



CITY COUNCIL AGENDA
Municipal Building

This meeting will be held in-person and virtual.

25 Crescent Road
Greenbelt, MD 20770

OR

Virtual Participation
Zoom Webinar Attendees:

During "Petitions and Requests," please submit your request in writing via email to
questions@greenbeltmd.gov

<https://us02web.zoom.us/j/87821711676?pwd=BcRfap63tO087eRxRaGwANplv5E7Ra.1>

Dial-in: 301 715 8592

Webinar ID: 878 2171 1676

Passcode: 082553

Tuesday, May 27, 2025

7:30 PM

I. ORGANIZATION - 15 minutes (7:30 - 7:45 p.m.)

1. Call to Order

2. Roll Call

3. Meditation and Pledge

Suggested Action:

Reading of the Greenbelt Community Pledge: The strength of Greenbelt is diverse people living together in a spirit of cooperation. We celebrate all people by sharing together all are enriched. We strive to be respectful, welcoming community that is open accessible, safe and fair.

4. Petitions and Requests

Suggested Action:

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

5. Consent Agenda-Approval of Staff Recommendations

Suggested Action:

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

6. Approval of Agenda and Additions

II. COMMUNICATIONS - 15 minutes (7:45 - 8:00 p.m.)

7. Presentations

7a. Older Americans Month Proclamation

Suggested Action:

Mayor Jordan will proclaim May Older Americans Month, and this year's theme is "Flip the Script on Aging."

[Older Americans Month25.pdf](#)

7b. National Gun Awareness Day Proclamation

Suggested Action:

The first Friday in June is National Gun Violence Awareness Day in the City of Greenbelt to honor and remember all victims and survivors of gun violence and to declare that we as a country must do more to reduce gun violence. Mayor Jordan will present a proclamation declaring the week of June 6 - 12 Gun Violence Prevention Week.

[2025 National Gun Violence Awareness week.pdf](#)

*8. Minutes

Suggested Action:

* Work Session, June 15, 2020

* Work Session, June 17, 2020

* Work Session, July 27, 2020

* Work Session, November 5, 2020

* Work Session, November 30, 2020

* Regular Meeting, October 14, 2024

[WS200615.pdf](#)

[WS200617.draft.edited.pdf](#)

[WS200727.pdf](#)
[WS201105.pdf](#)
[WS201130.pdf](#)
[RM241014.pdf](#)

9. Administrative Reports

*10. Committee Reports

III. LEGISLATION - 20 minutes (8:00 - 8:20 p.m.)

11. A Resolution Affirming the City of Greenbelt's Commitment to Diversity, Equity, and Inclusion
- 2nd Reading, Adoption

Suggested Action:

Reference: Resolution

The Council packet contains a resolution outline of the City of Greenbelt's support for Diversity, Equity, and Inclusion.

Ms. Pompei introduced this resolution for first reading at the May 12th Regular Meeting. The resolution is presented tonight for Council's consideration for second reading and adoption.

[Resolution.pdf](#)

12. A Resolution to Authorize the Negotiated Purchase of Professional Design Services and Community Engagement for the Development of a Master Plan for Indian Creek Park from Mahan Rykiel Associates, Inc. At A Cost Not to Exceed \$25,600.00, and an Additional Allowance Not to Exceed \$7,000.00 for Procurement of Engineering Support Services from The City's On-Call Engineer.

- 2nd Reading, Adoption

Suggested Action:

Reference:

Resolution

Memorandum, T. Hruby, 05/06/2025

Proposal

Staff recommends that City Council authorize the City Manager to execute a contract with Mahan Rykiel Associates, Inc. to develop a master plan for the Greenbelt Station Indian Creek Park area at a total cost of \$32,600, which includes \$7,000 to

cover engineering support services by the City's on-call engineer, Charles P. Johnson & Associates, to be billed at the City's agreed upon hourly rates.

Staff believes Mahan Rykiel's proposal will yield the professional services needed to support the future development of the Indian Creek Park area at a very competitive price. The scope of work outlined by Mahan Rykiel includes a public engagement piece and is tailored to build off of the hard work and public input that went into the Greenbelt Station Greenspace Vision Plan.

Ms. Weaver introduced this resolution for first reading at the May 12th Regular Meeting. The resolution is presented tonight for Council's consideration for second reading and adoption.

