these Agreements are negotiated and procured on a Task Order basis as the City's needs arise.

On September 29, 2025, the Public Works Department advertised a Notice of Intent to Negotiate with KCI, RK&K, AMT & EBA for RFP/Task Order #2-09 Forced Sewer Main Evaluation and Rehabilitation Design under the Architect/Engineering Open End Agreement. On October 20, 2025, Proposals were received from KCI & EBA. For this Task, EBA 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 \$189,871.60 for the required services was negotiated. In order to stay within the FY26 Budget, we will only be Awarding Pump Station #2 Belair FM (\$19,602.88) and Pump Station #3 Longridge FM (\$57,161.57) for a total of \$76,764.45. This is within the amount budgeted in FY26 Water (\$5,000), Wastewater (\$30,000) and Administration (\$41,764.45) Professional Services Accounts. Additional Pump Stations will be Awarded as funds become available over the next Fiscal Years.

Item No:	Item	Quantity	Total Cost	
1	SL-17446 PS #1 Heather Hills FM	1	\$22,483.56	
2	SL-17053 PS#2 Belair FM	1	\$19,602.88	*Award 12/1/2025
3	SL17052 PS#2 Melford	1	\$8,105.64	
4	SL-16246 PS#3 Longridge FM	1	\$57,161.57	*Award 12/1/2025
5	SL-2741 PS#4 Brunswick FM	1	\$23,459.27	
6	SL-99327 PS#5 Safety FM	1	\$2,563.26	
7	SL-WWP1 PS#6 Windover FM	1	\$17,747.23	
8	SL-17847 PS#7 Rambling FM	1	\$13,562.54	
9	SL-17046 PS#8 WWTP FM	1	\$25,185.65	
		Total	\$189,871.60	

The Public Works Department recommends that Council authorize the issuance of a Purchase Order to EBA for Task Order/RFP#2-09 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-113-25.

ATTACHMENTS: 1. 20251201 - Resolution R-113-25

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AUTHORIZING THE ISSUANCE OF A PURCHASE ORDER TO EBA
ENGINEERING, INC. FOR RFP/TASK ORDER #2-09 IN THE AMOUNT OF
\$76,764.45 IN ACCORDANCE WITH THE MASTER CONTRACT APPROVED ON
OCTOBER 31, 2018

WHEREAS, on September 29, 2025, the Public Works Department advertised a Notice of Intent to Negotiate with KCI, RK&K, AMT & EBA for RFP/Task Order #2-09 Forced Sewer Main Evaluation and Rehabilitation Design; and

WHEREAS, on October 20, 2025, Proposals were received from KCI & EBA; and

WHEREAS, for this Task, EBA 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 \$189,871.60 for the required services was negotiated. In order to stay within the FY26 Budget, we will only be Awarding Pump Station #2 Belair FM (\$19,602.88) and Pump Station #3 Longridge FM (\$57,161.57) for a total of \$76,764.45. This is within the amount budgeted in FY26 Water (\$5,000), Wastewater (\$30,000) and Administration (\$41,764.45) Professional Services Accounts. Additional Pump Stations will be Awarded as funds become available over the next Fiscal Years.

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 EBA for Task Order/RFP#2-09 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 December 1, 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: Elections Charter Amendments — Charter Amendment Resolution CAR-3-25

DATE: 11/26/2025

The City Clerk's Office, in coordination with the Board of Elections and the City Attorney, conducted a comprehensive review of the election-related provisions in the City Charter and City Code to ensure they reflect current laws, modern election practices, and operational needs ahead of the 2027 municipal election. Several sections had not been updated in many years, and recent election cycles revealed outdated or unclear language, inconsistencies between governing documents, and areas requiring clarification.

Charter Amendment Resolution CAR-3-25 has been prepared to update the election provisions in the City Charter and will be introduced at the December 1, 2025 Council meeting, with a Public Hearing and adoption scheduled for January 2026. Proposed amendments to Chapter 6, "Elections," of the City Code will also be presented to Council in January 2026.

ATTACHMENTS: 1. 20251201 - Charter Amendment Resolution CAR-3-25

CHARTER AMENDMENT RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AMENDING “VOTER REGISTRATION, FILING OF CANDIDACY AND
ELECTIONS” OF THE CITY CHARTER

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, the City of Bowie Board of Elections has reviewed the provisions of the City Charter and City Code that relate to elections and recommends changes to both the Charter and the Code to reflect actual City election practices; and

WHEREAS, a public hearing was conducted regarding the proposed amendments to the City Charter as is required by Subtitle 3 and City Charter, Section 98, prior to the adoption of this Charter Amendment Resolution; and

WHEREAS, the City Council desires to amend the provisions of the City Charter as recommended by the Board of Elections and as reflected herein.

Section 1: **NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Bowie, Maryland Voter Registration, Filing of Candidacy and Elections, of the Charter of the City of Bowie is amended as follows:

VOTER REGISTRATION, FILING OF CANDIDACY AND ELECTIONS

Sec. 21. Qualifications of voters.

Every person who (1) is [registered to vote with the Prince George's County Board of Elections] **INCLUDED ON THE STATEWIDE VOTER REGISTRATION LIST AT AN ADDRESS WITHIN THE CITY OF BOWIE,** [and] (2) resides within the corporate limits of the City, **AND (3) WILL BE AT LEAST EIGHTEEN (18) YEARS OF AGE ON ELECTION DAY,** shall be a qualified voter of the City and shall be entitled to vote in all City elections.

Sec. 22. Election districts.

- A. For City purposes, the City of Bowie is divided into four (4) council election districts, substantially equal in population. The Council shall establish, by ordinance, the geographical area of the council districts.
- B. The Council shall reevaluate and reestablish the boundaries of the council districts, if necessary, to achieve substantial equality of population as soon as

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practicable following the publication of each decennial census of the population of the United States.

- C. Any ordinance enacted by the City of Bowie for purposes of establishing the council districts shall be effective forty-five (45) calendar days after enactment unless the ordinance is petitioned to referendum pursuant to paragraph D.
- D. Any ordinance enacted pursuant to this section shall be subject to referendum provided that a proper petition signed by AT LEAST twenty percent (20%) of the registered voters within the City is filed with the City Clerk within thirty (30) calendar days of the [ordinance's] date of adoption OF THE ORDINANCE.
- E. If a proper referendum petition is filed, the City Council, by resolution, shall set the time and date for submission of the ordinance to City voters. The referendum shall be conducted by the City's Board of Elections in the same manner, as far as practicable, as regular city elections.
- F. The Council shall assign any geographical area annexed into the corporate limits of the City of Bowie to the appropriate Council district.

Sec. 23. Board of elections.

There shall be a Board of Elections, consisting of nine members and four alternates who shall be appointed by the Council on the third Monday in November or as soon thereafter as practicable, [of every even numbered] IN THE year PRIOR TO AN ELECTION. The alternates shall be bound by all [of the] applicable provisions of this Charter and shall attend all meetings of the Board. If a member of the Board is absent or incapacitated for any reason, an alternate shall serve in that member's place until the absence or incapacity has ceased. The acting ALTERNATE member shall have all the powers and authority OF A MEMBER OF THE BOARD OF ELECTIONS, including the right to vote, and be subject to the duties imposed on a member of the Board of Elections. The terms of the members and alternates shall begin on the [third Monday in November in the year in which they are appointed] DATE ON WHICH THE MEMBER IS SWORN-IN and shall expire on the third Monday in November of the [second] year [following their appointment] PRIOR TO THE NEXT ELECTION, but not until their successors have been [appointed]SWORN-IN. Board members and alternates shall be qualified voters of the City and shall not hold or be candidates for any FEDERAL, STATE, COUNTY OR CITY elective office during their term of office. MEMBERS OF THE BOARD OF ELECTIONS ALSO SHALL NOT SERVE AS THE TREASURER OR CAMPAIGN MANAGER FOR ANY CANDIDATE FOR CITY ELECTIVE OFFICE OR BE AN ADVOCATE FOR OR AGAINST ANY CAMPAIGN OR BALLOT REFERENDUM QUESTION IN A REGULAR OR SPECIAL CITY ELECTION. The Board shall appoint one of its members as chairman. ANY MEMBER

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WHO CEASES TO MEET THE QUALIFICATIONS FOR MEMBERSHIP ON THE BOARD OF ELECTIONS SHALL AUTOMATICALLY FORFEIT HIS OR HER MEMBERSHIP ON THE BOARD. Vacancies on the [board] **BOARD** shall be filled by the City Council for the remainder of the unexpired term. Compensation for Board members and alternates shall be determined by the Council.

* * * * *

Sec. 25. Duties of the Board of Elections.

The Board of Elections shall be in charge of the [registration of voters, and] CONDUCT OF all city elections, INCLUDING THE MAINTENANCE OF ALL DOCUMENTS. The [board] **BOARD** may appoint A SUFFICIENT NUMBER OF election judges PER POLLING PLACE [or other employees] to assist [it] in its duties. THE BOARD OF ELECTIONS SHALL ADOPT RULES AND PROCEDURES TO GOVERN THEIR OPERATIONS CONSISTENT WITH THE CITY CHARTER AND CODE.

Sec. 26. Notice of Elections.

The Board of Elections shall give at least two weeks' notice of every City election by an advertisement published in [at least one newspaper of general circulation in the city] A CITY NEWSLETTER and by posting election notices ON THE CITY WEBSITE, SOCIAL MEDIA PLATFORMS USED BY THE CITY, CABLE TELEVISION CHANNELS, AND in [public places in the City] ALL MUNICIPAL BUILDINGS.

Sec. 27. Voter Registration.

[The Council shall provide by Ordinance for the registration procedures for those voters who wish to vote only in City elections.] EVERY PERSON WHO IS INCLUDED ON THE STATEWIDE VOTER REGISTRATION LIST AT AN ADDRESS WITHIN THE CITY OF BOWIE, WHO RESIDES IN THE CITY AND IS AT LEAST 18 YEARS OF AGE IS CONSIDERED REGISTERED TO VOTE IN CITY ELECTIONS.

Sec. 28. Procedure for filing of candidacy.

Persons may seek elective office in the City by filing a certification of candidacy and by the payment of a twenty-five dollar (\$25) filing fee with the Board of Elections or its designated agent at least [thirty (30)] SIXTY (60) calendar days prior to the date of election and by the observance of such other requirements as may be imposed by ordinance. The certificate of candidacy shall contain the following: (1) the office which the candidate is seeking, (2) the name and signature of the candidate, AND (3) the Council district in which the candidate resides. No person shall file for more than one elective public office or hold more than one elective public office at any one time.

* * * * *

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Sec. 30. Election of Councilmembers.

On the first Tuesday after the first Monday in November in 2015 and in every fourth year thereafter, [four persons respectively] ONE PERSON from EACH OF THE FOUR Council Districts [1, 2, 3, and 4] shall be elected by the duly qualified and registered voters of [said District] EACH DISTRICT and two persons from any Council District shall be elected at large.

Sec. 31. Conduct of elections.

- A. Nonpartisan elections All municipal elections in the City shall be conducted on a nonpartisan basis, and no ballot shall carry any party affiliation. It shall be the duty of the Board of Elections to provide for each special and general election a suitable place or places for voting and suitable ballot boxes and/or voting machines [in each Council district] AT EACH POLLING PLACE. The ballots and/or voting machines shall show the name of each candidate nominated for elective office in accordance with the provisions of the Charter, arranged in alphabetical order by office with no other designation of any kind. The polls shall be open from 7:00 a.m. to 8:00 p.m. on election days [or longer if the Council requires it].
- B. Absentee ballots. Any qualified voter registered to vote in a City election is entitled to vote in the City election by absentee ballot. The Council shall establish by ordinance procedures for voting by absentee ballot.

* * * * *

Sec. 32A. Recall.

[Registered voters may file a petition with the City Clerk for the recall of any Councilmember or mayor with six (6) or more months remaining in his or her term. A special recall election shall be held if twenty- five percent (25%) of the registered voters, within the district of the affected Councilmember or within the City for Councilmembers elected at large or the mayor, have signed the petition within thirty (30) days of its filing. Registered voters are those persons qualified to vote in a general City election as certified by the Board of Elections. The special recall election shall take place within thirty (30) days of certification of the petition.] ANY ELECTED OFFICIAL OF THE CITY MAY BE RECALLED AND REMOVED FROM OFFICE IN ACCORDANCE WITH REQUIREMENTS AND PROCEDURES HEREAFTER ESTABLISHED BY ORDINANCE AS PART OF THE CODE OF THE CITY OF BOWIE.

Sec. 33. Counting votes; declaring results.

After the closing of the polls, the Board of Elections shall determine the [vote]VOTES cast for each candidate or question and shall certify the results of the election to the City

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[Manager]**COUNCIL** who shall cause the results to be recorded in the minutes of the Council. The candidate for Mayor with the highest number of votes shall be declared elected as Mayor. The candidate for Councilmember for each Council district with the highest number of votes shall be declared elected as Councilmember.

* * * * *

Sec. 36. Power of Council to regulate elections, etc.

The Council shall have the power to provide by ordinance in every respect not covered by this Charter or State [or County] law for the conduct of voter registration, filing for office, City election procedures, including the prevention of fraud, and for a recount of ballots in case of doubt or fraud.

Sec. 37. Violations of election[,] laws.

Any person who (a) fails to perform any duty required of him or her under the provisions of this subtitle or any election ordinances, (b) willfully or corruptly violates any of the provisions of this subtitle or any election ordinances, or (c) willfully or corruptly does anything which will tend to affect fraudulently any voter registration, filing for office, or City election, shall be guilty of a misdemeanor. Any officer or employee of the city government who is convicted of a misdemeanor under the provisions of this section shall immediately upon conviction be removed from such office or employment.

Section 2: 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 3: BE IT FURTHER RESOLVED that, following a public hearing regarding CAR-3-25 conducted in accordance with the requirements of State law, this Charter Amendment Resolution is adopted this _____ day of _____, 2026, 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,

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also within the forty (40) days following its passage by City.

Section 4: 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 Clerk 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 5: BE IT FURTHER RESOLVED that the City Clerk be, and hereby is specifically enjoined and instructed to carry out the provisions of Sections 3 and 4 hereof as evidence of compliance herewith; and said City Clerk 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 _____, 2026.

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: Ordinance Approving Supplemental Appropriations for the Annual Budget for Fiscal Year 2026 - Ordinance O-13-25

DATE: 11/26/2025

Ordinance O-13-25 proposes to amend the City's Fiscal Year 2026 Annual Budget to provide additional appropriations for the following purposes:

A total of \$700,000 in additional funding is requested to address unplanned and under-budgeted infrastructure expenses. Lighting Maintenance; \$500,000 is needed to cover shortfalls from unplanned repairs at Black Sox Park and higher-than-expected cable replacement volumes, with current maintenance costs averaging \$90,000 per month. A total of Sewer Lining at Somerset; \$200,000 is required to connect private plumbing to main lines to complete the lateral sewer lining project, which was underestimated due to incomplete footage data, resulting in budget insufficiencies.

The ordinance also proposes converting the Permits/Stormwater Management Specialist position from 0.8 FTE to 1.0 FTE to meet growing operational demands. The position's responsibilities include plan reviews, permit applications, and annual stormwater management facility documentation which now require full-time attention. This change will ensure timely processing of infrastructure and utility permits and enhance service quality. Duties include managing plan reviews, bonding and permit processes, tracking and issuing permits, and maintaining databases.

The full-time role will also support processing new applications for erosion and sediment control, grading, stormwater management, and public utilities. Overall, these amendments are essential to maintain service levels, address infrastructure needs, and improve operational efficiency. \$16,500 is requested for Personal Services related to this full-time staffing change which includes salaries, wages and fringe benefits.

The City has received a grant of \$10,000 from Prince George's County for approved housing, fair housing and homelessness services. The grants department is requesting that an additional \$10,000 be appropriated for housing assistance.

The Finance Department requests a supplemental appropriation of \$15,200 to replace the department's aging folder/sealer, which has exceeded its useful life. The equipment is essential for payroll and vendor check processing. A backup unit is also required to ensure continuity of operations for purchase in FY27.

The Bowie Golf Course requests a budget appropriation of \$16,800 to cover the final building permit fee for the Maintenance Building. Prompt payment is required to prevent the County from classifying the permit as “abandoned,” which would invalidate prior approvals and payments.

CITY OF BOWIE
SUPPLEMENTAL BUDGET APPROPRIATION O-13-25
FOR FISCAL YEAR JULY 1, 2025 - JUNE 30, 2026

General Fund			
<u>Revenues</u>			
01	43205	County Grant	\$ 10,000
01	48005	Appropriated Fund Balance	525,600
		Total Revenues	<u>\$535,600</u>
<u>Expenditure Appropriation</u>			
01120	55050	Municipal Grant- Homeless Assistance Fund	\$ 10,000
01340	51230	Repair and Maintenance	500,000
01140	52005	Materials, Supplies & Minor Equip	9,100
01310	50105	Salary & Fringe	16,500
		Total Appropriations	<u>\$535,600</u>
Capital Projects Fund			
<u>Revenues</u>			
10	48005	Appropriated Fund Balance	\$ 16,800
		Total Revenues	<u>\$ 16,800</u>
<u>Expenditure Appropriation</u>			
10545	57015	23019 Improvements other than buildings -Golf Course	\$ 16,800
		Total Appropriations	<u>\$ 16,800</u>
Water & Sewer Fund			
<u>Revenues</u>			
20	48015	Appropriated Retained Earnings	\$206,100
		Total Revenues	<u>\$206,100</u>
<u>Expenditure Appropriation</u>			
20141	52005	Materials, Supplies & Minor Equip	\$ 6,100
20360	57015	25011 Improvements other than Buildings - Pipe Lining	\$200,000
		Total Appropriations	<u>\$206,100</u>

Council’s approval of Ordinance O-13-25 providing supplemental appropriations for the annual budget for the fiscal year ending June 30, 2026 is requested.

ATTACHMENTS: 1. 20251201 - Ordinance O-13-25

ORDINANCE
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
AMENDING THE ADOPTED BUDGET FOR THE FISCAL YEAR BEGINNING JULY
1, 2025 AND ENDING JUNE 30, 2026, AS EMBODIED IN ORDINANCE O-4-25
AND AMENDED BY ORDINANCE O-11-25, TO APPROPRIATE FUNDS FOR THE
FOLLOWING PROJECTS: \$500,000 FOR LIGHTING REPAIRS, \$200,000 FOR
THE LATERAL SEWER LINING PROJECT AT SOMERSET, \$16,500 FOR
SALARIES AND FRINGE BENEFITS, \$10,000 FOR A HOUSING GRANT, \$15,200
FOR A FOLDER/SEALER MACHINE AND \$16,800 FOR THE BUILDING PERMIT
ISSUANCE FOR THE BOWIE GOLF COURSE MAINTENANCE BUILDING.

WHEREAS, as required by the Local Government Article of the Annotated Code of Maryland and the Charter of the City of Bowie, the Bowie City Council (hereinafter, “the City Council”) adopted Ordinance No. O-4-25 to appropriate funds for the several objects and purposes for which the City intended to provide for the Fiscal Year beginning July 1, 2025, and ending June 30, 2026; and

WHEREAS, Ordinance No. O-4-25 was amended by Ordinance No. O-11-25; and

WHEREAS, in accordance with Section 45 of the City Charter, no public money may be expended without having been appropriated by the City Council; and

WHEREAS, supplemental appropriations are necessary to reflect additional expenditures that were not included in Ordinances O-4-25 or its amendment, Ordinance O-11-25; and

WHEREAS, it has become necessary, for the reasons set forth herein to appropriate additional funding for the General Fund, Capital Projects Fund and Water and Sewer fund; and

WHEREAS, an additional appropriation of \$500,000 is required for lighting repairs to cover shortfalls from unplanned repairs at Black Sox Park and higher-than-expected cable replacement volumes, an additional \$200,000 is required to connect private plumbing to main lines for the lateral sewer lining project at Somerset, \$16,500 for salaries and fringe benefits to meet growing operational demands in Public Works, \$10,000 for a housing grant from Prince George’s County for approved housing, fair housing and homelessness services, \$15,200 for a folder/sealer machine for processing payroll and vendor checks in Finance and \$16,800 for the building permit for the Bowie Golf Course maintenance building; and

WHEREAS, pursuant to Md. Code Ann., Local Gov’t Article, § 5-205, the City may spend money for a purpose different from the purpose for which the money was

Asterisks * * *: Indicate numbers and language contained in the FY 26 Bowie Budget Ordinance that are not set forth in this Ordinance and which remains unchanged.

[Brackets]: Indicate numbers/language deleted from the FY 26 Bowie Budget Ordinance.

Bold Red type: Indicates numbers/language added to the FY 26 Bowie Budget Ordinance.

appropriated or spend money not appropriated at the time of the annual levy if approved by a two-thirds vote of all the individuals elected to the Council; and

WHEREAS, City Charter, Sec. 12 “Procedure for enacting ordinances” requires that ordinances become effective at the expiration of thirty (30) calendar days following their passage by the City Council.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED, by the Bowie City Council that the Budget for the Fiscal Year beginning July 1, 2025, ending June 30, 2026, as adopted by Ordinance O-4-25 and amended by O-11-25; is further amended as follows:

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GENERAL FUND**ESTIMATED REVENUES**

Revenues and Other Financing Sources	[\$71,409,500]	\$ 71,419,500
Appropriated Fund Balance	[19,273,300]	19,798,900
TOTAL REVENUES	[\$91,214,900]	\$ 91,750,500

APPROPRIATION BY ACTIVITY

City Manager	[\$2,026,000]	\$ 2,036,000
Streets	[10,315,600]	10,815,600
Finance	[1,792,000]	1,801,100
Public Works Administration	[2,713,400]	2,729,900
TOTAL APPROPRIATIONS	[\$91,214,900]	\$ 91,750,500

CAPITAL PROJECTS FUND**ESTIMATED REVENUES**

Appropriated Fund Balance	[\$7,029,800]	\$ 7,046,600
TOTAL REVENUES	[\$16,562,600]	\$ 16,579,400

APPROPRIATION BY ACTIVITY

Bowie Golf Course	[\$730,000]	\$ 746,800
TOTAL APPROPRIATIONS	[\$16,562,600]	\$ 16,579,400

WATER & SEWER FUND**ESTIMATED REVENUES**

Appropriated Retained Earnings	[\$0]	\$ 206,100
TOTAL REVENUES	[\$19,187,800]	\$ 19,393,900

APPROPRIATION BY ACTIVITY

Billing and Accounting	[\$730,000]	\$ 736,100
Sewer Main Rehab	[1,500,000]	1,700,000
TOTAL APPROPRIATIONS	[\$19,187,800]	\$ 19,393,900

AND, BE IT FURTHER ORDAINED BY THE COUNCIL OF THE CITY OF BOWIE that, this Ordinance shall become effective thirty (30) days after its enactment by the Council of the City of Bowie, Maryland, by at least a two-thirds vote, provided

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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 November 17, 2025.

PASSED by the Council of the City of Bowie, Maryland, at a Meeting on December 1, 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: Metropolitan Washington Council of Governments Presentation

DATE: 11/26/2025

Executive Director of the Metropolitan Washington Council of Governments (COG), Clark Mercer, will be giving a presentation regarding the history of COG and different programs that the local governments have participated in with COG.

ATTACHMENTS: 1. 20251201 - COG Presentation

BUILDING BRIDGES FOR A STRONGER DMV REGION

Clark Mercer
COG Executive Director

City of Bowie
December 1, 2025

Why Regionalism?

Because issues don't stop at the lines on a map



COG by the Numbers

- Nonprofit association founded in **1957**
 - Brings area leaders together to address regional issues and plan for the future
 - **125+** professional staff
- Our membership:
 - **24** local governments
 - **300** local, state & federal elected officials representing about **6M** people
 - City/county managers, police/fire chiefs, transportation planners, housing/planning directors, environmental experts, and more





COG is home to the region's Metropolitan Planning Organization (MPO)

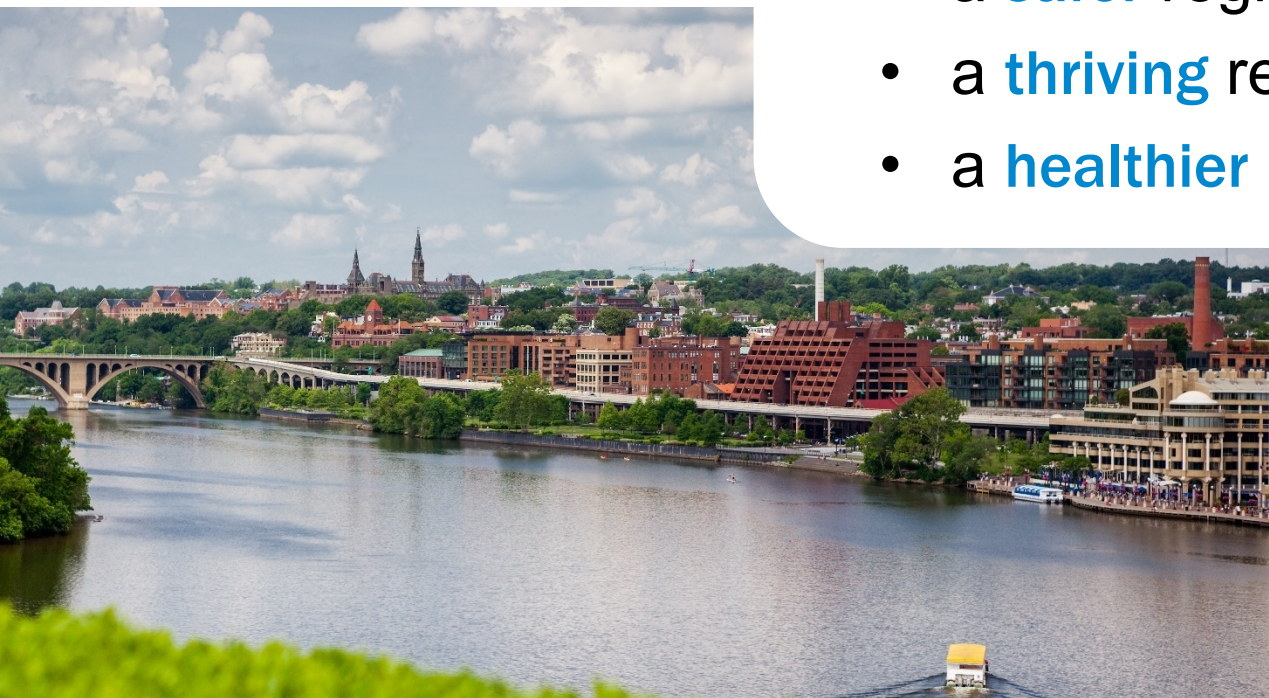
- Transportation Planning Board (TPB), one of 400+ MPOs in the nation
- Ensures major transportation projects receive federal funding and approvals
 - Projects must be included in the TPB's Visualize plan, the National Capital Region Transportation Plan





Working together, we're creating:

- a **connected** region
- a **safer** region
- a **thriving** region
- a **healthier** region



Connected Region: Transportation Planning

- Visualize 2050 transportation plan
 - The TPB also approves a 4-yr TIP plan for jurisdictions to receive federal matching funds
- Commuter Connections
- Street Smart safety campaign
- Technical assistance/grants
 - **\$40K** ADA crosswalk at Lerner & MD 197

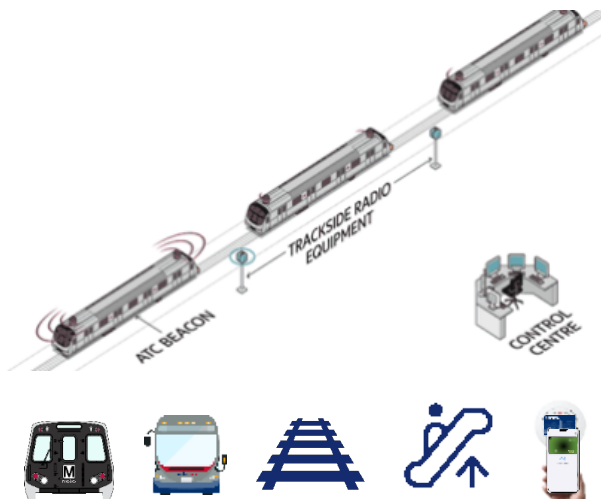


Connected Region: DMVMoves Initiative

New DMVMoves Funding

Reinvesting in/Modernizing

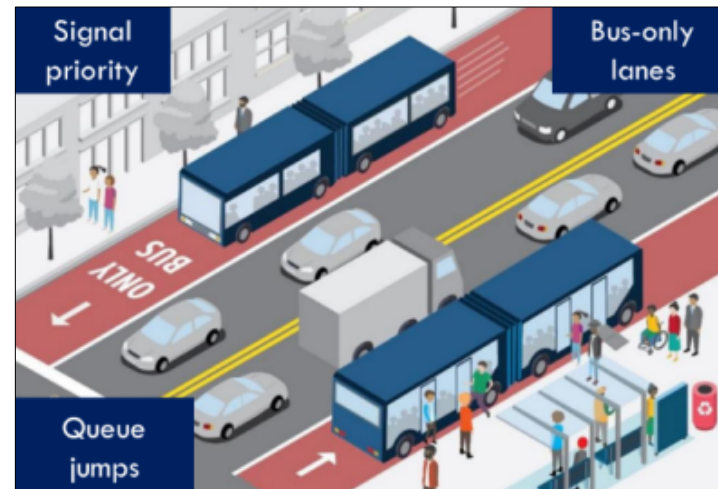
Metrorail Modernization



\$460M in FY28
+ 3% per year

Metro + Jurisdictional Partnerships

Regional Bus Priority Network



Joint project development
Local funding for priority infrastructure
Metro operates fast, frequent service all day/all week

Separate State and Local Needs

Improved Local Bus Service

Achieving new, customer-focused regional service guidelines.
\$65-80M in FY28 + 3%/yr

Commuter Rail Needs

\$60M in FY28 + 3%/yr

Transition to Regional Rail

Fully fund VRE and MARC long-range plans



System Plan 2050



Growth and Transformation Plan

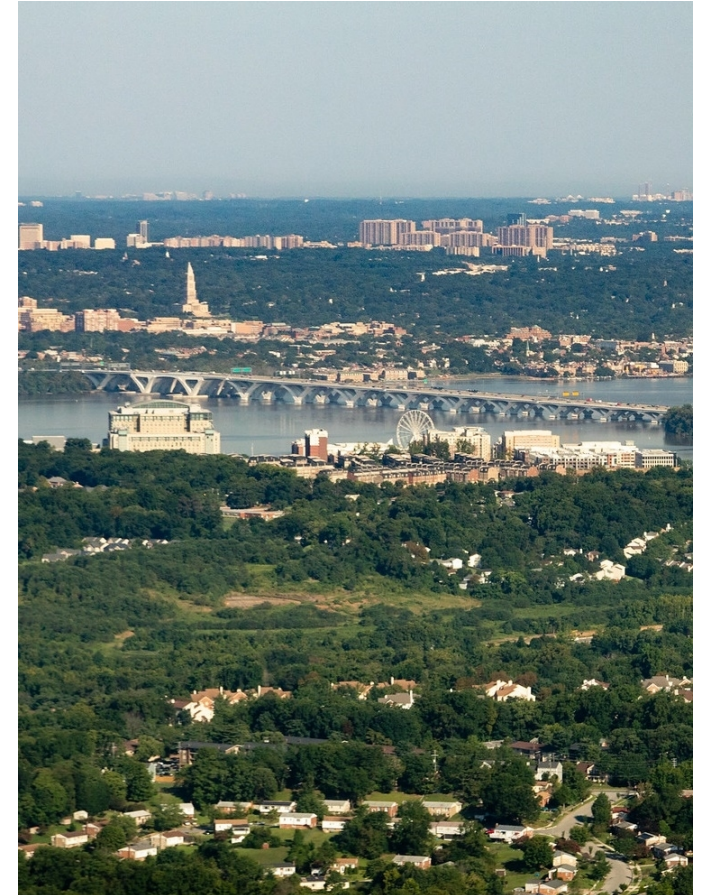
Safer Region: Homeland Security and Public Safety

- COG supports **28** public safety programs and projects funded through jurisdictions or grants
- Mutual aid
- Crime data dashboard
- Winter weather coordination



Thriving Region: Community Planning and Services

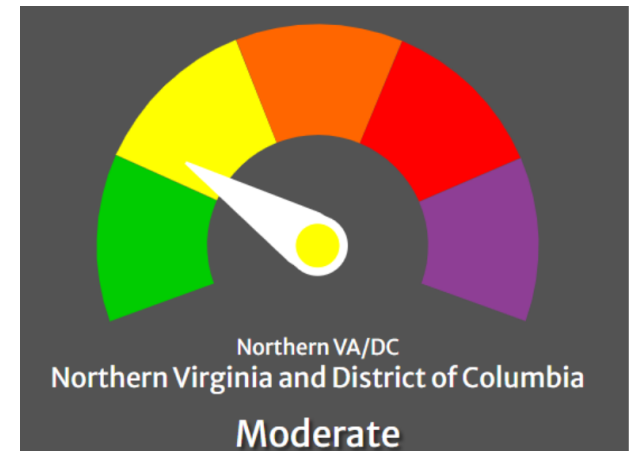
- Growth forecasts
 - **1.4M** more people and **1M** more jobs by 2050 according to Round 10.1 forecasts
- Economic development
 - ULI/COG TAP program examining revitalization of Bowie Town Center
- Housing
- Homelessness



Aerial photo (Chesapeake Bay Program/Flickr)

Healthier Region: Environmental Programs

- Air quality planning/alerts
- Chesapeake Bay, Potomac & Anacostia River Restoration
 - Resilience, invasive species management, urban stormwater
- Water supply/security & drought monitoring
- Climate planning
 - Electric vehicles, solar power, tree canopy
- Food system resilience



Additional Benefits

Efficient Region: Ensuring Best Use of Tax Dollars

COG Cooperative Purchasing Program:
Members save money & time through bulk
purchasing and contracting opportunities.

40+ agencies, saving **\$2M** annually.

Bowie has been a participant in our
cooperative purchasing, procuring:

- 130,000 gallons of regular gasoline annually, savings of **\$4,000/year**
- 110,000 gallons of diesel fuel annually, savings of **\$4,200/year**
- 1,500 tons of rock salt; savings of **\$2,000/year**



Well-informed Region: Data for Decision-makers

COG staff are a trusted source of regional information:

- Newsletters, daily media clips

mwkog.org/subscribe

- Economic indicators
- Transportation maps, databases, visualizations
- Commuting and travel trends
- Drought reports
- Crime dashboard

Crimes Year-to-Date (YTD) for Region (*for jurisdictions noted below)

2024 Crimes YTD

75K

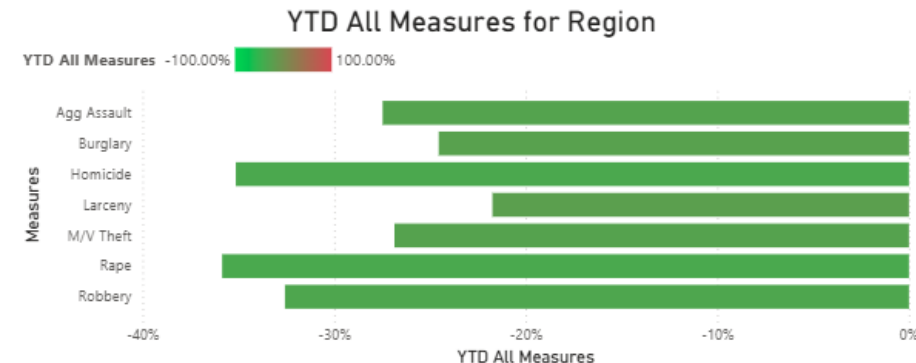
2025 Crimes YTD

58K

YTD Percentage Change

-24%

YTD Crime Change by Offense for Region*



*Year-to-Date Calculation uses date 45 days ago as current date to allow for data lag.

*Data excludes: Frederick County, Charles County, City of Frederick

United Region: Talent Capital

First-of-its-kind, AI-powered platform offering free job matching, career training, reskilling, certifications, and coaching.

talentcapital.ai

- Initiative of Greater Washington Together – regional collaboration including COG, business organizations, philanthropic partners, and universities.