[Resolution Mayhan Rykel.5.5.25.th.v1.pdf](#)

[Memo _award_of_contract.final.5.6.25.th.pdf](#)

[MRA_Indian Creek-PROPOSAL_4_4_25 \(003\).pdf](#)

IV. OTHER BUSINESS - 40 minutes (8:20- 9:00 p.m.)

13. Briefing on Prince George's County Transit Vision Plan

Suggested Action:

Reference:

Memorandum, J. Fearer, 5/22/25

Prince George's County Transit Vision Plan

Prince George's County Department of Public Works and Transportation's (DPW&T) Transit Vision Plan (TVP) is the primary component of DPW&T's "Transit Transformation" process that creates a roadmap for improving the county's transit service and infrastructure. The TVP outlines aspirational strategies and implementation actions meant for planning, design and implementation between 2025-2030. The County released the TVP on May 9, 2025, and the public comment period is open through June 13, 2025.

Staff recommends that Council submit a comment letter to DPW&T that outlines the feedback made in the memo's analysis.

[25-0522_ Briefing on PGC Transit Vision Plan_Council Memo_FINAL.pdf](#)

[PGC Transit Vision Plan_May2025.pdf](#)

14. Expedited Installation of Bicycle Rack Hoop at Roosevelt Center

Suggested Action:

Mayor Jordan requests Council authorize the expedited installation of bike rack hoop at Roosevelt Center, adjacent to the Food Co-Op.

Background:

This item responds to resident petitions regarding insufficient bicycle parking at Roosevelt Center, particularly outside the Greenbelt Co-op.

In April 2025, Tom Leamond petitioned the Council after the removal of a green barrier formerly used for bike locking, reducing convenient bike parking to just two spaces near the Co-op and a few additional spaces by the underpass.

Although Roosevelt Center was not a named priority in the APB's 2022 Pedestrian and Bicycle Master Plan Budget Recommendations, the plan supports improving access citywide and enhancing bicycle infrastructure near commercial areas.

The proposed installation of a hoop-style bicycle rack aims to add accessible and secure bike parking near high-traffic commercial zones and aligns with the city's goals for multimodal transportation opportunities.

Bicycle-Pedestrian Master Plan is available at the following link:

<https://www.greenbeltmd.gov/government/departments/planning-community-development/publications>

15. Maryland Municipal League (MML) 2025 Legislative Action Requests (LAR)

Suggested Action:

Reference: Memorandum, T. George, 05/27/2025

Enclosed in Council's packet is a memorandum that outlines the possible 2026 Maryland Municipal League Legislative Action Requests (LAR). The LARs are due May 30, 2025. We welcome Council's input and direction on LARs for submission.

[2026 LARs 5-9-25 v3.pdf](#)

16. Council Activities

Suggested Action:

Council will report on activities and events recently attended. (If time allows.)

17. Council Reports

Suggested Action:

Reference: TPB Report

Enclosed in Council packet is a report from the Transportation Planning Board meeting held on May 21, 2025, submitted by Mayor Pro Tem Kristen Weaver, Greenbelt's representative on TPB.

[CouncilReport_TPB_2025-05-21.pdf](#)

*18. Meetings

[Meetings.pdf](#)

*19. Authorization for the City Manager to Approve Payment to Greenbelt Homes Inc for Playground Maintenance

Suggested Action:

Reference:

Memorandum, T. George, 05/27/2025

Letter, Greenbelt Homes, Inc., 03/13/2023

Included in the Council packet is a memorandum detailing the City's Playground Maintenance Agreement with Greenbelt Homes, Inc. (GHI). Approving this item on the consent agenda will indicate the Council's intention to utilize FY25 funds to cover the FY23 and FY24 GHI playground maintenance costs, for total payment to GHI in the amount of \$28,388.00.

[GHI Landscape MOU with City of Greenbelt 2023-2025.pdf](#)

[GHI Playground Maintenance Payment 5-22-25.pdf](#)

20. Special Meeting/Closed Session

Suggested Action:

OFFICIAL NOTICE

In accordance with Section 3-305(b)(7) of the General Provisions Article of the *Annotated Code of the Public General Laws of Maryland*, a closed session of the Greenbelt City Council will be held on Tuesday, May 27, 2025, immediately following the Regular Council Meeting in Council Chambers of the Municipal Building: 1) To consult with counsel to obtain legal advice on a legal matter.