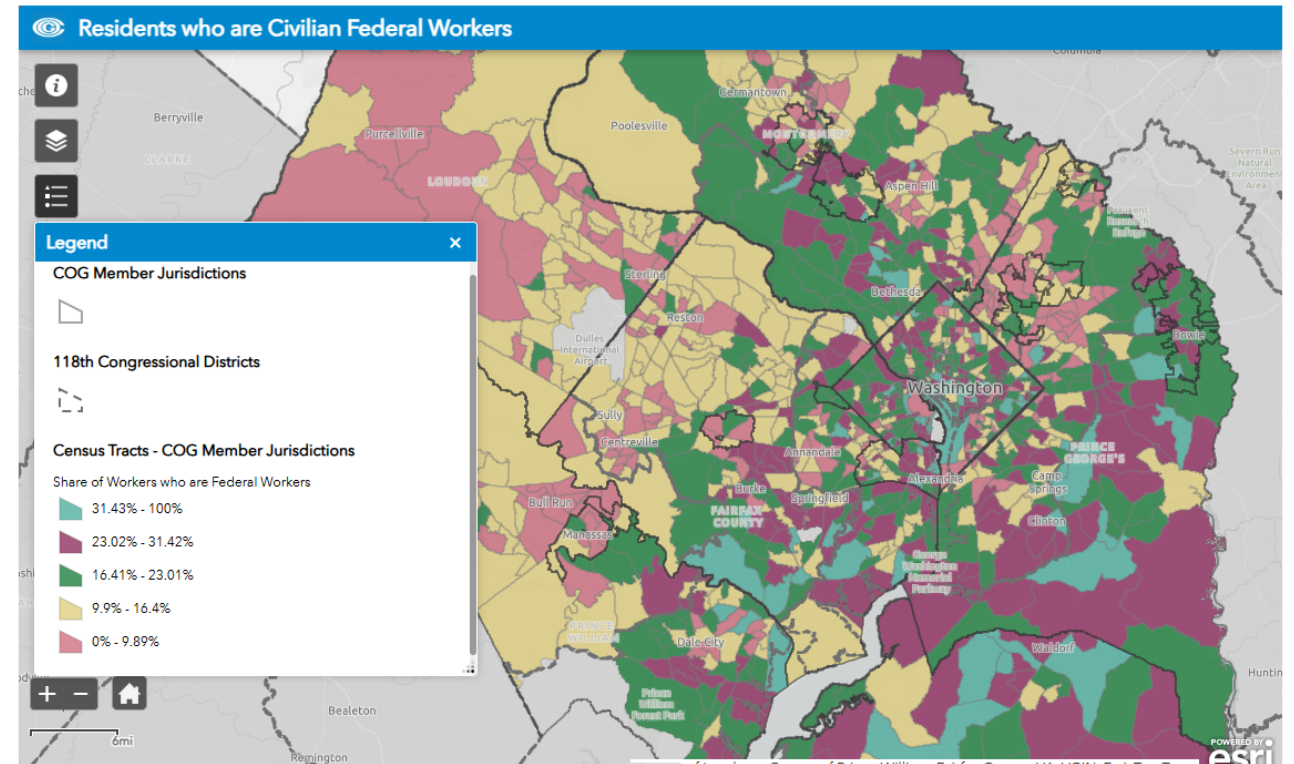


United Region: Federal Workforce Resources & Data

COG Federal Workforce Resources and Data web page

mwcog.org/federalworkforce

- Local/state government and non-profit resources
 - Workforce development, medical care, housing and food assistance, and more.
- Employment events
- Federal workforce data dashboard



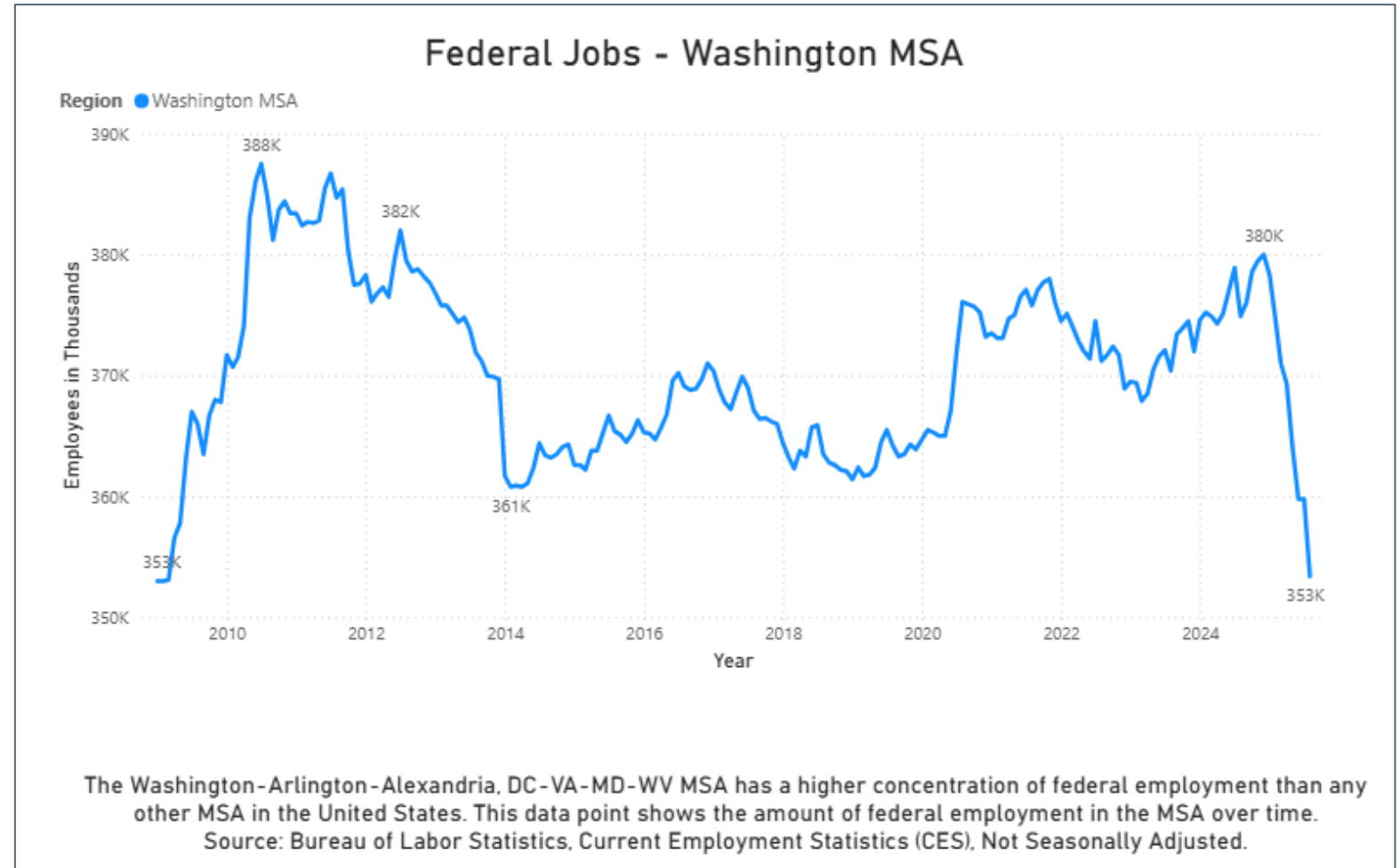
United Region: Economic Trends Dashboard

Through REMS reports, COG has measured economic growth for three decades, tracking:

- employment
- inflation
- housing units
- gross domestic product

mwcog.org/REMS

- Monthly e-newsletter, interactive dashboard



United Region: DMV Monitor

Tracking the economic and social effects of federal restructuring and other policies.

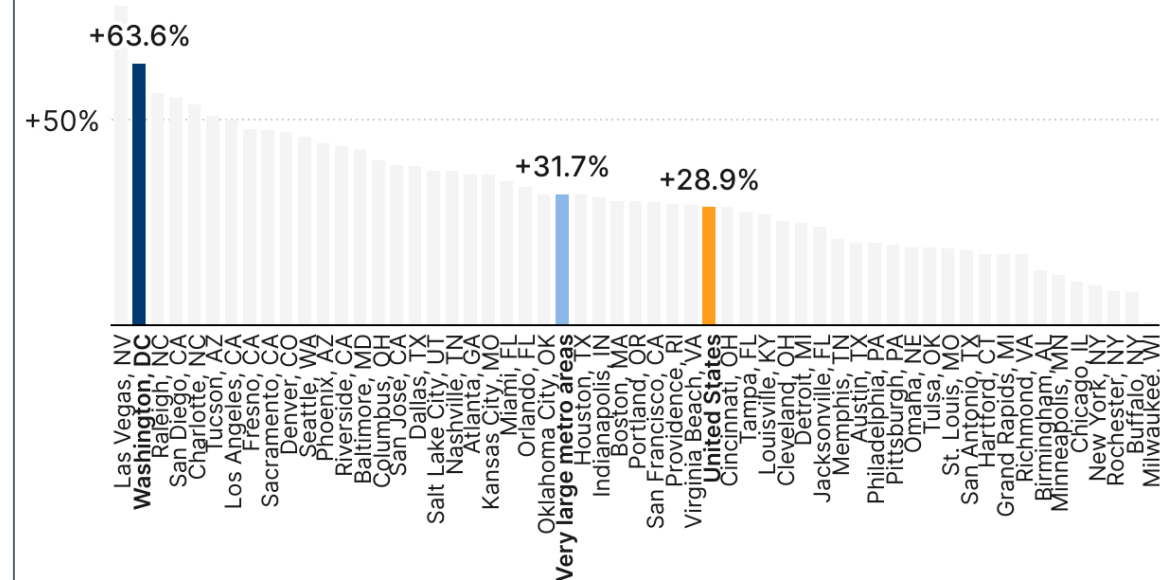
brookings.org/dmvmonitor

- The region's unemployment rate has increased at a significantly higher pace than the nation's.
- Venture capital flows into the region have slowed dramatically since Jan 2025, while continuing to grow nationally.
- The number of homes for sale in the region is up by 64% year over year.

Active home listings

Percent change (%)

United States Very large metro areas Washington-Arlington-Alexandria, DC-VA-MD-WV



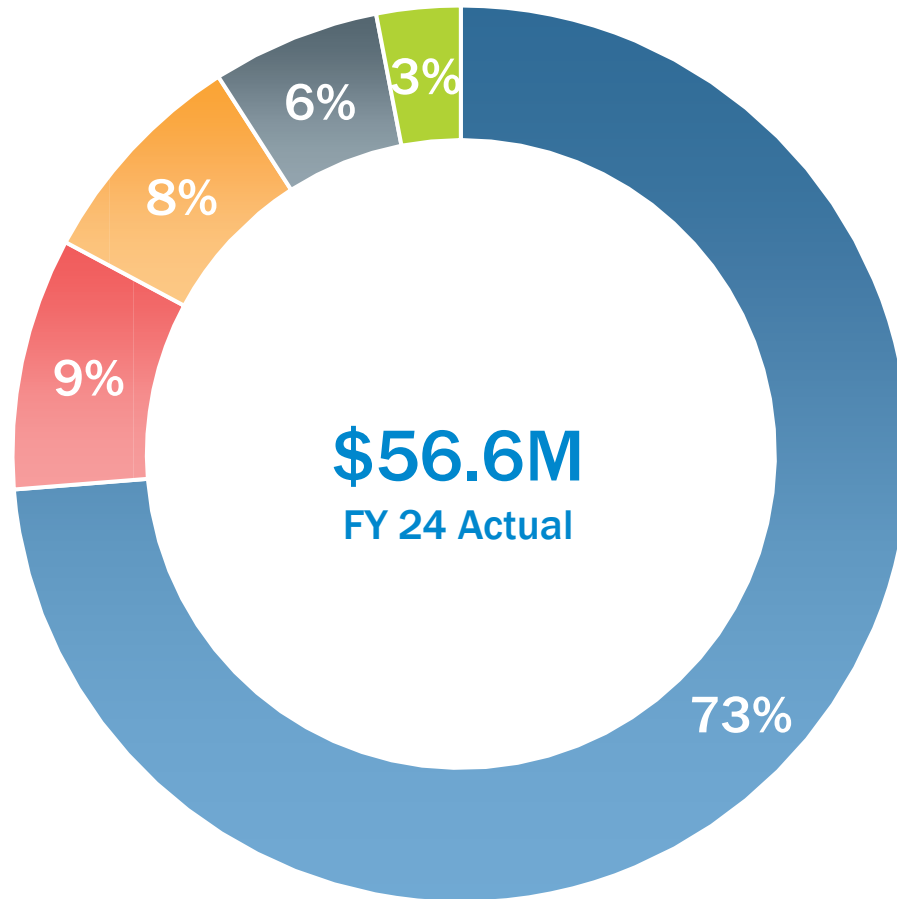
Source: Realtor.com Economic Research

Next Steps & Moving Forward

- **People**: Explore opportunities to collaborate on economic development, “selling the region” to diversify region’s economy. Prioritize workforce development, retention.
- **Infrastructure**: Invest in regional assets, like the transit network - DMVMoves.
- **Data**: Continue sharing timely info with area leaders.



COG Revenue by Source



- Federal & State
- Member Dues
- Service Fees/Donors

Member Dues/Regional Funds: City of Bowie

City of Bowie	FY 2026
Member Dues	\$50,138
Regional Water Fund	\$12,484
Regional Environmental Fund	\$9,578
Regional FARM Fund	\$5,002
Total Member Dues and Regional Fees	\$77,202

Clark Mercer

COG Executive Director
cmerc@mwkog.org

mwkog.org

777 North Capitol Street NE, Suite 300
Washington, DC 20002



Memorandum

TO: City Council

FROM: Alfred Lott, City Manager

SUBJECT: Environmental Action Plan: Overview and Adoption - Resolution R-114-25

DATE: 11/26/2025

The Draft Environmental Action Plan will be presented at the December 1, 2025, City Council meeting and we are seeking City Council adoption. If adopted by resolution, staff will incorporate City Council comments and any non-substantive finishing touches into the document and finalize it. The consultant that assisted with developing the Plan, Blue Strike Environmental, will present an overview.

The Environmental Action Plan (EAP) establishes a clear path forward for achieving a more sustainable and resilient Bowie. It reflects the City's long-standing commitment to environmental stewardship and builds upon earlier efforts, including the 2015 and 2020 Climate Action Plans, and the 2016 Sustainability Plan. The EAP provides a roadmap to reduce greenhouse gas (GHG) emissions, increase forest canopy, improve water quality, increase natural habitats such as pollinator and rain gardens, improve transportation choices, and integrate sustainability into the City's daily operations and long-term planning. The plan's recommendations are organized into five framework categories: Green Spaces and Natural Resources, Stormwater Management and Green Infrastructure, Waste Management, Transportation and Mobility, and Energy Efficiency and Renewables.

Input for the Plan was gathered through multiple avenues, from online surveys to in-person discussions and committee meetings, each contributing valuable perspectives that helped shape the Plan's goals, strategies, and actions. The first step in this engagement process was a public online survey, completed by 169 residents. Survey results revealed strong support for the City having an Environmental Action Plan, with more than 85% of respondents rating it as very important. Respondents highlighted priorities such as reducing greenhouse gas emissions, improving transportation options, expanding green spaces, managing stormwater, and reducing solid waste. This input provided a clear picture of the community's top environmental concerns and set the direction of the Plan. In addition to the survey, the City hosted a public engagement session on May 28. This was followed by meetings with the Environmental Advisory Committee and the Green Team Executive Committee during the summer. Finally, a draft of the EAP was made available for a two-week public comment period between October 8 and 22. Staff held a webinar in the middle of this comment period on October 16 to summarize the draft plan, answer questions, and to augment the comment effort.

Thank you for your consideration. We believe the Plan will be an important guide for Bowie's sustainable future.

- ATTACHMENTS:**
1. 20251201 - Resolution R-114-25
 2. 20251201 - Bowie EAP Draft
 3. 20251201 - Bowie EAP Presentation

RESOLUTION
OF THE COUNCIL OF THE CITY OF BOWIE, MARYLAND
ADOPTING AN ENVIRONMENTAL ACTION PLAN FOR THE CITY

WHEREAS, sustainability is defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs; and

WHEREAS, the City of Bowie is a diverse and vibrant community that is committed to its citizens, economy, and natural environment; and

WHEREAS, in 2022 the Maryland General Assembly enacted the Climate Solutions Now Act which is a comprehensive climate change legislation that includes provisions affecting local governments; and

WHEREAS, the importance of addressing climate change, sustainable development, and other environmental issues continues to increase; and

WHEREAS, the two guiding documents for the City of Bowie's environmental protection are the 2020 Climate Action Plan and the 2016 Sustainability Plan, and they need to be combined and updated; and

WHEREAS, the City staff worked with a consultant, residents, the Green Team Executive Committee, and the Environmental Advisory Committee to draft the Environmental Action Plan; and

WHEREAS, the plan had significant public engagement and a two-week comment period in October 2025; and

WHEREAS, all public comments were reviewed and appropriate changes were made to the plan document.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bowie, Maryland, that the City of Bowie does hereby approve and adopt the Environmental Action Plan dated December 1, 2025, which shall become effective immediately.

INTRODUCED AND PASSED by the Council of the City of Bowie, Maryland at a meeting on December 1, 2025.

ATTEST:

THE CITY OF BOWIE, MARYLAND

Awilda Hernandez, MMC
City Clerk

Timothy J. Adams
Mayor

DRAFT

Draft Environmental Action Plan for City Council Review and Adoption

City of Bowie

November 21, 2025



ENVIRONMENTAL ACTION PLAN



Executive Summary

The City of Bowie's Environmental Action Plan (EAP) establishes a clear path forward for achieving a more sustainable and resilient community. It reflects the City's long-standing commitment to environmental stewardship and builds upon earlier efforts, including the 2015 and 2020 Climate Action Plans, and the 2016 Sustainability Plan. The EAP provides a unified roadmap to reduce greenhouse gas (GHG) emissions, increase forest canopy, improve water quality, increase natural habitats such as pollinator and rain gardens, improve transportation choices, and integrate sustainability into the City's daily operations and long-term planning.

The Environmental Action Plan is designed to be both visionary and practical. It provides high-level goals supported by specific strategies and actions that City staff, leadership, and residents can use to turn ambition into progress. Leadership will use the plan to guide decision-making and allocate resources effectively, while City departments will use it to plan projects, set timelines, and coordinate implementation. Staff will also work with the Environmental Advisory Committee and the Green Team to implement the plan.

Each strategy was assessed using a structured set of criteria that considered greenhouse gas reduction potential, cost, staff capacity, community support, resilience value, and co-benefits such as improved air and water quality, equity, walkability, and sustainability in general. This analysis helped identify high-priority actions to implement first, balancing ambition with feasibility and resource constraints.

The plan's recommendations are organized into five framework categories: Green Spaces and Natural Resources, Stormwater Management and Green Infrastructure, Waste Management, Transportation and Mobility, and Energy Efficiency and Renewables. These categories reflect Bowie's key areas of opportunity and ensure that strategies are clear, coordinated, and comprehensive. The plan will be updated every five years to reflect implementation progress, incorporate new technologies, cost data, and policy and program developments—particularly as state and federal incentives for renewable energy, building electrification, and electric vehicles continue to evolve. Progress will be tracked annually and reported through the City's State of the Environment report, maintaining transparency and accountability.

Bowie's community-wide emissions have already fallen by 32% since 2005, a reflection of energy efficiency improvements and cleaner power generation across the region. To reach the 2045 net zero target, the plan emphasizes accelerating reductions in the two sectors that produce nearly 90% of local emissions: buildings and transportation. Near-term priorities (2026–2027) include expanding energy efficiency and renewable energy programs, supporting building electrification, growing the electric vehicle charging network, advancing waste diversion initiatives, and implementing green infrastructure projects that reduce stormwater runoff.

Beyond emissions reductions, the plan emphasizes the importance of sustainable growth and redevelopment. As the City matures, it must reinvest in existing areas, make efficient use of land, and design compact, connected neighborhoods that integrate greenery and public spaces. Redevelopment of underutilized areas—such as Bowie Town Center—presents opportunities to model walkable, mixed-use development that reduces vehicle dependence, supports local businesses, and enhances community identity.

The Environmental Action Plan represents a collective commitment to act now. Climate change, water quality, and sustainable development are not future challenges—they are today's realities. By embracing this plan, the City of Bowie can continue its legacy as a regional leader in sustainability, demonstrating that coordinated local action can make a meaningful difference in creating a resilient and prosperous future for all who call Bowie home.

Table of Contents

Executive Summary	3
Table of Contents	5
List of Figures	6
Acronyms	7
Acknowledgements	9
City of Bowie Leadership	9
Environmental Action Plan Project Team	9
Other Groups Supporting This Project	9
Consulting Team	9
Message from the City of Bowie	10
Introduction	11
General background, short history of the City	11
Vision and Purpose of the Plan	12
Local Impacts	13
Key Drivers	15
Climate Change	15
Water Quality, Stream Health, And The Chesapeake Bay	15
Land Use, The Tree Canopy	16
Sustainable Development	16
Bowie's Work to Date	17
Plan Development Process	19
Policy review	19
Community and Stakeholder Engagement	20
Greenhouse Gas Inventory	21
Community-Wide Greenhouse Gas Inventory	22
Figure 1: 2023 Share of gross emissions by sector	23
Figure 2: Community-Wide Emissions Over Time With Sector Breakout	24
Municipal Operations GHG Inventory	24
GHG Emissions Forecast	25
Figure 3: Bowie's Baseline and BAU Emission Forecast	26
Greenhouse Gas Reduction Goal	27
What Net Zero Requires	27
A Plausible Path Toward Net Zero	27
Figure 4: Bowie's Baseline, BAU Emission Forecast, Net Zero Goal, and Range of Likely Outcomes from Adoption of the Plan	29
Plan Recommendations	30
GREEN SPACES AND NATURAL RESOURCES	30
STORMWATER MANAGEMENT AND GREEN INFRASTRUCTURE	33

WASTE MANAGEMENT	35
TRANSPORTATION AND MOBILITY	37
ENERGY EFFICIENCY AND RENEWABLES	39
Updating the plan and Sharing progress	42
Funding the Plan's Implementation	43
Resident Guide	45
How Residents Can Support the Plan	45
Steps Residents Can Take at Home and in Businesses	45
Local and Regional Organizations to Join or Support	45
Appendices	46

List of Figures

Figure 1: 2023 Share of gross emissions by sector	23
Figure 2: Community-Wide Emissions Over Time With Sector Breakout	24
Figure 3: Bowie's Baseline and BAU Emission Forecast	26
Figure 4: Bowie's Baseline, BAU Emission Forecast, Net Zero Goal, and Range of Likely Outcomes from Adoption of the Plan	29

Acronyms

BAS – Building Automation System

BAU – Business As Usual

BEPS – Building Energy Performance Standards

CAP – Climate Action Plan

CAFE – Corporate Average Fuel Economy

EAC – Environmental Advisory Committee

EAP – Environmental Action Plan

EECS – Energy Efficiency and Conservation Strategy

EPA – Environmental Protection Agency

EV – Electric Vehicle

EVSE – Electric Vehicle Supply Equipment

GHG – Greenhouse Gas

HOA – Homeowners Association

HVAC – Heating, Ventilation, and Air Conditioning

ICLEI – International Council for Local Environmental Initiatives

LED – Light-Emitting Diode

MD – Maryland

MTCO₂e – Metric Tons of Carbon Dioxide Equivalent

MWCOG – Metropolitan Washington Council of Governments

NEVI – National Electric Vehicle Infrastructure

PCAP – Priority Climate Action Plan

RPS – Renewable Portfolio Standard

SB – Senate Bill

Acknowledgements

City of Bowie Leadership

Tim Adams, Mayor
Alfred Lott, City Manager
Dufour Woolfley, Mayor Pro Tem & District 2 Councilmember
Dennis Brady, At-Large Councilmember
Wanda Rogers, At-Large Councilmember
Michael Estève, District 1 Councilmember
Clinton Truesdale, Sr., District 3 Councilmember
Roxy Ndebumadu, District 4 Councilmember

Environmental Action Plan Project Team

Lexie Woolums, Sustainability Planner
Richard Eberhart Hall, Director of Planning and Sustainability
Tiffany Wright, Watershed Manager
Ridwan Coker, Transportation Planner
Ashleigh Diaz, former Sustainability Manager

Other Groups Supporting This Project

Environmental Advisory Committee (EAC)
Bowie Green Team

Consulting Team

Rich Swanson, PH.D. Blue Strike Environmental
Cisco Tomasino, Blue Strike Environmental

We wish to express our deepest gratitude to the City staff and individuals in the City of Bowie who participated in project meetings, outreach events, and the survey. We also extend our sincere appreciation to every individual who offered their insights, expertise, and support in shaping this Environmental Action Plan – THANK YOU.

Message from the City of Bowie

[Letter from the mayor, city manager, or other city leader sharing commitment to sustainability and importance of the plan]

Introduction

The Environmental Action Plan represents the City of Bowie's commitment to a clean, healthy, safe, and enjoyable environment for today and the future. It addresses climate change, water resources, land use and land cover, and sustainable development. It provides a framework for action that connects local priorities with regional and state initiatives, ensuring that Bowie continues to be a strong and vibrant city for current and future generations. The introduction that follows offers context for this effort, beginning with a brief overview of the City's history, geography, and demographics, a discussion of climate change science and local impacts, and a review of the process used to develop the plan.

General background, short history of the City

Bowie is a suburban community in Prince George's County, Maryland, situated within the Washington, D.C. metropolitan area approximately twenty miles northeast of the nation's capital. Covering just over twenty square miles, the City is primarily land with only minimal surface water. Bowie is within the Patuxent River Watershed which is the largest river completely within Maryland and a major tributary to the Chesapeake Bay. The City's location provides convenient access to both Baltimore and Washington, making it a desirable residential hub for commuters and families. The City experiences a humid subtropical climate, with hot and humid summers, cool winters, and moderate precipitation throughout the year. Seasonal extremes, including occasional heavy snowfalls and summer heat waves, reflect the City's Mid-Atlantic setting, where forested landscapes, stream valleys, and wetlands remain visible alongside developed suburban neighborhoods.

The City's history dates back to the mid-nineteenth century, when the small settlement of Huntington was established along key railroad lines. The community became a transportation crossroads linking Southern Maryland to Washington, D.C. In 1880, the settlement was renamed Bowie in honor of former Maryland governor Oden Bowie, who had been instrumental in expanding the rail network. Bowie's transformation into a modern suburb accelerated in the late 1950s, when Levitt & Sons—developers of the well-known Levittowns—purchased large tracts of land in the Belair area and constructed one of the largest planned communities in the region. This development created the framework for much of the City's residential character today.

According to the 2020 U.S. Census, the City has a population of just over 58,000 residents, making it the largest municipality in Prince George's County, and the fifth largest in Maryland. The City has a median age in the mid-forties, reflecting a mix of families, working-age adults, and a growing senior population. With a median household income above \$140,000, Bowie ranks among the more affluent jurisdictions in the County, and its poverty rate is notably low compared to state and national averages. Housing is predominantly single-family detached homes, with high rates of homeownership and relatively fewer multi-family units.

Bowie's economy and institutions are anchored by a mix of education, government, and service-based employers. Bowie State University, founded in 1865, is the oldest historically Black university in Maryland and plays a vital role in the region's higher education landscape. Other significant employers include Prince George's County Public Schools, the City government itself, health technology firm Inovalon, and the Bowie Baysox minor league baseball organization. The City is also recognized for its extensive network of parks, recreational facilities, and historic landmarks, such as the Belair Mansion and Belair Stables, which highlight its equestrian and colonial heritage. Collectively, these features shape Bowie's identity as a planned suburban community with deep historical roots, diverse residents, and a strong connection to both the Washington and Baltimore metropolitan areas.

Vision and Purpose of the Plan

The City of Bowie has a long-standing commitment to environmental stewardship, reflected in its first Climate Action Plan adopted in 2015. Shortly after, the City built on this momentum with the development of a Sustainability Plan in 2016. Building on the efforts of both the 2015 Climate Action Plan and the 2016 Sustainability Plan, the Environmental Advisory Committee and the Green Team Energy Subgroup collaborated to develop a new Climate Action Plan in 2020. That plan was designed as a five-year roadmap to guide the City's sustainability work through 2025. Since then, both local conditions and state policy have advanced. In 2022, Maryland updated its greenhouse gas reduction goal to achieve net zero emissions by 2045 through State legislation outlined in the Climate Solutions Now Act of 2022. In alignment with this target, the City of Bowie is establishing its own greenhouse gas reduction goal of reaching net zero emissions by 2045.

This Environmental Action Plan also directly supports the City's broader strategic priorities outlined in the Bowie Brighter plan, which calls for sustainable practices that reduce solid-waste tonnage, advance smart-city operations, and cut fuel use. It also calls for implementing this Environmental Action Plan, completing the trail system and wayfinding plan, developing native species and green fleet policies, and developing programs for energy efficiency, renewables, alternative fuels, and expanding food waste services. By aligning environmental action with these organizational goals, the City ensures that climate and sustainability work is integrated into Bowie's long-term vision for efficient, resilient, and community-centered governance.

This plan serves as a guide for environmental action through 2035, with updates scheduled every five years to reflect progress and evolving conditions. This more frequent cadence ensures that the plan can adapt as strategies, technologies, and costs continue to change, while also positioning the City to take advantage of shifting federal and state incentives that often follow the presidential election cycle. By connecting climate goals directly to the City's planning processes and revisiting them regularly, Bowie can stay on track to meet long-term emission reduction targets, strengthen resilience to extreme weather, and enhance quality of life for residents.

The plan is structured to be useful for residents, City leadership, and those focused on implementing environmental actions in Bowie. At the highest level, it outlines a set of broad goals that define the City's direction for climate and environmental action. Each goal is supported by a series of strategies that describe the key pathways toward achievement. Beneath those strategies are specific action items, which function as a checklist for City staff tasked with carrying out the work. This layered structure ensures that the plan is both aspirational and practical—providing vision for elected officials and administrators, while also offering clear direction for staff responsible for day-to-day implementation. These actions will be included in the Planning and Sustainability Department's annual action agenda, which outlines the key to-do items in a given year.

Local Impacts

The City of Bowie, like much of the Mid-Atlantic region, is already experiencing the impacts of a changing climate. Rising temperatures, shifting precipitation patterns, and more frequent extreme weather events are influencing daily life, public health, infrastructure, and the local environment. While climate change often feels like a distant or global issue, its effects are evident across Prince George's County and the Chesapeake Bay, underscoring the urgency of local action.

These shifting conditions are also placing new stresses on the region's tree canopy. While the causes of tree decline are often complex and vary by species, scientists note that factors made more likely by climate change—such as warmer winters, irregular rainfall, prolonged heat, and extreme weather—can increase trees' susceptibility to pests, disease, and environmental stress. As a result, iconic tree species that have long shaped the character and identity of communities in and around Bowie are facing growing pressures, mirroring trends observed across the broader Chesapeake Bay region.

In recent decades, the Washington metropolitan region has seen a marked increase in the intensity of rainfall. Analyses of long-term records show that hourly rainfall events are becoming more severe, with precipitation intensity increasing by approximately 15% since the 1970s¹. For Bowie, which is traversed by streams such as the Patuxent and its tributaries, heavier downpours translate into higher risks of flash flooding, road closures, and stormwater management challenges. Regional transportation studies now show that a significantly larger share of roads, rail lines, and bus stops are vulnerable to flooding than previously recognized on FEMA maps, a trend consistent with climate-driven shifts in rainfall².

¹ Montgomery, M. (2025, April 7). D.C. is seeing more intense rainstorms amid climate change. Axios; Axios Washington D.C.

<https://www.axios.com/local/washington-dc/2025/04/07/dc-weather-rain-more-intense-climate-change>

² (2025, July 18). New TPB flood analysis shows more regional assets vulnerable [Review of New TPB flood analysis shows more regional assets vulnerable]. Mwcog.org. <https://www.mwcog.org/newsroom/2025/07/18/new-tpb-flood-analysis-shows-more-regional-assets-vulnerable/>

At the same time, heat is emerging as one of the most pressing local challenges. Prince George's County has participated in heat-mapping campaigns in partnership with NASA and other organizations, which have identified urban heat islands where summer temperatures rise significantly above surrounding areas. For a community with a large senior population, as well as children and other vulnerable groups, the trend of increasing temperatures paired with heat islands raise concerns for public health, energy demand, and equity in access to cooling.

The broader Chesapeake Bay watershed provides additional evidence of climate stress. In 2025, the University of Maryland Center for Environmental Science reported that the Bay's health grade declined from a C+ to a C, citing the combined effects of record heat, erratic rainfall, and nutrient and sediment pollution³. These conditions have reduced water clarity, fueled algal growth, and stressed aquatic vegetation critical for fish and shellfish habitat. Maryland is also contending with saltwater intrusion into coastal forests, wetlands, and farmland—an impact directly linked to sea-level rise and changing precipitation. On the Eastern Shore, once-productive farm fields are being lost to salinization, and “ghost forests” now stand where saltwater has killed hardwoods⁴.

Nearby coastal cities illustrate the scale of the challenge. Annapolis, for example, is increasingly forced to deal with nuisance flooding (the level of flooding in which minor impacts begin to occur) which may reduce the number of visits to its historic downtown⁵. Baltimore has also seen sharp increases in high-tide and sunny day flooding, setting a new city record for high tide flood days in 2024⁶. These trends are directly tied to sea-level rise in the Chesapeake Bay, which is occurring faster than the global average due to land subsidence in the region.

Maryland's iconic blue crab fishery further demonstrates the ecological and economic stakes. The 2025 Winter Dredge Survey reported that the Bay's crab population had fallen to its second-lowest level since monitoring began in 1990, with declines across juvenile, female, and male crabs. While scientists caution that multiple factors are at play—including habitat loss, predation, and pollution—climate-related stressors such as higher water temperatures and

³ UMCES's Chesapeake Bay and Watershed Report Card Shows Declined Health from 2024, Presents Long-Term Improvement. (2025, June 10). University of Maryland Center for Environmental Science. <https://www.umces.edu/news/chesapeakebayreportcard-2025>

⁴ As “ghost forests” multiply in Chesapeake Bay region, answers lag behind. (2025). USGS. <https://www.usgs.gov/centers/chesapeake-bay-activities/news/ghost-forests-multiply-chesapeake-bay-region-answers-lag>

⁵ Hino, M., Belanger, S. T., Field, C. B., Davies, A. R., & Mach, K. J. (2019). High-tide flooding disrupts local economic activity. *Science Advances*, 5(2). <https://doi.org/10.1126/sciadv.aau2736>

⁶ ANNUAL HIGH TIDE FLOODING OUTLOOK Center for Operational Oceanographic Products and Services National Oceanic and Atmospheric Administration 2025 NOAA's Annual High Tide Flooding Outlook (formerly the State of High Tide Flooding and Annual. (n.d.). Retrieved September 22, 2025, from https://tidesandcurrents.noaa.gov/cms/wp-content/uploads/2025/08/2024-2025-Annual-High-Tide-Flooding-Outlook.pdf?utm_source=chatgpt.com

shifting salinity are under active investigation⁷. For a state whose culture and economy are deeply tied to the Chesapeake Bay, these changes carry symbolic and practical significance.

Together, these local and regional trends show that climate change is not a distant issue. From heavier storms and hotter summers in Bowie to ecological changes in the Chesapeake Bay, the evidence demonstrates that climate impacts are already shaping the environment and economy of Maryland. Recognizing and responding to these impacts is central to building a resilient future for the City and its residents.

By setting updated goals and establishing a structured framework for action, the Environmental Action Plan provides a roadmap for how the City of Bowie will reduce emissions, prepare for climate impacts, and enhance sustainability for the benefit of its residents.

Key Drivers

Climate Change

Climate change is one of the most pressing challenges shaping Bowie's future. Rising concentrations of greenhouse gases in the atmosphere are driving warmer average temperatures, more frequent and intense storms, and shifts in seasonal weather patterns. For Bowie, this means hotter summers and warmer nights, heavier downpours that increase flooding risks, and growing strain on infrastructure and public health systems.

The impacts of climate change are not theoretical—they are already being observed in the region. Prince George's County heat mapping has shown pronounced urban heat islands, while new regional flood studies highlight the vulnerability of transportation and stormwater systems to extreme rainfall. The Chesapeake Bay is also experiencing the effects of rising temperatures and shifting salinity, with consequences for water quality, habitat, and the state's iconic blue crab population. Addressing climate change requires resilience, emission reductions, and community preparation to adapt to the conditions already unfolding.

Water Quality, Stream Health, And The Chesapeake Bay

Bowie sits within the Patuxent River watershed, which ultimately drains into the Chesapeake Bay. This connection means that local water quality and stream health directly influence the health of one of Maryland's most valuable natural resources. Streams and tributaries in Bowie not only carry stormwater but also transport nutrients and pollutants downstream. When runoff is unmanaged, these waterways can suffer from erosion, sedimentation, and nutrient overloads that contribute to algae blooms and poor water clarity in the Bay.