The purpose of this meeting is 1) Obtain legal advice on an annexation matter

**** The public may attend the Special Meeting of the City Council immediately prior to the closed session and observe the vote of the Council to move into the closed session on***

Tuesday, May 27, 2025.

Bonita Anderson

City Clerk

[Closed Session Official Notice 250527.pdf](#)

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: COMMUNICATIONS

Agenda Section: ORGANIZATION - 15 minutes (7:30 - 7:45 p.m.)

Subject:

Petitions and Requests

Suggested Action:

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

Attachments:

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: ORGANIZATION

Agenda Section: ORGANIZATION - 15 minutes (7:30 - 7:45 p.m.)

Subject:

Consent Agenda-Approval of Staff Recommendations

Suggested Action:

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

Attachments:

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: ORGANIZATION

Agenda Section: ORGANIZATION - 15 minutes (7:30 - 7:45 p.m.)

Subject:

Approval of Agenda and Additions

Suggested Action:

Attachments:

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: COMMUNICATIONS

Agenda Section: COMMUNICATIONS - 15 minutes (7:45 - 8:00 p.m.)

Subject:

Presentations

Suggested Action:

Attachments:

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: James Wisniewski

Submitting Department: Administration

Item Type: Proclamation

Agenda Section: COMMUNICATIONS - 15 minutes (7:45 - 8:00 p.m.)

Subject:

Older Americans Month Proclamation

Suggested Action:

Mayor Jordan will proclaim May Older Americans Month, and this year's theme is "Flip the Script on Aging."

Attachments:

[Older Americans Month25.pdf](#)

PROCLAMATION

WHEREAS, the City of Greenbelt is home to a thriving community of older adults who have contributed to the strength, vibrancy, and resilience of our city; and

WHEREAS, older adults play vital roles in our communities, as family members, friends, mentors, volunteers, civic leaders, members of the workforce, and so much more; and

WHEREAS, the City of Greenbelt recognizes the value of engaging all residents regardless of age, ability, or background and is committed to promoting inclusive communities that support the health and well-being of older adults; and

WHEREAS, this year's national theme for Older Americans Month, "Flip the Script on Aging," encourages us to challenge outdated attitudes, celebrate diverse experiences, and recognize the contributions that older adults make every day; and

WHEREAS, the City honors its older residents and renews its commitment to serving them with dignity and respect through supportive services and programs such as the Greenbelt Senior Citizens Advisory Committee, the Golden Age Club, the Green Ridge House, and the Greenbelt Assistance in Living Program; and

WHEREAS, Greenbelt strives to enrich the lives of individuals of all ages by:

- promoting home and community-based services that support independent living;
- involving older adults in community events and other activities; and
- providing opportunities for older adults to work, volunteer, learn, lead, and mentor.

NOW, THEREFORE, I, Emmett V. Jordan, by the authority vested in me by the residents and City Council of Greenbelt, do hereby proclaim May to be

OLDER AMERICANS MONTH

in the City of Greenbelt, Maryland, and urge all residents to take time to honor our older adults, enrich their lives, and continue building a community that values aging as a time of strength, wisdom, and continued contribution.

IN WITNESS WHEREOF, I have hereunto
set my hand and caused the Seal of the City
of Greenbelt, Maryland, to be affixed this
27th day of May 2025.

EMMETT V. JORDAN, Mayor

ATTEST:

Bonita Anderson, City Clerk

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: James Wisniewski

Submitting Department:

Item Type: Proclamation

Agenda Section: COMMUNICATIONS - 15 minutes (7:45 - 8:00 p.m.)

Subject:

National Gun Awareness Day Proclamation

Suggested Action:

The first Friday in June is National Gun Violence Awareness Day in the City of Greenbelt to honor and remember all victims and survivors of gun violence and to declare that we as a country must do more to reduce gun violence. Mayor Jordan will present a proclamation declaring the week of June 6 - 12 Gun Violence Prevention Week.