⁷ Chesapeake Bay Blue Crab Population Drops to Distressing Low. (2025). Cbf.org. <https://www.cbf.org/news-media/newsroom/2025/all/chesapeake-bay-blue-crab-population-drops-to-distressing-low.html>

Protecting water quality is critical for both ecological and community reasons. Healthy streams provide habitat for fish and wildlife, filter pollutants before they reach larger water bodies, and reduce flooding risks by slowing and storing stormwater. At the same time, a healthier Chesapeake Bay supports Maryland's fishing, crabbing, and recreation industries, which are central to the state's economy and cultural identity. Actions Bowie takes to stabilize streambanks, improve stormwater management, and reduce nutrient runoff are therefore investments not only in local resilience but also in the long-term recovery of the Bay.

Land Use, The Tree Canopy

Land use decisions shape how communities grow and how well they are able to adapt to environmental change. In Bowie, the urban tree canopy is one of the City's most important natural resources, covering neighborhoods, stream corridors, and public spaces. Trees absorb carbon dioxide, provide shade that reduces the urban heat island effect, and improve local air quality. They also help manage stormwater by intercepting rainfall and stabilizing soils along streams and drainageways.

Maintaining and expanding Bowie's tree canopy is vital as the City continues to develop and redevelop. Loss of mature trees or forested areas can increase stormwater runoff, reduce habitat, and accelerate warming at the neighborhood level. By protecting existing trees, planting new ones, and incorporating native vegetation and pollinators into landscaping, Bowie can preserve the ecological and public health benefits of its canopy while ensuring that new development complements, rather than replaces, natural assets.

Sustainable Development

As Bowie plans for its future, sustainable development provides a framework for building a community that is vibrant, attractive, efficient, connected, and resilient. With limited land available, the City must make better use of what it already has by encouraging redevelopment and reinvestment in existing areas, particularly at sites like Bowie Town Center. The impacts of future growth to the City's sustainability needs to be considered. Compact, walkable development reduces vehicle miles traveled, decreases loss of forest and other natural cover, limits stormwater runoff, supports local businesses, and creates opportunities for residents to live, work, and shop in close proximity. This approach can help the City be both economically and environmentally sustainable.

Sustainable development also means designing spaces that are both people-centered and environmentally sensitive. Principles such as integrating green infrastructure, providing shade and tree cover, and creating safe pedestrian and bicycle connections help ensure that growth supports quality of life. Concepts like the 3/30/300 rule—which suggests that everyone should be able to see at least three trees from their home, live in a neighborhood with 30% tree canopy cover, and be within 300 meters of a park or green space—illustrate how development can weave nature into the urban fabric. By focusing on reinvestment, walkability, and compact

growth, Bowie can enhance its identity as a planned community while preparing for the environmental and social challenges of the decades ahead.

Bowie's Work to Date

Over the past two decades, the City of Bowie has made significant progress in advancing climate action and sustainability. These efforts have been shaped by a strong partnership between City staff, the Environmental Advisory Committee (EAC), the Green Team Executive Committee, and engaged residents. Together, these groups have built a foundation of policies, programs, and accomplishments that position the City to take the next step forward through this Environmental Action Plan.

The City's work began in earnest with the development of an Energy Efficiency and Conservation Strategy (EECS) in 2010, supported by a federal Energy Efficiency and Conservation Block Grant. This strategy provided a roadmap for reducing municipal energy use through efficiency upgrades, renewable energy, and conservation measures. It laid the groundwork for Bowie's 2015 Climate Action Plan (CAP), which was the City's first comprehensive effort to reduce community-wide greenhouse gas emissions. The 2015 CAP set a target of reducing emissions 20% below 2007 levels by 2020 and identified a broad set of actions spanning energy efficiency, renewable energy, waste reduction, and sustainable transportation.

Building on this foundation, the City adopted the 2016 Sustainability Plan, which included 25 goals and 57 strategies covering a wide range of sustainability themes—from land use and natural resources to health, mobility, and community engagement. The Sustainability Plan expanded the City's environmental vision beyond emissions reduction, introducing a more holistic approach that connected sustainability to quality of life, equity, and resilience.

In 2020, Bowie updated its Climate Action Plan to cover the period from 2020 to 2025. This plan raised the level of ambition, recommending a 50% reduction in greenhouse gas emissions from 2015 levels by 2030, aligning Bowie with international climate science calling for halving emissions each decade. The 2020 CAP emphasized actions across municipal operations, the residential and commercial sectors, and intergovernmental collaboration, while highlighting the importance of resilience and social mobilization. To support this effort, the City developed a CAP Implementation Plan in 2022, which identified specific steps to operationalize the strategies of the 2020 CAP and track progress toward the City's emissions goals.

Throughout this period, Bowie has consistently measured and reported on its progress. The Department of Planning and Sustainability produces an annual *State of the Environment* report, which provides updates on environmental indicators, programs, and accomplishments. These reports highlight achievements such as expanding food waste diversion programs, increasing solar installations, hosting energy and sustainability expos, and maintaining certification as a Tree City USA for more than 30 consecutive years. They also document the work of the Green Team

and EAC, who have been instrumental in advancing community engagement, native plant and pollinator programs, school certification efforts, and sustainability outreach.

Among Bowie's most notable accomplishments is the expansion of renewable energy. The City developed a 2.5-megawatt solar farm on City-owned property, providing renewable electricity to municipal accounts, with another 2.5-megawatt array in development. Residential and commercial solar adoption has also grown steadily, supported by local initiatives and outreach. The City has promoted electric lawn care equipment through rebates, supported energy audits for residents, and partnered with utilities to deliver efficiency programs. Other successes include the curbside food waste collection pilot, expanded community gardens, and numerous events such as the Green Expo, Veterans Day 5K, and Green Citizen Awards that engage and celebrate the community's sustainability leaders.

Together, these efforts demonstrate Bowie's consistent leadership and commitment to environmental sustainability. Each plan, from the 2014 and 2020 Climate Action Plans to the Sustainability Plan and CAP Implementation Plan, has provided a stepping stone toward a more resilient and sustainable community. Annual reporting has kept the community informed and engaged, while City leadership and volunteer committees have ensured that environmental action remains a priority. The Environmental Action Plan builds on this strong track record, marking the next chapter in Bowie's ongoing commitment to climate leadership.

Plan Development Process

The Environmental Action Plan was shaped through a comprehensive process designed to ensure that its recommendations are both ambitious and achievable. Development of the plan drew on three main sources of input: policy review, community engagement, and greenhouse gas inventories paired with emissions forecasting. Each of these provided critical insights that together form the foundation of the plan.

City staff, working closely with the Environmental Advisory Committee and the Green Team, reviewed a wide range of planning documents at the City, county, regional, and state levels to identify opportunities for alignment and to build on existing momentum. Community input was gathered through a public survey, in-person events, and meetings with advisory committees to understand local priorities and concerns. At the same time, greenhouse gas inventory data conducted by the Metropolitan Washington Council of Governments (MWCOG) was analyzed to identify the sectors and activities that contribute most to emissions, while forecasts helped determine which strategies could deliver the greatest reductions over time. Together, these elements ensured that the plan reflects the best available science, aligns with broader policy frameworks, and responds directly to the needs and voices of the Bowie community.

Policy review

A central part of developing the Environmental Action Plan was a comprehensive review of existing policy documents at the local, county, regional, and state levels. This process allowed us to understand where Bowie had already established momentum, where past strategies encountered barriers, and where gaps remained in the City's approach to sustainability and climate action. Locally, Bowie has demonstrated meaningful progress in areas such as waste reduction and the creation of green spaces and pocket parks. At the same time, opportunities remain in sectors tied more directly to emissions reduction, particularly in advancing building and vehicle electrification. By examining the successes and challenges of past efforts, the planning process was able to focus on building on what has worked while identifying new areas of emphasis where the City can make the greatest impact.

Looking beyond Bowie, the review also considered policies and plans from Prince George's County, the Metropolitan Washington Council of Governments (MWCOG), and the State of Maryland. This external review was critical to ensure that the City's Environmental Action Plan not only reflects local priorities but also aligns with larger jurisdictional goals for greenhouse gas reductions and climate resilience. In particular, the State of Maryland's updated goal of reaching net zero emissions by 2045 and regional commitments through MWCOG provide clear frameworks for how Bowie can position itself as a partner in broader climate leadership. The goal of this review was therefore twofold: to ensure internal consistency and continuity across Bowie's

own plans, and to create alignment with regional and statewide priorities in order to maximize resources, partnerships, and collective progress.

The following documents were reviewed as part of this process:

- 2025 Bowie State of the Environment Update
- 2024 Bowie Energy Efficiency and Conservation Strategy (EECS)
- 2022 Bowie Climate Action Plan (CAP) Implementation Plan
- 2020 Bowie Climate Action Plan (CAP)
- 2022 Bowie-Mitchellville and Vicinity Master Plan
- 2022 Prince George's County Climate Action Plan
- 2024 Metropolitan Washington Council of Governments (MWCOC) Priority Climate Action Plan (PCAP)
- 2024 State of Maryland Priority Climate Action Plan (PCAP)
- Maryland Climate Solutions Now Act of 2022 (SB 0528)

Community and Stakeholder Engagement

A central goal of the planning process was to ensure that the voices of Bowie residents and community stakeholders were heard and reflected in the Environmental Action Plan. Engagement efforts were designed to create a sense of ownership, so that the plan not only sets policy but also represents the priorities and aspirations of those who live and work in the City. Input was gathered through multiple avenues, from online surveys to in-person discussions and committee meetings, each contributing valuable perspectives that helped shape the plan's goals, strategies, and actions.

The first step in this engagement process was a public online survey, completed by 169 residents. Survey results revealed strong support for the City having an Environmental Action Plan, with more than 85% of respondents rating it as very important. Respondents highlighted priorities such as reducing greenhouse gas emissions, improving transportation options, expanding green spaces, managing stormwater, and reducing solid waste. This input provided a clear picture of the community's top environmental concerns and informed the direction of the plan.

In addition to the survey, the City hosted a public engagement session on May 28. This event was structured to be interactive, with small-group icebreakers, a presentation on the planning process, and an "idea garden" designed to capture participants' most pressing concerns and most exciting ideas. The session allowed the project team to answer questions, clarify goals, and directly hear from residents about their priorities for climate action in Bowie.

The Environmental Advisory Committee (EAC) was engaged on June 4. At this meeting, the project team presented its approach and facilitated a discussion about priorities for the Environmental Action Plan. The EAC emphasized the importance of keeping the plan actionable

and avoiding strategies that, while broad in scope, lack a clear path for implementation. Their perspective helped ensure that strategies were designed with practicality and accountability in mind.

On June 16, the project team met with the Bowie Green Team Executive Committee in a virtual format. This meeting provided an opportunity to present the overall approach and gather feedback from members who are deeply involved in advancing local sustainability initiatives. Their insights further refined the plan's strategies, particularly in areas of community engagement and resident-focused programs.

Finally, a draft of the Environmental Action Plan was made available for a two-week public comment period between October 8 and 22. Staff held a webinar in the middle of this comment period on October 16 to summarize the draft plan, answer questions, and to assist the comment effort. This step provided residents with another opportunity to review the plan, ask questions, and share feedback before final adoption, ensuring that the plan reflects community values at every stage of its development.

Greenhouse Gas Inventory

A greenhouse gas (GHG) inventory is a detailed accounting of the emissions that contribute to climate change within a defined boundary, such as a city or a government's operations. Just as a financial budget tracks income and expenses, a GHG inventory measures the "sources" of emissions—such as energy use in buildings, vehicles, or waste disposal—so that a community can understand where emissions are coming from and how large they are. This information provides a foundation for setting reduction targets and designing strategies that will have the greatest impact. Without a baseline inventory, it would be difficult to know whether local actions are working or how progress compares to long-term climate goals.

There are generally two types of inventories that a city like Bowie develops: a community-wide inventory and a municipal operations inventory. A community-wide inventory accounts for emissions from all activities within the city's boundaries, including homes, businesses, transportation, and waste. It represents the total footprint of the community and helps identify the areas where residents, businesses, and local government can collectively make the most progress. A municipal operations inventory, by contrast, focuses only on emissions from City government activities—such as energy use in municipal buildings, fuel consumed by the City fleet, or electricity for streetlights. While the municipal inventory is much smaller in scale, it is important because it reflects the City's direct responsibility and serves as a model for broader community action. Together, these two inventories provide a complete picture of Bowie's emissions and inform both the goals of this plan and the actions needed to achieve them.

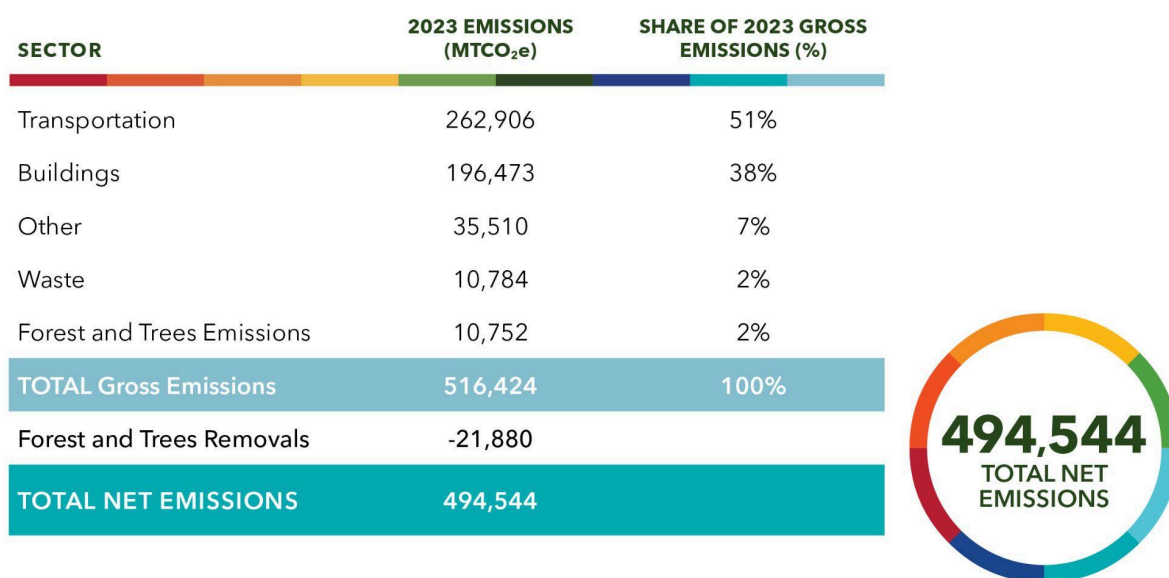
Community-Wide Greenhouse Gas Inventory

The most recent community-wide greenhouse gas (GHG) inventory for the City of Bowie is based on 2023 data, with both inputs and outputs provided by the Metropolitan Washington Council of Governments (MWCOG). This inventory measures emissions across major sectors, including buildings, transportation, and waste, while also accounting for the carbon absorbed by trees and forests within the City’s boundaries.

In 2023, Bowie’s gross emissions totaled 516,424 metric tons of carbon dioxide equivalent (MTCO₂e), while net emissions—which subtract the carbon absorbed by trees—were 494,544 MTCO₂e. The distinction between the two measures is important: net emissions are the most appropriate figure for comparing progress over time, since they reflect the community’s true contribution to atmospheric greenhouse gases after accounting for removals. Gross emissions, on the other hand, are more useful for understanding how much each sector contributes to the total footprint, since they show the share of emissions before natural absorption is considered.

Table 1- 2023 Community-Wide Greenhouse Gas Emissions

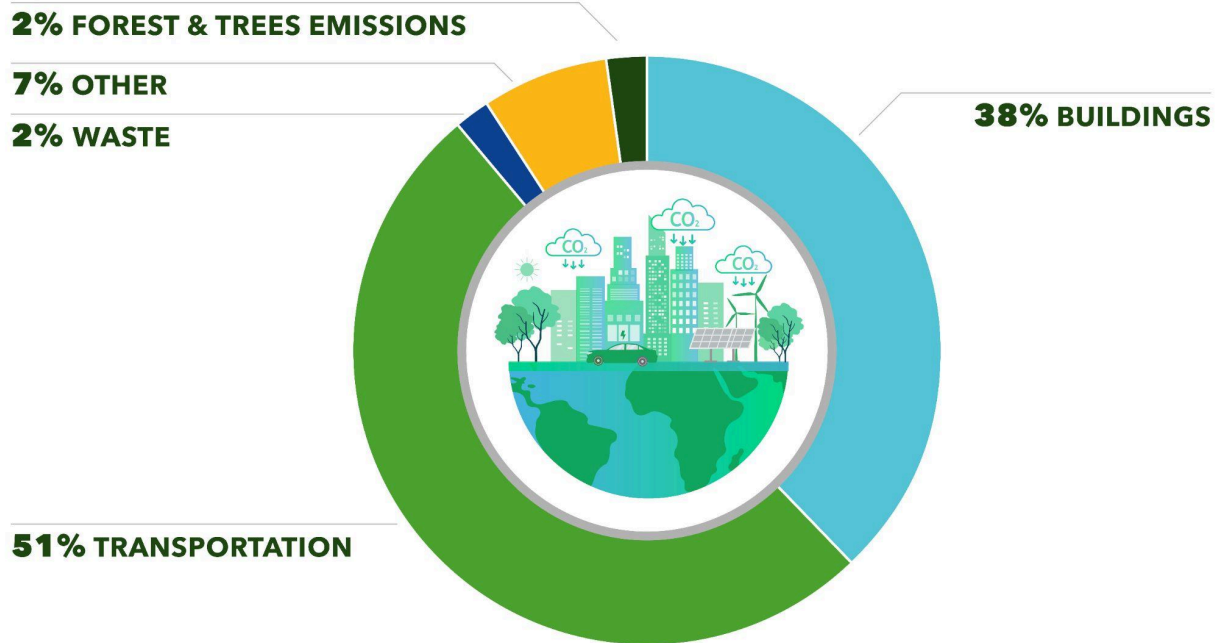
2023 Community-Wide Greenhouse Gas Emissions



Transportation is the largest sector of emissions in Bowie, representing about 51% of gross emissions in 2023. Buildings account for the second largest share at 38%, followed by waste at about 2% and other sources at about 7%. While waste is a small portion of overall emissions, it remains a highly visible area of environmental action for residents.

Figure 1: 2023 Share of gross emissions by sector

2023 Share of Gross Emissions by Sector



Over time, Bowie has made steady progress in reducing net emissions, achieving a 32% reduction between 2005 and 2023. The most significant improvements have come from the buildings sector, which has reduced emissions by over 40% since 2005, reflecting gains in energy efficiency and cleaner energy sources. By contrast, the transportation sector has seen smaller reductions over the same period, and in fact emissions increased slightly between 2020 and 2023. Waste emissions have fluctuated but remain relatively consistent at around 10,000 MTCO₂e per year.

Figure 2: Community-Wide Emissions Over Time With Sector Breakout

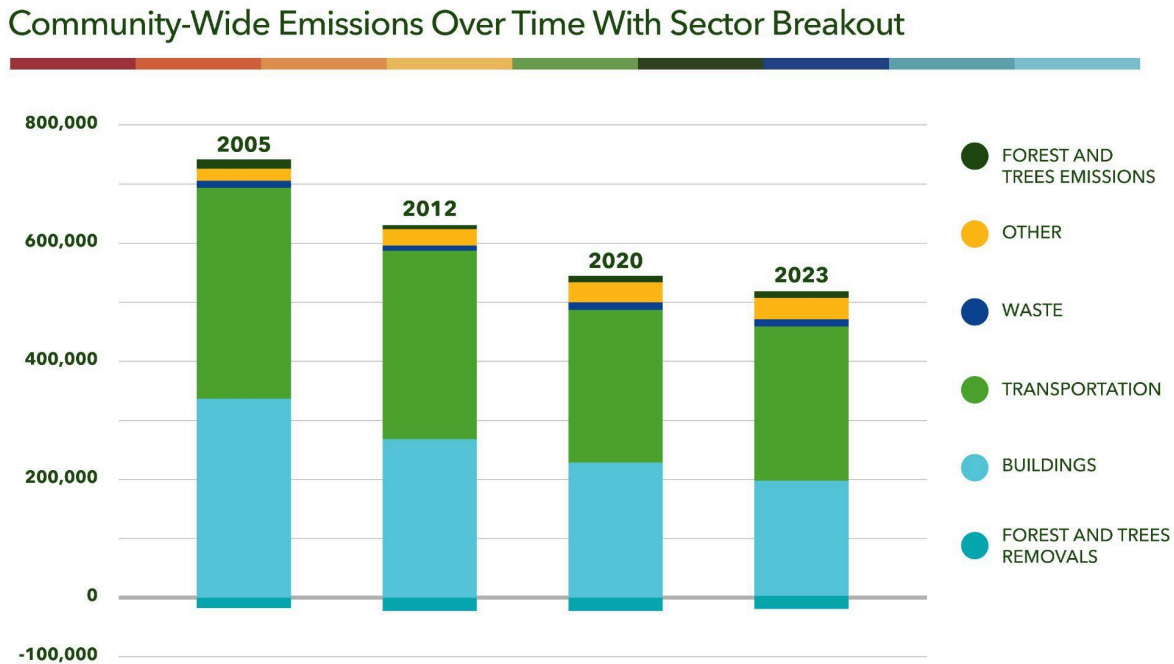


Table 2- Community-Wide Net Emissions Over Time

YEAR	2005	2012	2020	2023
Net Emissions	722,209	606,705	521,920	494,544

Looking ahead, continued reductions will be necessary for the City to meet its goal of achieving net zero emissions by 2045. This will require sustained progress in transportation and buildings, which together account for nearly 90% of emissions, while maintaining and expanding efforts in waste reduction and forest preservation to capture additional carbon.

Municipal Operations GHG Inventory

In addition to tracking community-wide emissions, the City also considers the greenhouse gas emissions that come directly from its own operations. While no standalone municipal inventory was conducted in 2023, estimates can be drawn from the City's 2024 Energy Efficiency and Conservation Strategy and the Climate Action Plan Implementation Plan. These results represent

a small, roughly 1%, but important share of Bowie's overall emissions and highlight where City government has the most direct control over reductions.

Municipal emissions can be organized into two areas: buildings and facilities and the vehicle fleet. Buildings and facilities accounted for approximately 61% of municipal emissions, with the Water Treatment Plant, City Hall, and the Ice Rink standing out as the most energy-intensive sites. The City's vehicle fleet represented the remaining 39% of emissions, emphasizing the opportunity for reductions through electrification of municipal vehicles and the adoption of a clean fleet policy.

The City has already taken steps to reduce a portion of these emissions through its investment in renewable energy. Bowie's existing solar farm generates more than one million kilowatt-hours of electricity annually, equivalent to the carbon sequestration provided by approximately 12,683 trees grown for ten years. This clean energy production demonstrates the potential of renewables to reduce operational emissions while also providing long-term financial savings to the City.

Municipal operations make up only a fraction of Bowie's total emissions, but they are significant because they fall fully under the City's control and serve as a model for the broader community. Continued investment in efficiency upgrades, renewable energy expansion, and fleet electrification will not only reduce emissions from City government but also demonstrate leadership in advancing the goals of the Environmental Action Plan.

GHG Emissions Forecast

Two "forecasts" for Bowie's emissions through 2050 have been created to offer insight into appropriate strategies for GHG reductions. The first – a baseline forecast – merely projects emissions as unchanged from 2023 through 2050. The baseline serves as a benchmark to measure successful interventions. The second is a business-as-usual (BAU) forecast, conducted to estimate the emissions trajectory for the City given policy that is currently in place at the state and federal level, and maintaining current levels of emission-generating consumption. The sectors that are impacted by federal and state policy are electricity and transportation.

The electricity sector's emissions are expected to be reduced as a result of Maryland's renewable portfolio standard (RPS), which aims to steadily replace electricity supply from fossil fuel generation with renewable sources. The State's goal is 100% renewable sourcing by 2035. To simulate this reduction in emissions, the emission factor for residential and commercial electricity use has been reduced by a constant factor year over year until 2035. The Plan acknowledges that reality will look very different as reductions will be uneven over time. Neither does the Plan speculate on the success of achieving the State goal.

Transportation emission reductions come from federally mandated CAFE standards currently in place. According to ICLEI methodology, the assumption is that each year, automobile emissions

will fall by 0.8% due to the reduction of emissions in the total U.S. fleet. Once again, the Plan does not speculate on the success of the CAFE program.

The BAU forecast suggests that with these state and federal policies in place, Bowie's emissions would fall from 494,544 to 331,912 MTCO₂e by 2050 with the City taking no additional action.

Figure 3: Bowie's Baseline and BAU Emission Forecast

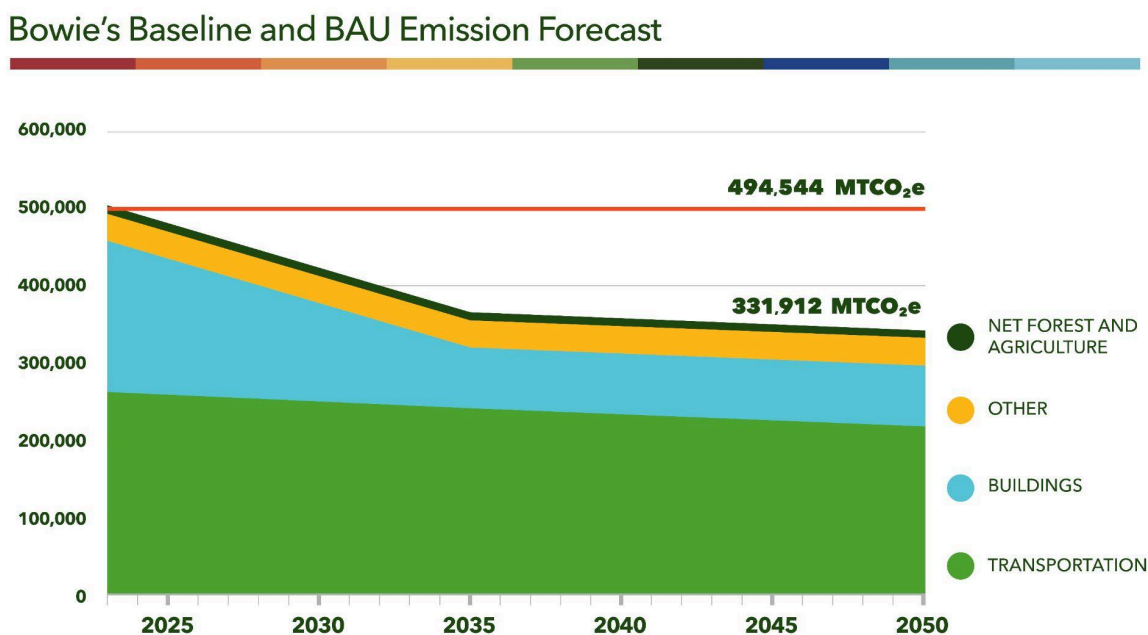


Table 3: BAU Forecasted Emissions for Select Years (MTCO₂e)

BAU Forecasted Emissions for Select Years (MTCO ₂ e)			
SECTOR	2030	2040	2050
Transportation	250,377	233,658	218,229
Buildings	127,561	78,518	78,518
Other	35,373	35,373	35,373
Waste	10,784	10,784	10,784
Net Forest/Ag	-10,992	-10,992	-10,992
TOTAL	413,103	347,340	331,912

Greenhouse Gas Reduction Goal

The City of Bowie has adopted a goal of achieving net zero greenhouse gas (GHG) emissions by 2045, in alignment with the State of Maryland's goal from the Climate Solutions Now Act of 2022. Net zero means that the total GHG emissions from Bowie's community-wide activities will be equal to the GHGs removed from the atmosphere each year through both natural and technological systems. This target reflects Bowie's recognition that addressing climate change requires a long-term, community-wide effort and continued collaboration across every sector of the City.

Reaching net zero will require sustained progress in the two largest sources of emissions—buildings and transportation—along with continued improvement in waste management and natural sequestration. Thankfully, the technology already exists to make major strides in both areas: electric vehicles, renewable energy, and efficient, all-electric buildings are readily available today. However, achieving net zero will require even more innovation and participation from every part of the community, including homeowners, renters, businesses, institutions, and the City government itself.

What Net Zero Requires

Achieving net zero means not only reducing emissions as much as possible but also balancing any remaining emissions through carbon removal. Some of this removal will come from natural sequestration, such as trees and vegetation that absorb carbon dioxide. Bowie's work to expand and protect its tree canopy will therefore continue to play a central role. Other solutions may come from technological systems that actively capture and store carbon from the atmosphere or from emission sources.

In the decades ahead, emerging technologies will become an important part of the equation. These include innovations such as small-scale nuclear power generation, hydrogen fuel cells, advanced carbon capture systems, and low-carbon construction materials. While many of these technologies are still in development, their evolution will help fill the gap between what can be achieved with today's tools and the City's long-term net zero goal.

A Plausible Path Toward Net Zero

Achieving Bowie's 2045 net zero goal will require coordinated effort from residents, businesses, and the City government. While the Environmental Action Plan establishes a clear framework for local action, the actual pace and depth of emissions reductions will depend on how fully these strategies are adopted, how rapidly new technologies become available, and the degree of community participation. To reflect this uncertainty, two bookended scenarios are presented—a conservative case and an aggressive case—representing the likely range of outcomes from implementing the plan. The shaded space between the two lines in the accompanying visual illustrates this range of potential progress rather than a single predicted pathway.

Under both scenarios, the City is expected to make substantial progress toward its 2045 target. The conservative case represents slower adoption of electric vehicles and building upgrades, incremental improvements in waste diversion, and a maintaining of the current tree canopy. The aggressive case reflects widespread adoption of existing technologies, deeper efficiency gains in buildings, accelerated vehicle electrification, and expanded waste and natural carbon sequestration initiatives. Together, these scenarios provide a realistic spectrum of how the community's collective action could shape its emissions trajectory.

Key Assumptions Behind the Range

At the building level, both scenarios assume continued grid decarbonization in line with Maryland's Clean Power Standard, which requires a fully renewable electricity supply by 2035. The conservative case assumes that only a modest share of buildings electrify their heating, cooling, and cooking systems by 2050, while the aggressive case assumes significant progress toward deep decarbonization—up to a 91% reduction in building-related emissions by mid-century—based on research from Lawrence Berkeley National Laboratory.

In the transportation sector, the conservative case assumes electric vehicle (EV) growth consistent with the national average increase observed between 2024 and 2030 (RMI, *Electric Vehicles Are on the Road to Mass Adoption*). The aggressive case aligns with Maryland's Advanced Clean Cars II rule, which requires all new car sales to be zero-emission by 2035. In this scenario, widespread adoption of EVs and associated charging infrastructure would nearly eliminate on-road transportation emissions by 2047—approximately 12 years later—to reflect the average lifespan of a vehicle and the time needed for the fleet to fully turn over.

For waste, both cases anticipate continued progress in diversion and reduction, though to differing degrees. The conservative case assumes incremental increases in recycling and composting consistent with the Maryland Department of the Environment's Climate Pathway Report, while the aggressive case assumes an 84% reduction in waste emissions by 2050, in line with global best practices outlined in the Zero Waste to Zero Emissions report.

Finally, natural systems play a role in both scenarios through the management of Bowie's tree canopy and green infrastructure. While the conservative case assumes the City maintains its current level of canopy coverage, the aggressive case assumes continued expansion toward the goal of reaching 50% coverage—up from an estimated 42% baseline—which would strengthen local sequestration capacity and provide valuable ecosystem services.

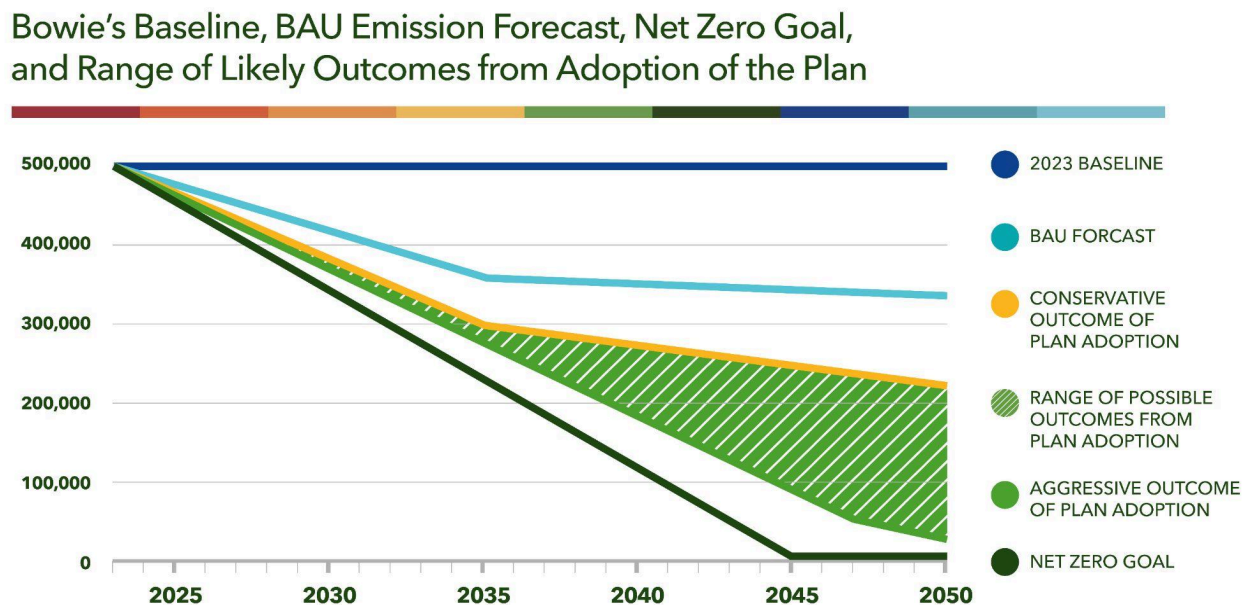
Projected Outcomes and Continued Progress

By 2045, these two scenarios outline a range of possible outcomes. In the conservative case, the City could achieve about half of the reductions needed to reach net zero, while the aggressive case suggests Bowie could achieve more than 80% of the necessary reductions if residents, businesses, and local government move quickly and collectively. Even under the aggressive scenario, Bowie is projected to fall roughly 20% short of its 2045 net zero goal based on what can be reasonably forecast today. This gap is not unusual—many cities and counties across the U.S. are in a similar position, as long-term climate goals often depend on future technological advancements, continued grid decarbonization, or the eventual need to purchase high-quality carbon credits. The analysis demonstrates that the Environmental Action Plan positions the City to make substantial, measurable progress now while maintaining flexibility to incorporate emerging solutions as they become viable.

While 2045 marks the City’s official net zero target year, the analysis indicates that progress will continue beyond this date as new technologies mature, renewable energy generation expands, and vehicle turnover completes. By 2050, Bowie could further narrow the remaining gap to net zero, significantly reducing or even eliminating the need to purchase external carbon removals.

The accompanying visual illustrates these two scenarios, showing the 2023 baseline, the business-as-usual forecast, and the range of emissions outcomes resulting from plan adoption. Together, they demonstrate that the Environmental Action Plan provides a credible and actionable path toward Bowie’s long-term climate goals—one that depends on sustained local action, community engagement, and innovation over time.

Figure 4: Bowie’s Baseline, BAU Emission Forecast, Net Zero Goal, and Range of Likely Outcomes from Adoption of the Plan



Plan Recommendations

The Environmental Action Plan organizes its recommendations into a clear framework that reflects both community priorities and the technical pathways for achieving meaningful sustainability. The framework is designed to be comprehensive yet straightforward, grouping goals, strategies, and actions into logical categories. This approach ensures that residents, City leadership, and staff can easily see how individual initiatives connect to broader themes and how progress in one area complements efforts in another. The recommendations are diverse—some are more specific practice based and others are more program and policy based. Timeframes also vary. Taken together, this package of actions should help address many of the City’s sustainability challenges.

The five framework categories are **Green Spaces and Natural Resources, Stormwater Management and Green Infrastructure, Waste Management, Transportation and Mobility, and Energy Efficiency and Renewables**. These categories were chosen because they represent the areas where the City can most effectively act to reduce greenhouse gas emissions, strengthen resilience, and improve quality of life, while also aligning with the priorities expressed by Bowie residents during the engagement process. Each category is introduced with a short description of its importance, followed by a table of goals, strategies, and actions that provide a roadmap for implementation.

GREEN SPACES AND NATURAL RESOURCES

Bowie’s natural environment is one of its defining features, from its extensive tree canopy and stream corridors to its neighborhood parks and landscaped areas. This framework category focuses on expanding and maintaining the City’s urban tree canopy, promoting ecological landscaping, protecting green spaces, and enhancing habitat connectivity. While these actions are not the largest contributors to greenhouse gas reduction—aside from the carbon absorption provided by new tree plantings—they are central to the City’s long-term vision for sustainability and livability.

The benefits of investing in green spaces and natural resources extend beyond emissions reduction. Native landscaping and ecological maintenance practices reduce the need for water, fertilizers, and other inputs, lowering costs and supporting healthier ecosystems. Expanding pocket parks, pollinator meadows, and natural corridors also strengthens Bowie’s sense of place, offering residents opportunities for recreation and a direct connection with nature in their daily lives.