Attachments:

[2025 National Gun Violence Awareness week.pdf](#)

PROCLAMATION

WHEREAS, every day, 125 people in the United States are killed by gun violence and more than 260 are shot and wounded, with an average of more than 19,000 gun homicides every year; and

WHEREAS, people in the United States are 26 times more likely to die by gun homicide than people in other high-income countries; and

WHEREAS, Maryland has 805 gun deaths every year, with a rate of 13.4 deaths per 100,000 people, a crisis that costs the state \$10.5 billion each year, of which \$383.9 million is paid by taxpayers. Maryland has the 35th highest rate of gun deaths in the US, and Prince George's County has a rate of 14.7 deaths per 100,000, the third highest within the state of Maryland;

WHEREAS, support for the Second Amendment rights of law-abiding residents goes hand-in-hand with keeping guns away from people who shouldn't have them;

WHEREAS, by wearing orange and commemorating National Gun Violence Awareness Day on the first Friday in June, Americans will raise awareness about gun violence and honor the lives and lost human potential of Americans stolen by gun violence; and

WHEREAS, we renew our commitment to reduce gun violence and pledge to do all we can to keep firearms out of the wrong hands and encourage responsible gun ownership to help keep our children safe.

NOW, THEREFORE BE IT RESOLVED, that the City of Greenbelt declares the week of June 6th -12th to be

NATIONAL GUN VIOLENCE AWARENESS WEEK

as we encourage all residents to expand efforts to prevent the tragic effects of gun violence and to honor and value human lives.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Greenbelt, Maryland, to be affixed this 27th day of May 2025.

EMMETT V. JORDAN, Mayor

ATTEST: Bonita Anderson, City Clerk

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: Meeting Minutes

Agenda Section: COMMUNICATIONS - 15 minutes (7:45 - 8:00 p.m.)

Subject:

Minutes

Suggested Action:

- * Work Session, June 15, 2020
- * Work Session, June 17, 2020
- * Work Session, July 27, 2020
- * Work Session, November 5, 2020
- * Work Session, November 30, 2020
- * Regular Meeting, October 14, 2024

Attachments:

[WS200615.pdf](#)

[WS200617.draft.edited.pdf](#)

[WS200727.pdf](#)

[WS201105.pdf](#)

[WS201130.pdf](#)

[RM241014.pdf](#)

WORK SESSION OF THE GREENBELT CITY COUNCIL held Monday, June 15, 2020, to discuss Refinancing and Long-Range Financial Planning.

Mayor Byrd called the meeting to order at 8:00 pm.

Present were Mayor Colin Byrd and Councilmembers Judith Davis, Emmett Jordan, Leta Mach, Silke Pope, Rodney Roberts, and Edward Putens.

Staff members present were Nicole Ard, City Manager; David Moran, Assistant City Manager; Laura Allen, City Treasurer; Jim Sterling, Public Works Director; and Bonita Anderson, City Clerk.

Also present were Jennifer L. Diercksen and Joe Mason, Davenport and Company representatives, and Bill Orleans.

Refinancing and Long-Range Financial Planning

Ms. Jennifer Diercksen presented to Council an overview of financing options regarding the potential refunding of the City's outstanding Series 2011 (Tax-Exempt) and Series 2013 (Taxable) Bonds. The purpose of the refunding would be to capitalize on the currently lower interest rates, which could lead to significant debt service savings for the City. These savings would provide financial flexibility, especially in light of potential budgetary challenges from the COVID-19 pandemic. The presentation also outlined the City's financing options, key considerations, and a plan for moving forward.

Refunding, as explained, is similar to refinancing a home mortgage at a lower interest rate. The potential savings from refunding could either be level or upfront, depending on the City's budgetary needs. With historically low interest rates for both tax-exempt and taxable borrowings, this was an ideal time for the City to consider refunding its debt. However, it was uncertain how long such favorable rates would last.

Mr. Joe Mason contributed by discussing the finance process flow chart and reviewing the current market rates. Ms. Diercksen also highlighted the financing options for the Series 2013 General Obligation Direct Bank Loan and presented a comparison of these options. The RFP process was discussed, which was similar to the one the City used last year for Tax Increment Financing (TIF) funding.

Ms. Davis raised concerns about the cost of obtaining a credit rating for the refunding process. Mr. Mason clarified that the fee for a credit rating would be a one-time upfront cost of \$10,000, depending on the amount of the loan. The rating would remain valid for as long as the bond was outstanding. Ms. Davis also asked about the advantages of refunding the Series 2011 and Series 2013 bonds.

There was a brief discussion about why the 2013 bond was taxable. Ms. Diercksen explained that taxable bonds were typically used for organizations that are tax-exempt. Mr. Jordan requested staff provide more information on why a taxable bond was issued for that particular year.

Mr. Mason addressed concerns about the market, noting that the municipal market had recovered and was back on track. He also mentioned that both refunding options being considered were strong, although there were concerns about the credit rating approach.

Ms. Ard emphasized the importance of developing long-range financial models to ensure Council made well-informed decisions. She requested that Mr. Mason provide an overview of the models his company could offer for this purpose.

There was a discussion about scheduling a future work session to analyze the City's debt capacity further and determine the next steps. Council expressed interest in seeing the RFP process on the agenda for the next meeting.

In other informational items, Ms. Davis raised several topics, including gratitude for the comments received during the special meeting, mail fraud concerns, an NLC FCC small cell decision, a 295 Coalition meeting, and an HOA seeking legal advice.

The meeting ended at 9:36 pm.

Respectfully submitted,

Bonita Anderson
City Clerk

Work Session of the Greenbelt City Council held Wednesday, June 17, 2020, to meet with the Greenbelt East Advisory Coalition (GEAC)

Mayor Byrd started the meeting at 8:00 p.m. It was held virtually by Zoom.

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

STAFF PRESENT WERE: Nicole Ard, City Manager; David E. Moran, Assistant City Manager; Terri Hruby, Planning Dept. Director; Joe McNeal, Recreation Dept. Director; Rick Bowers, Police Chief; and Bonita Anderson, City Clerk.

ALSO, PRESENT WERE: Rohanie Bacchus, Terry Benedict, Pat McCoy, Charlene McAdams, Marti Galvin, Jacqui Waters, Sean Ballantine, Walter Moody, Vijay Kowtha, and others.

COVID-19 Updates:

The COVID-19 pandemic led to significant discussion and actions by Council and local coalitions. Beijing recently reopened. The County Executive announced a Town Hall meeting to address local concerns. Testing availability and reopening plans in nearby areas were also highlighted. Mr. Putens predicted a potential rise in case numbers and urged everyone to pay attention over the coming days.

The Greenbelt East Advisory Coalition (GEAC) gave a brief presentation. Ms. Bacchus mentioned the coalition typically meets monthly, but gatherings had been disrupted due to the pandemic. She announced that Governor Hogan would allow places of worship and businesses to reopen at 25% capacity, along with outdoor activities at 50%, starting that Friday. Ms. Davis pointed out that the City followed the County's rules, but Mr. Jordan reminded them that the City could enforce stricter guidelines if needed.

GEAC presented a series of questions about the City's handling of the COVID-19 crisis. The first question focused on the current contingency strategies. Mayor Byrd stated that the pandemic primarily affected Greenbelt financially, causing project cancellations, venue closures, and staff reductions. Many employees were working remotely. Uncertainty about the fiscal year continued to affect spending. Ms. Ard highlighted the importance of reassessing the budget once more funds began flowing in. Council remained concerned about residents' livelihoods, especially in terms of businesses, housing, utilities, and food security. They also reaffirmed their commitment to supporting the community through the CARES Act funds and other resources.

Safety protocols for City facilities were also discussed as staff prepared for the gradual return of in-person work. Financial measures included the deferral of capital projects, pay raises, and merit increases and a freeze on hiring for non-essential positions. Online classes and activities were made available for free, but some state funds for the City had been cut, leading to a "bare-bones" budget.

Ms. Davis mentioned the Council's efforts to protect tenants from eviction and late fees during the pandemic, urging homeowners' associations (HOAs) to show similar leniency. Mr. Ballantine

echoed this by confirming that HOA fees would not be charged for the time being to alleviate burdens on residents.

Recreation during the pandemic was another key topic. Ms. Mach emphasized the importance of outdoor activities, sharing her personal experience of exercising in the park. Questions arose about the County Executive's modified reopening plan, which included updates on recreational facilities and pools. Mr. McNeal stated that the City's pool would prioritize residents and pass holders once it reopened. However, COVID-related precautions, including revised lifeguard training and stringent cleaning protocols, would be in place.

Schrom Hills Park construction was briefly addressed. The project was delayed due to poor soil, and heavy equipment remained on-site, blocking the entrance. Mr. Kowtha raised concerns about access, but safety measures required keeping the trail closed until further notice.