GOALS	STRATEGIES	ACTIONS
G1. Expand and maintain the urban tree canopy to 50% coverage	G1.1 Increase tree planting on city-owned/public property	G1.1A Continue to implement priority planting areas in parks, along streets, and near city buildings where feasible.
		G1.1B Integrate tree planting into stormwater pond and stream buffer projects, where appropriate, for dual benefits
		G1.1C Maintain and expand a street tree replacement program to ensure long-term canopy coverage
	G1.2 Support tree planting on private property	G1.2A Continue and expand residential tree rebate and giveaway programs
		G1.2B Launch “Adopt-a-Tree” program for businesses to sponsor plantings
		G1.2C Host three tree planting events per year in partnership with schools and community groups
G2. Increase native and ecological landscaping across the city	G2.1 Adopt and implement a Native Plants Policy for municipal facilities	G2.1A Native plant species shall be prioritized in all municipal landscaping and park projects
		G2.1B Create a native plant policy for procurement and maintenance of City facilities
		G2.1C Provide grounds crew two ecological landscaping trainings each year and hire one dedicated ecological landscaping staff
	G2.2 Promote native landscaping on private property through partnerships with HOAs, residents, and businesses	G2.2A Offer at least 3 workshops yearly showcasing lawn alternatives in addition to monthly Green Team Monarch Waystation workdays
		G2.2B Provide resident rebates for converting turf to native grasses or pollinator plants

GOALS	STRATEGIES	ACTIONS
		G2.2C Recognize “Pollinator-Friendly Properties” with yard signs and public maps
G3. Enhance habitat connectivity and biodiversity	G3.1 Develop pollinator corridors and habitat patches	G3.1A Implement annual program of converting turf to pocket pollinator meadows on City-owned land
		G3.1B Connect existing natural areas with native vegetation corridors
	G3.2 Protect green space during development	G3.2A Develop a sustainable development strategy. Sustainable Development: prioritize redevelopment and revitalization of underutilized land over conversion of natural areas
		G3.2B Integrate green space preservation into City land use policies and development review
		G3.2C Update development review guidelines to require habitat-friendly landscaping in new development and redevelopment projects. Also work closely with the County on its forest (woodlands) conservation policies.

STORMWATER MANAGEMENT AND GREEN INFRASTRUCTURE

Stormwater management and green infrastructure are essential tools for helping the City adapt to a changing climate. This framework emphasizes protecting and restoring natural systems that filter and slow stormwater, expanding the use of green infrastructure on public property, and supporting private property stormwater management initiatives. While these measures are not designed to directly reduce greenhouse gas emissions, they deliver significant resilience benefits by addressing one of Bowie’s most pressing local climate challenges: the increasing intensity of rainfall and the flooding, erosion, and water quality issues that follow.

By investing in practices such as streambank stabilization, rain gardens, permeable pavement, and riparian plantings, the City can reduce runoff, improve filtration of pollutants, and extend the lifespan of its waterways and stormwater systems. These efforts also help maintain the health of local streams that eventually drain into the Chesapeake Bay, while reducing the risks to public infrastructure and property from heavy storms. Strengthening stormwater management capacity today will position Bowie to better withstand the more extreme rainfall events projected under future climate conditions.

GOALS	STRATEGIES	ACTIONS
S1. Restore and protect natural systems that filter and slow stormwater	S1.1 Develop a comprehensive Watershed Plan	S1.1A Map poor quality streams, stormwater problem areas, and higher-quality streams
		S1.1B Set pollutant reduction and restoration targets for priority subwatersheds
		S1.1C Coordinate plan implementation with County and State water quality programs
	S1.2 Increase riparian and streambank plantings	S1.2A Target areas with high erosion risk for replanting projects
		S1.2B Use native woody vegetation to provide long-term bank stability and shading
		S1.2C Partner with community groups and schools for volunteer planting events
S2. Reduce runoff and improve water quality through green infrastructure on public property	S2.1 Integrate green infrastructure into municipal facilities and parks	S2.1A Install permeable pavement, bioswales, or infiltration trenches in parking lots at City facilities
		S2.1B Retrofit at least 1 municipal site with a rain garden to manage runoff and provide pollinator habitat every 2 years
		S2.1C Use native and deep-rooted plants in or around stormwater features to improve infiltration and habitat value
	S2.2 Continue stormwater pond and stream retrofits	S2.2A Identify and prioritize retrofits in accordance with the City's MS4 permit, prioritizing

GOALS	STRATEGIES	ACTIONS
S3. Support private property stormwater management	S3.1 Create a residential stormwater incentive program	community visibility
		S2.2B Incorporate bank stabilization and wetland plantings into retrofits to reduce sediment pollution
		S3.1A Offer cost-share or rebate programs for homeowners installing rain gardens or permeable pavement
	S3.2 Expand public education on stormwater best practices	S3.1B Provide pre-approved design templates for different yard sizes and soils
		S3.1C Publicly recognize “Rain Ready Residences” through a City certification program
		S3.2A Host workshops on rain barrels, downspout disconnection, and permeable pavers
		S3.2B Incorporate stormwater education into City events and newsletters

WASTE MANAGEMENT

Although waste accounts for only about 2% of community-wide greenhouse gas emissions, it remains a highly visible and accessible area of environmental action. Every household, business, and public space generates waste, making the strategies in this category a “gateway” for resident engagement. Waste diversion programs allow residents to see and participate in tangible actions that benefit the environment, often sparking broader interest in sustainability.

The recommendations in this framework category focus on expanding food waste diversion, improving recycling infrastructure, and promoting waste reduction and circular economy practices. By growing programs such as curbside composting, special recycling events, and business-focused waste reduction initiatives, the City can reduce landfill disposal while encouraging a culture of reuse and resource conservation. These programs also help connect residents to the City’s climate goals by offering highly visible opportunities to take part in everyday solutions.

GOALS	STRATEGIES	ACTIONS
W1. Expand food waste diversion to reduce landfill disposal	W1.1 Expand curbside food waste program citywide by 2029	W1.1A Gradually expand program service areas each year until full coverage
		W1.1B Offer starter compost bins and how-to guides for new participants
		W1.1C Track diversion rates and report progress annually
	W1.2 Increase access to drop-off composting sites	W1.2A Identify sites for additional food scrap drop-off locations in Old Bowie and South Bowie
		W1.2B Install signage and distribute educational materials at all sites
W2. Increase recycling rates and participation	W2.1 Improve public space recycling infrastructure	W2.1A Install additional recycling bins in parks and high-traffic public spaces
		W2.1B Use clear signage with visual guides on what can and cannot be recycled
		W2.1C Standardize bin colors and labeling across all City facilities
	W2.2 Expand special recycling collection events	W2.2A Schedule quarterly “Recycle More” events for hard-to-recycle items (electronics, Styrofoam, textiles)
		W2.2B Partner with local nonprofits or vendors to ensure proper processing
		W2.2C Publicize event results to celebrate community participation and impact
W3. Promote waste reduction and circular economy practices	W3.1 Launch a citywide waste reduction education campaign	W3.1A Develop a “Zero Waste Bowie” guide for residents and businesses
		W3.1B Establish an annual Bowie 'Fix-It Fair' to promote reuse and repair in partnership with local organizations

GOALS	STRATEGIES	ACTIONS
	W3.2 Encourage waste prevention in businesses and institutions	W3.1C Feature waste reduction success stories in City newsletters and social media
		W3.2A Provide a detailed guide to help businesses reduce packaging and single-use products
		W3.2B Explore incentives for restaurants to adopt reusable or compostable serviceware
		W3.2C Recognize businesses achieving significant waste reduction through a City award program

TRANSPORTATION AND MOBILITY

Transportation is the single largest source of greenhouse gas emissions in Bowie, accounting for approximately 51% of community-wide emissions. As a result, strategies in this framework category represent the greatest opportunity to reduce greenhouse gas emissions and make meaningful progress towards the City's net zero goal. The focus is twofold: reducing the number of vehicle miles traveled and accelerating the transition to cleaner vehicles. Efforts such as expanding electric vehicle infrastructure, electrifying the municipal fleet, and promoting alternatives to single-occupancy vehicle travel will be central to reducing transportation-related emissions.

Beyond emissions reductions, transportation initiatives carry important co-benefits for health, recreation, and community connectivity. Investments in walking and biking infrastructure, including the completion of the Bowie ByWay trail system, will make it safer and easier for residents to choose active transportation. These facilities also provide valuable recreational opportunities, encouraging physical activity and strengthening the sense of community by linking neighborhoods, parks, and transit hubs. Together, these strategies ensure that Bowie's transportation system not only contributes to climate action but also supports a healthier and more connected city.

GOALS	STRATEGIES	ACTIONS
T1. Prioritize future sustainable development	T1.1 Promote sustainable development for improved walkability	T1.1A Update development review guidelines and develop a sustainable growth strategy to prioritize sustainable development
T2. Expand clean transportation options and electric vehicle infrastructure	T2.1 Increase public EV charging availability	T2.1A Install Level 2 and Level 3 chargers at X key municipal facilities and high-density locations
		T2.1B Update development review guidelines and work with the County to encourage all new parking facilities to include a minimum number of EV charging stations
		T2.1C Leverage state and federal funding (e.g., NEVI, MD EVSE programs) to offset installation costs
		T2.1C Update the public EV charging map and promote it at community events
	T2.2 Electrify the municipal fleet	T2.2A Adopt a Clean Fleet Policy prioritizing zero-emissions vehicles for light and medium-duty replacements and develop an incremental goal for full fleet electrification
		T2.2B Develop a fleet transition plan with lifecycle cost analysis to address finance team concerns

GOALS	STRATEGIES	ACTIONS
T3. Improve active transportation infrastructure and connectivity	T3.1 Complete and connect the Bowie ByWay trail system to adjacent public trails	T3.1A Connect existing trail segments into a continuous network linking natural areas, neighborhoods, and transit hubs
		T3.1B Install cohesive signage and maps from Wayfinding Plan at major trail access points
		T3.1C Incorporate safety features such as bird-safe lighting and clear sightlines in high-use segments as needed
	T3.2 Expand bicycle and pedestrian amenities	T3.2A Install bike racks in high-traffic areas and parks, prioritizing underserved neighborhoods
		T3.2B Ensure new developments provide safe bike/pedestrian connections to public infrastructure
		T3.2C Implement crosswalk and intersection safety improvements in school zones following City's Complete Streets Policy
T4. Enhance regional and local public transportation access	T4.1 Partner with County and regional agencies	T4.1A Collaborate with Prince George's County and State of Maryland to align Bowie transit improvements with the County's Transportation Master Plan
		T4.1B Advocate for MARC and Metro service improvements connecting Bowie to employment hubs
		T4.1C Explore micro-transit or shuttle services for last-mile connections to transit stations

GOALS	STRATEGIES	ACTIONS
	T4.2 Promote transit use through education and incentives	T4.2A Launch annual “Ride Bowie” week to encourage residents to try public transit
		T4.2B Provide transit information on the City's website and in public spaces
		T4.2C Work with employers to improve use of transit

ENERGY EFFICIENCY AND RENEWABLES

Buildings are the second largest source of greenhouse gas emissions in Bowie, responsible for roughly 38% of community-wide emissions. The strategies in this framework category are therefore among the most powerful tools available for reducing the City’s overall carbon footprint. Recommendations focus on three areas: improving energy efficiency to reduce consumption, expanding access to renewable energy, and transitioning appliances and building systems to electric alternatives.

Energy efficiency measures such as lighting upgrades, weatherization, and energy audits can provide immediate benefits in both emissions reductions and cost savings. Expanding access to solar and other clean energy sources gives residents and businesses more opportunities to reduce their reliance on fossil fuels. At the same time, electrification of appliances—such as heating, cooling, water heaters, and stoves—offers long-term reductions in emissions, particularly when paired with renewable energy.

Much of this work also aligns with Maryland’s Building Energy Performance Standards (BEPS), which require most buildings 35,000 square feet or larger to measure, report, and reduce their energy use and associated emissions over time. While these requirements apply primarily to large commercial, institutional, and multifamily properties, they reflect the same types of improvements—such as upgrading equipment, tightening building envelopes, and switching to cleaner power sources—that will ultimately be needed across all buildings in Bowie to reach net

zero emissions by 2045. Many large property owners in the City are already beginning to invest in these improvements to comply with state requirements, setting an example for smaller businesses and residents who will benefit from taking similar steps.

While many efficiency improvements are most practical at the end of an appliance or system's useful life, planning for them now ensures a smooth transition in the years ahead. Unlike some categories that may touch only certain segments of the community, energy efficiency and renewables provide solutions that are relevant to nearly every household and business, offering a combination of cleaner air, lower energy bills, and meaningful contributions to Bowie's climate goals.

GOALS	STRATEGIES	ACTIONS
E1. Improve energy efficiency in municipal operations to reduce costs and emissions	E1.1 Upgrade existing municipal buildings to high efficiency standards	E1.1A Replace all indoor and outdoor municipal lighting with LEDs by FY2030.
		E1.1B Train City staff to improve use of the BAS for better lighting and climate control at key City facilities like City Hall and Kenhill Center
		E1.1C Conduct energy audits of BEPS facilities every 5 years and all other City facilities every 10 years
		E1.1D Integrate advanced HVAC controls and occupancy sensors during upgrades
		E1.1E Pair system replacements with envelope improvements (insulation, windows) to maximize efficiency
	E1.2 Transition municipal heating and cooling systems to clean energy	E1.2A Replace fossil fuel boilers and furnaces with electric heat pumps as systems reach end of life where financially feasible.
		E1.2B Prioritize high-impact and high-visibility sites such as City-owned community centers for early conversion

GOALS	STRATEGIES	ACTIONS
E2. Increase local renewable energy generation and storage capacity	E2.1 Expand solar PV on municipal property	E2.1A Install rooftop and/or carport solar arrays at at least three high-visibility municipal sites
		E2.1B Conduct solar and battery storage feasibility assessments for all City buildings and parking areas
		E2.1C Integrate solar with EV charging stations where possible
	E2.2 Enable and promote community solar participation	E2.2A Partner with developers to identify underutilized parcels for community solar projects
		E2.2B Connect homeowner associations to those providing technical assistance for shared solar installations
		E2.2C Publicize available state and utility incentives for solar subscription
E3. Reduce community-wide building energy use through efficiency and electrification	E3.1 Expand access to residential and commercial energy efficiency programs	E3.1A Promote energy audits through City communications and partner networks
		E3.1B Develop a “Bowie Efficiency Hub” webpage with rebates, case studies, and how-to guides
		E3.1C Collaborate with Green Team to organize annual energy efficiency fairs with vendors and local success stories
	E3.2 Encourage electrification of buildings and appliances	E3.2A Partner with local contractors to promote electric heat pumps, water heaters, and induction stoves
		E3.2B Provide “Try Before You Buy” events for induction cooktops and electric lawn equipment
		E3.2C Create incentive programs for replacement of

GOALS	STRATEGIES	ACTIONS
		fossil-fuel-powered home systems

Updating the plan and Sharing progress

The Environmental Action Plan has been designed with a clear update schedule to ensure that it remains timely and aligned with the City's broader planning framework. The plan will be updated every five years, providing more frequent opportunities to measure progress, incorporate new data, and adjust strategies in response to evolving technologies, costs, and policies. This cadence also allows the City to better respond to changes in available incentives for sustainability solutions such as solar panels, building electrification, and electric vehicles.

In the years between updates, the City will track and share progress via an annual action agenda and reported through the *State of the Environment* report. These reports provide a consistent way to monitor implementation, highlight accomplishments, and identify areas where additional work is needed. By tying annual progress reporting to an established reporting mechanism, the City ensures accountability and transparency as it advances toward its climate and environmental goals.

Funding the Plan's Implementation

Much, but not all, of the implementation of the Plan's recommendations will be affected by the City's budget. Some actions will move forward faster than others because of cost, external resources and partners, etc. Some recommendations may be dormant for years awaiting funding—whether from the City and/or external resources. While all the recommendations in the Plan are important, some will move faster than others because of funding, partnerships, support, and other logistics of implementation. The annual action agenda that track implementation will be an important tool to measure progress and prioritize next steps over time in the Plan's implementation. This obviously includes budgeting.

Implementing the strategies in the Environmental Action Plan requires financial resources beyond standard municipal budgeting. This section highlights a selection of grants, rebates, and incentive programs targeted toward local governments and municipalities. By aligning key strategies in the Plan with these available funding opportunities, the City of Bowie can reduce the net cost of implementation, accelerate progress, and secure external support for major climate, energy, resilience, and redevelopment initiatives. Because grant programs and funding availability can change from year to year, the City should monitor each opportunity carefully before planning funding around it to ensure eligibility, timing, and program continuity. Listed below are opportunities worth exploring.

Maryland Local Government Climate Action Support Program: A technical-assistance program administered by the Maryland Energy Administration (MEA) that helps municipalities identify, structure and fund greenhouse gas reduction projects. This support is useful for Bowie in the early phases of Plan implementation, such as developing project pipelines for building electrification or EV infrastructure, and may reduce upfront costs by covering professional consulting or grant-preparation fees.

Maryland Smart Energy Communities (MSEC) Grant Program: This competitive program supports local governments that commit to sustainable energy policies. Typical awards have ranged from several thousand to several hundred thousand dollars for projects such as municipal solar deployment, LED lighting retrofit, or EV charging infrastructure. Bowie can map these to near-term strategies in the Energy Efficiency & Renewables and Transportation & Mobility categories. For example, solar installations at municipal facilities or converting fleet vehicles may be eligible.

Maryland Local Government Energy Modernization (L-GEM) Program: Replacing the MSEC for FY26, this program offers approximately \$64 million statewide in one-time funds—\$50 million for planning/renewables, \$10 million for energy efficiency projects, \$4 million for electrification projects. Bowie could target the energy-efficiency portion for its building retrofit strategies and the electrification portion for municipal fleet or community EV charging roll-out.

Clean Energy for Local Governments (CELG) Grant Program: A Maryland Energy Administration program that provides grants for municipalities to deploy clean energy and efficiency projects. Eligible uses include solar for public buildings, geothermal, high-efficiency HVAC systems, and energy-management upgrades. The City can link this directly to its municipal inventory reduction actions from the Plan.

Maryland Commercial & Multi-Family Electrification / Mechanical Insulation Grant Programs: Part of the FY25 MEA solicitations, these grant streams support efficient building retrofits, electric appliance replacement, and insulation upgrades. While primarily for commercial/multi-family buildings, the City could work with anchor institutions or assist in leveraging these funds in public/private partnerships tied to its building efficiency strategies.