Police presence in schools was discussed at length. Mr. Roberts inquired about the potential removal of School Resource Officers (SROs). Ms. Davis shared that the City opposed removing SROs, believing their presence maintained safety in larger schools like Eleanor Roosevelt High. Discussions about police funding also surfaced, with questions about defunding or abolishing the department. Chief Bowers clarified that the police budget remained intact, although they were understaffed.

Ms. Bacchus raised concerns about police training, specifically regarding chokeholds and neck restraints. Chief Bowers responded that the use of such techniques was prohibited under the department's use of force policy. He also highlighted that the Greenbelt Police Department was CALEA accredited and adhered to strict standards. Chief Bowers noted the department's commitment to continuous improvement through scenario-based training.

Sanitation at the Greenway Shopping Center was discussed, as complaints of trash and groundwater leaks persisted. Ms. Hruby assured the group that inspections were ongoing. The Planning Department was monitoring the situation, taking enforcement action as needed.

The Baltimore-Washington SCMAGLEV project was another topic. GEAC raised concerns about the availability of the interactive map and the draft Environmental Impact Statement (EIS). Mayor Byrd responded that while the City could not provide an exact timeline for these materials, Council was monitoring the project and seeking legal counsel to review the EIS.

Crime reports and security measures in Greenbelt East were also discussed. Chief Bowers provided an update on the newly installed Computer-Aided Dispatch (CAD) system, which allowed better communication with other County agencies. Auto theft remained a significant issue, but overall crime was steady. The City was also working on installing security cameras in targeted areas.

Plans for bus shelters and bike-share stations along Hanover Parkway were also discussed, with updates on expected installations in the summer and fall. Additionally, tree replacement along Hanover Parkway was planned as part of a phased approach to address the aging Bradford pear trees.

Education was another important issue raised by GEAC. Overcrowding at Springhill Lake Elementary School remained a concern, with no immediate plans for expansion. Ms. Davis emphasized the need for a new school in Greenbelt, though funding remained a challenge. Ms. Mach expressed frustration over past decisions, stating that Eleanor Roosevelt High School had been overlooked for an addition that went to Duval instead.

Finally, GEAC inquired about the police department's relationship with the City Manager and how frequently the Chief met with her. Ms. Ard clarified that the Chief reports to the City Manager and met regularly with her. The discussion concluded with questions about how the City was addressing issues like racism and equity in light of current events. Both Ms. Ard and Chief Bowers highlighted the City's focus on health, finances, and equity, as well as the police department's ongoing efforts to review and improve policies through accreditation and training.

The meeting ended with thanks and a reminder of the importance of clear communication between the City, GEAC, and residents, particularly in distributing vital information during these uncertain times.

The meeting ended at 9:51 p.m.

Respectfully submitted,

Bonita Anderson
City Clerk

WORK SESSION OF THE GREENBELT CITY COUNCIL held Monday, July 27, 2020, to discuss Capital Projects.

Mayor Byrd started the meeting at 8:01 p.m. The meeting was held virtually via Zoom.

Present were: Councilmembers Judith F. Davis, Emmett V. Jordan, Leta M. Mach, Edward V. J. Putens, Rodney M. Roberts, and Mayor Colin A. Byrd. Councilmember Silke I. Pope was unable to attend.

Staff present were Nicole Ard, City Manager; Todd Pounds, City Solicitor; David Moran, Assistant City Manager; Jim Sterling, Public Works Director; Terri Hruby, Planning Director; Beverly Palau, Public Information and Communications Coordinator; and Bonita Anderson, City Clerk.

Others present were Davenport & Company, representatives Jennifer Dierksen, Vice President, and Joseph Mason, Senior Vice President; Bill Orleans, and others.

Covid-19

Ms. Ard noted that there will be an announcement later this week on the reopening of City facilities. In addition, the Greenbelt Aquatic and Fitness Center is currently experiencing issues with the air conditioning at the pool.

Ms. Davis asked about the outdoor pool's remaining open until after Labor Day. Ms. Ard replied yes, the pool would remain open past Labor Day.

Mr. Jordan requested an update on dedicating a small area in the parking lot for outdoor dining. Ms. Ard noted an MOU agreement was signed a few weeks ago with DC Vegan and New Deal Cafe but is unsure if staff is preparing an area of the parking lot. Mr. Jordan didn't want the idea to fade away.

Capital Projects

Mr. Sterling provided an update on the current and ongoing capital projects. He indicated that construction had been completed at the dam at Buddy Attick Park, including improvements in the spillway and crack repair. Removal of sediment erosion would be next. Mr. Sterling told Council that water quality would gradually improve once the forebays and adjoining streams are restored.

Mr. Sterling noted that sidewalk and concrete repairs had been completed along Breezewood Drive and Cherrywood Lane with the help of a Community Development Block Grant obtained through a cooperation agreement with the County. He also noted that the State Highway User Revenue (HUR), which is part of the process, had not yet been received. Mr. Moran stated that the Highway User Revenue (HUR) funds could be used for various general operating costs concerning streets.

Mr. Jordan inquired about the improvement of water quality of the lake. Mr. Sterling noted that there would be vegetation decomposition and improved water quality. Mr. Jordan asked about the Community Center window repair projects which needed to be done before reopening. Mr. Sterling noted that the projects would not affect the reopening of the building post-Covid. Mr. Jordan inquired about the Mother and Child statue project at the Roosevelt Center. Ms. Hruby replied that the restoration work would begin after Ms. DeWald reviewed the proposals. Mr. Sterling indicated that

this would be a 6- to 8-week job. Ms. Hruby noted that asbestos removal from windows was underway at the Community Center, followed by installation of new glass and painting.

Mr. Jordan inquired about the access card mechanism installation at the Municipal Building. He also asked about the status of reopening the Youth Center restroom to accommodate the public. Mr. Sterling provided additional updates on current City projects.

Mr. Roberts inquired about the concrete area near the lake and asked Mr. Sterling if he had walked through the Armory Building. Mr. Sterling stated that he had a site visit two years ago, and it didn't look good then. Ms. Davis noted that there would need to be a bond issuance for reconstruction of the Armory site.

Ms. Mach asked about projects postponed due to the pandemic, especially the signage project. Ms. Hruby noted that that project is moving forward. They were actively working with three vendors.

Ms. Davis inquired about the ownership of the easement and pathway near Ivy Lane. Ms. Hruby replied that the State Highway Administration was the owner. Mr. Jordan expressed gratitude towards Public Works for repaving that area.

Mr. Jordan inquired about the status of the dog park. Ms. Hruby noted that the dog park would reopen as soon as Council agreed on a new set of safety rules which would be discussed at the next Council meeting.

Mr. Jordan inquired about the status of restarting the Greenbrook trails project, which would connect Greenbrook Village and Estates to Schrom Hills Park. Mr. Putens stated that it had been nearly 20 years since this project had been suggested. Mr. Moran commented that this project was deferred due to the pandemic.

Ms. Davis expressed concern about the most recent plan for the construction of the proposed Maglev project. She noted that it would end up significantly impacting the Forest Preserve and the nearby Beltsville Agricultural Research Center. Mr. Roberts suggested that the City hire legal assistance to fight this matter.

There was a discussion about the refinancing of two bonds with the aid of Davenport and Company. Ms. Dierksen and Mr. Mason gave an update on their efforts to secure the refinancing of two of the City's existing debt bonds from 2011 and 2013 with the firm soliciting bids from banks.

There were several informational items discussed.

The meeting ended at 9:44 p.m.

Respectfully submitted,

Bonita Anderson
City Clerk

PUBLIC HEARING/WORK SESSION OF THE GREENBELT CITY COUNCIL held Thursday, November 5, 2020, to discuss the Eviction Ordinance to include Rent and Late Fee Freeze.

Mayor Byrd started the meeting at 7:30 pm. The meeting was held virtually via Zoom.

Present were Councilmembers Judith F. Davis, Emmett V. Jordan, Leta M. Mach, Silke I. Pope, Edward V. J. Putens, Rodney M. Roberts, and Mayor Colin A. Byrd.

Staff members present were: Nicole Ard, City Manager; Todd Pounds, City Solicitor; Dr. Liz Park, CARES Director; Gilberto Cabrera, Code Enforcement Officer; and Bonita Anderson, City Clerk.

Also present were: Bill Orleans, Lore Rosenthal, Larry McNeely, Bob Rand, and Renaud Brown.