U.S. EPA Climate Pollution Reduction Grants (CPRG): Under the Inflation Reduction Act, this program offers roughly \$5 billion in total: about \$250 million for non-competitive planning grants and approximately \$4.6 billion for competitive implementation grants. Bowie may apply for implementation funds to support large-scale emissions reductions across buildings, transportation, and natural infrastructure. The Plan's near-term actions such as municipal fleet electrification or large building retrofits could align with this opportunity.

U.S. DOE State Energy Program (SEP) & Energy Efficiency and Conservation Block Grant (EECBG): These Department of Energy programs provide funding to states which then support local governments for efficiency and renewable projects, such as upgrading local government

buildings or deploying community solar. Bowie's building efficiency strategy and renewables expansion are strong fits.

U.S. EPA Greenhouse Gas Reduction Fund (GGRF): This program provides federal financing (potentially billions) for clean energy deployment, carbon-removal technologies and large-scale emissions reduction initiatives. While still developing, Bowie may plan now to access these funds for advanced technologies in the long term, consistent with the Plan's vision for sequestration and emerging innovation.

U.S. DOE Clean Cities & Communities / Alternative Fuel Infrastructure Grants: These programs fund EV charging infrastructure, alternative-fuel vehicle fleets and clean transportation initiatives. These align directly with the Plan's Transportation & Mobility goals of reducing vehicle miles traveled and electrifying fleets.

U.S. EPA Indoor and Outdoor Lighting / Building Retrofit Competitive Grants: While administered through varying offices, these grants support public-sector building retrofits (LED lighting, HVAC upgrades, energy audits) across municipal facilities. Bowie can tie these to municipal operations efficiency strategies and leverage them to minimize costs and accelerate implementation.

Resident Guide

How Residents Can Support the Plan

The Environmental Action Plan depends not only on City government but also on active participation from residents, business owners, and community organizations. You can support the plan by paying attention to new programs, giving feedback when drafts and policies are shared, advocating for sustainable practices in your neighborhood or local HOA, and encouraging your workplace or school to adopt greener habits. Every voice adds weight when it comes to securing funding, pushing for policy changes, or simply helping sustainable norms become part of everyday life in Bowie.

Steps Residents Can Take at Home and in Businesses

Here are concrete actions residents and local businesses can adopt to support Bowie's sustainability goals. These steps are designed to be accessible, meaningful, and to help you see results in your own home or business:

- Minimize waste – reduce, reuse, compost, and recycle. Use reusable containers, avoid single-use plastics, and participate in food scrap and composting programs

- Electrify – convert home cooking and heating appliances, as well as your vehicle, to electric alternatives when replacements are due
- Save energy – improve insulation, seal air leaks, replace inefficient lighting, and perform energy audits
- Go renewable – explore rooftop solar, community solar, or purchasing renewable energy through your utility
- Rethink transportation – walk, bike, carpool, or use public transit when possible; support completion of local trail systems for safer active transportation
- Go native and green – reduce turf grass; plant native species and pollinator-friendly gardens; support wildlife habitat in your yard or community spaces

Local and Regional Organizations to Join or Support

Beyond City committees, there are several organizations in and around Bowie where residents can get involved with environmental and sustainability work:

- [Bowie Green Team](#)
- [Bowie Environmental Advisory Committee](#)
- [Accokeek Foundation](#)
- [Alice Ferguson Foundation](#)
- [Anacostia Watershed Society](#)
- [Sierra Club](#)
- [The Nature Conservancy](#)
- [Alliance for the Chesapeake Bay](#)
- [Chesapeake Audubon Society](#)
- [Chesapeake Bay Foundation](#)
- [Maryland Assoc for Environmental and Outdoor Education](#)
- [Coalition for Smarter Growth](#)

Appendices

 Bowie 2023 Greenhouse Gas Inventory Report

 Bowie Baseline Assessment



City of Bowie **ENVIRONMENTAL ACTION PLAN**



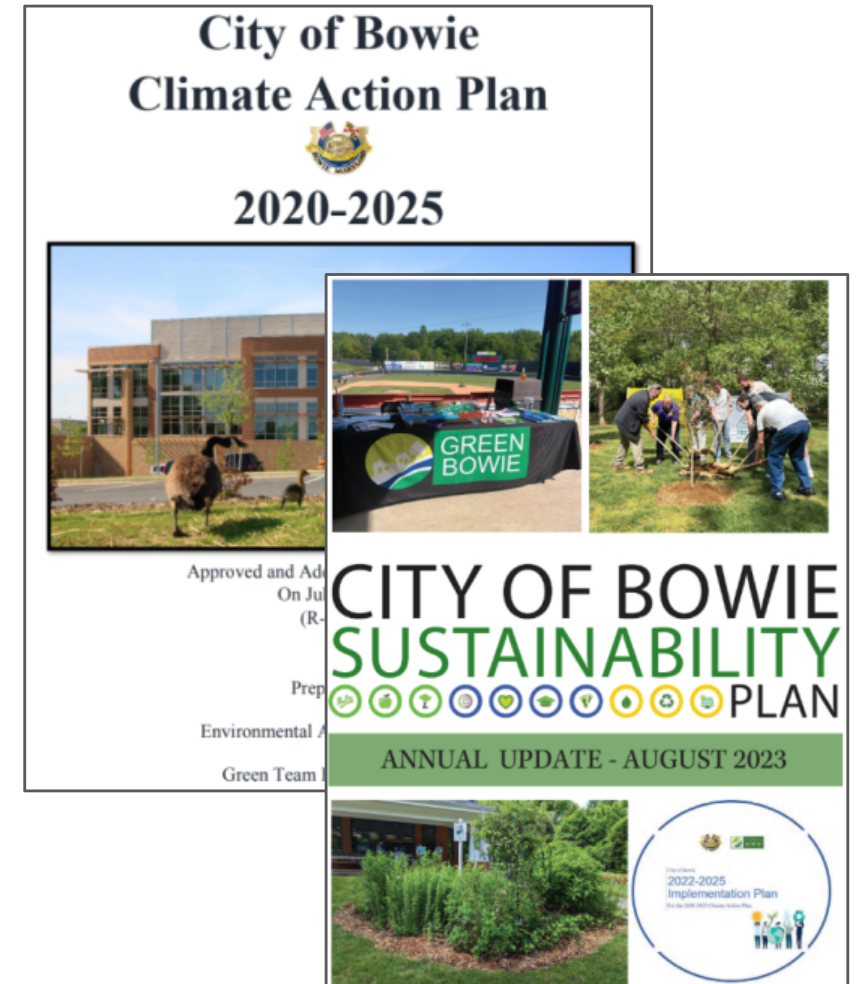


Outline

1. The need for a plan
2. Plan development
3. Plan overview
4. Implementation and anticipated results
5. Questions, comments, adoption

The need for a plan

- To chart a path for the City to advance its efforts in sustainability
- To provide residents an opportunity to engage in developing an environmental strategy for the City
- To link how the City grows and develops sustainably
- Revisit, update, and combine previous sustainability and climate action plans
- Align with action charted by the State in the Climate Solutions Now Act of 2022



Plan development: Data and Background

- Review existing City and County plans for momentum and alignment
- Greenhouse gas inventory for data-driven decision making
- Assess national best practices for suitability in Bowie

2023 Share of Gross Emissions by Sector

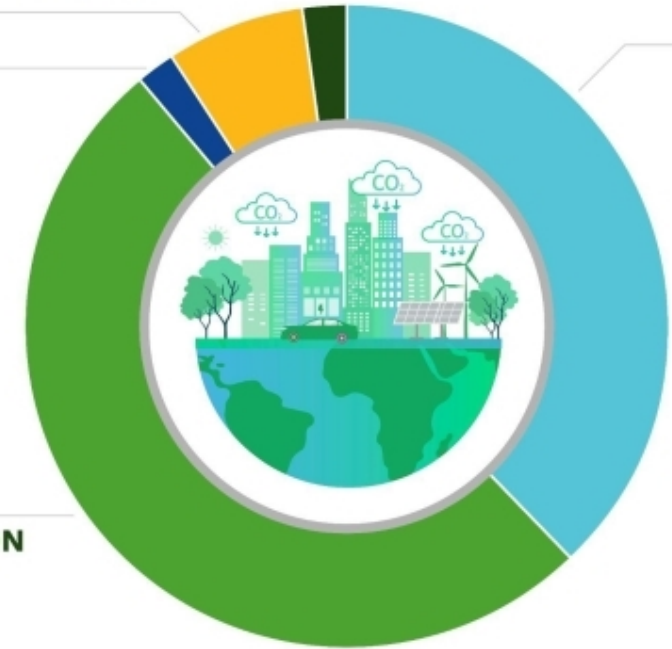
2% FOREST & TREES EMISSIONS

7% OTHER

2% WASTE

38% BUILDINGS

51% TRANSPORTATION



2023 Greenhouse Gas Emissions by Sector; data provided by Metropolitan Washington Council of Governments (MWCOG)

Plan development: Engagement

- Public survey
- Community engagement event
- Environmental Advisory Committee
- Green Team executive committee
- Review from City staff members
- Public comment period



Residents provide input on various topics to prioritize during the May 28 engagement event

Plan overview

Vision for the plan

Develop an environmental action plan that:

- creates a more resilient and sustainable community
- improves and increases natural habitats, such as pollinator parks and rain gardens
- increases tree canopy
- integrates sustainability into the City's daily operations and long-term planning
- reduces greenhouse gas emissions aligned with the state (net zero by 2045)



Young residents participate in a tree planting event, helping the City achieve Tree City USA distinction

Plan overview

Plan framework

- Plan recommendations are organized into 5 categories and in total, include 16 goals, 31 strategies, and 88 actions developed in line with the plan's vision

Energy Efficiency and Renewables	Transportation and Mobility	Waste Management	Stormwater Management and Green Infrastructure	Green Spaces and Natural Resources
Building efficiency and performance Renewable energy and electrification	Active transportation (bikeability and walkability) EV infrastructure and adoption	Composting Recycling	Rain gardens and barrels Stream bank restoration Reducing flooding and runoff	Pocket parks and habitat corridors Sustainable growth Tree canopy expansion

Plan overview

Selected recommendation examples

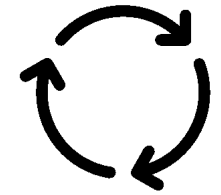


- Increase the share of EVs in the City fleet
- Develop a watershed strategy
- Create pollinator gardens on City property
- Include sustainable development as part of the City's approach for environmental and economic sustainability.

GOAL	STRATEGY	ACTIONS
T2. Expand clean transportation options and electric vehicle infrastructure	T2.2 Electrify the municipal fleet	T2.2A Adopt a Clean Fleet Policy prioritizing zero-emissions vehicles for light and medium-duty replacements and develop an incremental goal for full fleet electrification T2.2B Develop a fleet transition plan with lifecycle cost analysis to address finance team concerns

Sample goal, strategy, and actions structure

Implementation

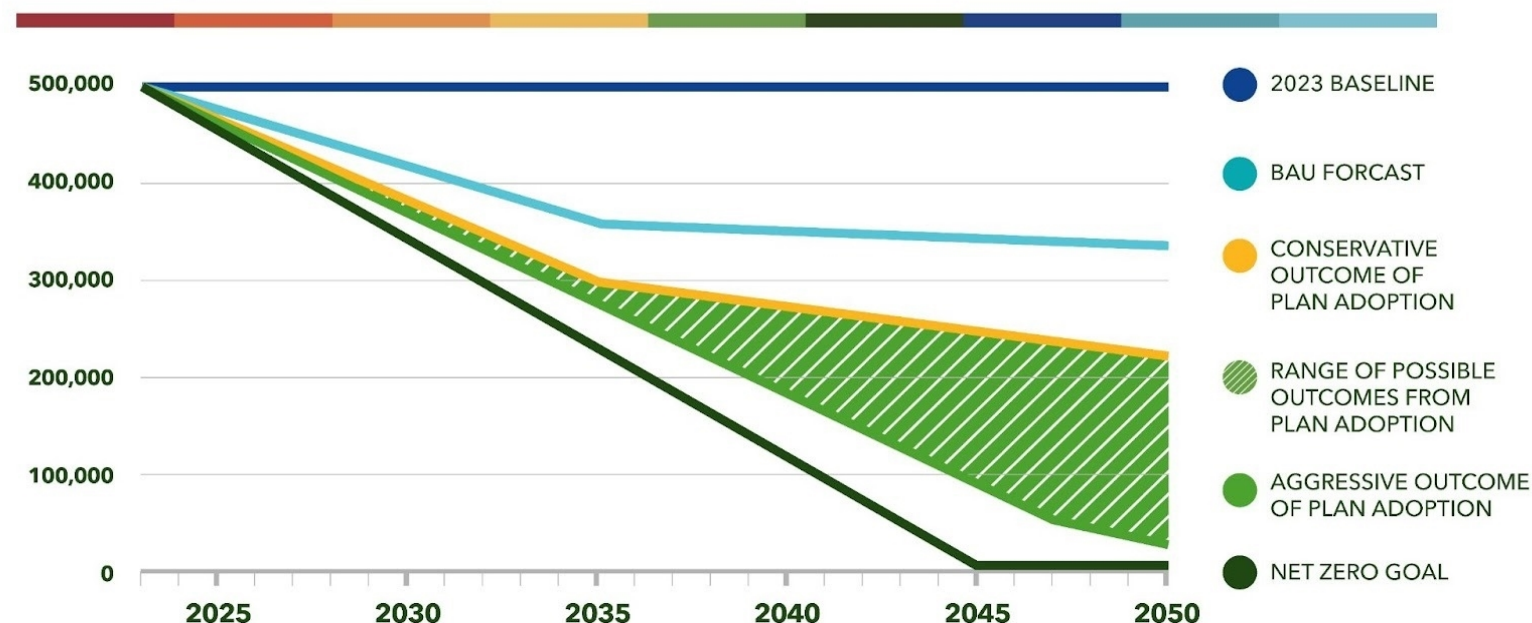


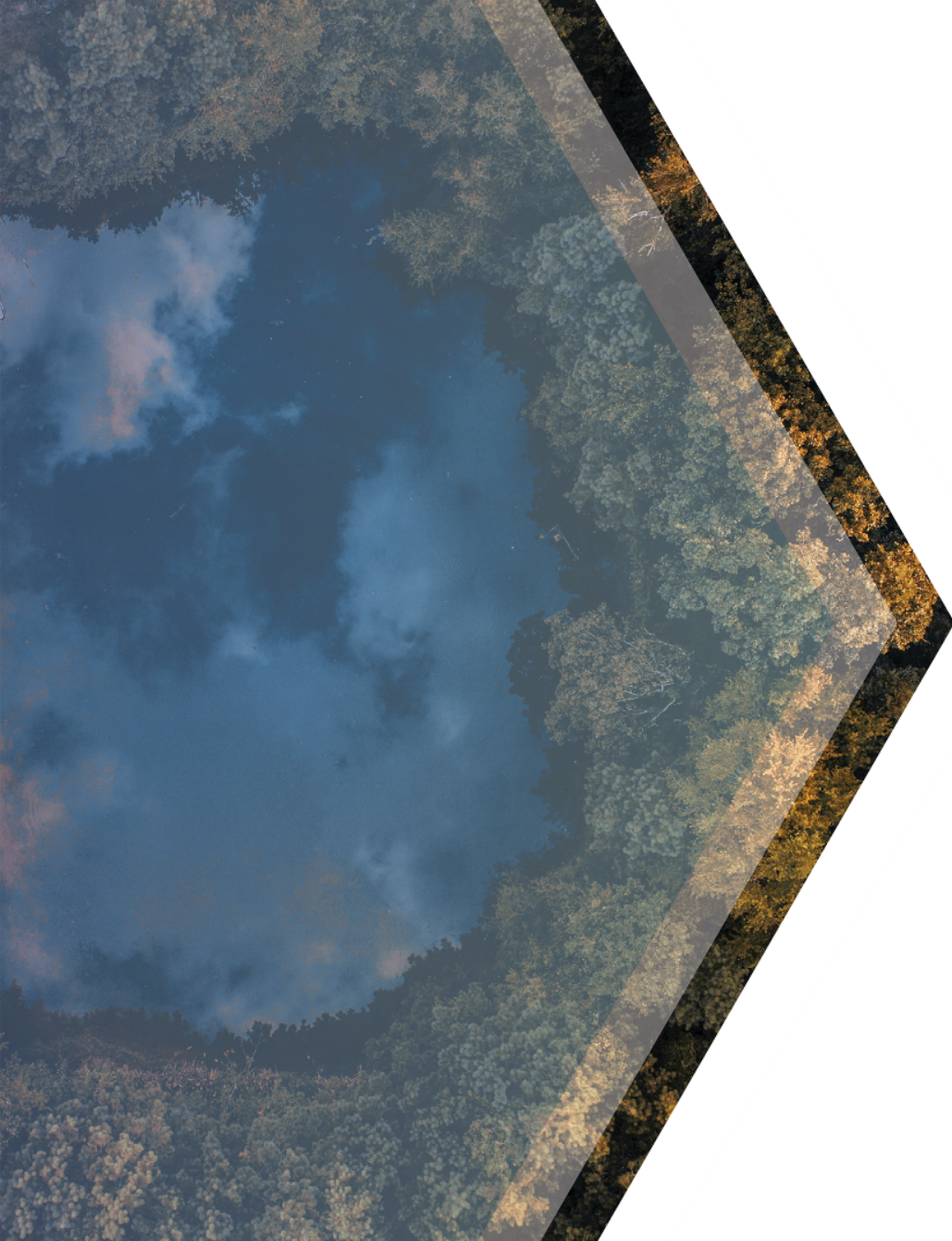
- Implementation approach will be diverse, as are the recommendations: from rain gardens to increasing the share of EVs on the road, to sustainable development.
- This includes the City leading by example for its facilities, working with residents & businesses, and partnering with the County, State, etc.
- Many actions require funding.
- While this 10-year plan outlines a range of recommendations, an annual Action Agenda is needed to outline specific steps on an annual basis and link to the State of the Environment Report. This will also help track progress and prioritize items for funding.

Anticipated GHG reductions

- GHG reductions are one of many goals within the plan but present a challenge: the technology does not currently exist at scale needed to reach the goal, but making progress now is important.
- Achieving the GHG reduction goal will depend on the scaling of existing solutions and development of new technology

Bowie's Baseline, BAU Emission Forecast, Net Zero Goal, and Range of Likely Outcomes from Adoption of the Plan





Questions & Comments?