During a public hearing opened by Mayor Byrd at 7:03 pm, the focus was solely on the draft ordinance concerning an eviction freeze, excluding discussion on rent and late fee freezes.

Larry McNeely, a Greenbelt resident, supported the ordinance, urging Council to prioritize renters impacted by potential eviction during the pandemic. He emphasized the need for Council to take action to protect renters in this challenging time.

Another Greenbelt resident, Bob Rand, voiced his support for the ordinance, highlighting the ongoing housing crisis. He encouraged Council to pass the eviction freeze, stressing its importance for addressing the current situation.

The Public Hearing/Meeting ended at 7:17 pm.

The work Session began at 8:00 pm.

Mr. Pounds informed Council that Chief Judge Mary Ellen Barbera had reopened the courts, allowing local jurisdictions to determine their own reopening timelines. He also emphasized that county courts were following policies prohibiting evictions, rent increases, and late fees during the state of emergency. However, legal action against tenants who were already in arrears before the pandemic were proceeding.

There was a debate about the impact of these policies on landlords. Ms. Pope pointed out that landlords, particularly those with only a few properties, also faced financial burdens, such as mortgage payments and association fees. She shared her experience as a landlord of a single unit she rents out. Both she and Mr. Putens highlighted the financial strain landlords faced, especially when unable to pass along costs like electricity rate hikes.

The discussion also covered the fact that landlords were ineligible for direct business assistance, but they could benefit from CARES Act funding, which helped tenants pay rent. Dr. Park noted

that landlords in Greenbelt have expressed satisfaction with this funding, often applying on behalf of their tenants to ensure payment.

Mr. Pounds brought up the uncertainty around how a local ordinance freezing evictions might be received. He noted that judges generally followed state law in landlord-tenant cases unless directed otherwise. To clarify this issue, he suggested that Council consider seeking guidance from Judge Barbera and other judges. Additionally, the City might request a temporary restraining order from the County Circuit Court to enforce any local measures.

The conversation shifted to enforcement challenges. Mr. Cabrera observed that creating an enforcement process would be complex. Once the City issues a citation, it goes to the County Landlord-Tenant Court, at which point the City has no further involvement, limiting its control over the process.

Mr. Putens argued that it would be more effective to provide tenants with information about their legal options rather than passing an ordinance that could be overridden by state law. He believed that education, rather than legislation, might yield better results for tenants.

Ms. Pope and Ms. Davis raised concerns about the legal costs associated with implementing such an ordinance. Specifically, they questioned whether it would be feasible to pay Mr. Pounds to serve as a prosecutor in landlord-tenant court if the City pursued legal action.

Despite these concerns, Mayor Byrd and Mr. Roberts expressed strong support for the ordinance, believing it would be a fight worth undertaking to protect tenants. However, there was disagreement on the potential impact and complexities of such a law.

Mr. Jordan voiced his skepticism, stating that the proposed ordinance might end up as mere "window dressing" rather than offering substantial help to residents. He also noted the logistical difficulties in enforcing a freeze on evictions.

In response, Mayor Byrd suggested the possibility of including significant penalties for landlords who fail to comply with the ordinance. However, Ms. Pope firmly stated that she would not support any ordinance that imposed penalties on landlords, expressing her opposition to such measures.

The meeting ended at 9:52 pm.

Respectfully submitted,

Bonita Anderson
City Clerk

WORK SESSION of the Greenbelt City Council held Monday, November 30, 2020, to meet with County Executive Angela Alsobrooks.

Mayor Byrd started the meeting at 8:00 p.m. It was held virtually via Zoom.

Present were Councilmembers Judith F. Davis, Leta M. Mach, Emmett V. Jordan, Silke I. Pope, Edward V.J. Putens, Rodney M. Roberts and Mayor Colin A. Byrd.

Also present were Nicole Ard, City Manager; Bertha Gaymon, City Treasurer; Rick Bowers, Police Chief; Terri Hruby, Planning and Community Development Director; Charise Liggins, Economic Development Coordinator; and Bonita Anderson, City Clerk.

Others present were Toni Farley, Citizens Association; County Executive Angela Alsobrooks; Antionette Hinds, County Executive Aide; Martin Harris, Deputy Director DPW; and Clarence Mosley, DPIE Permits Manager.

Mayor Byrd welcomed County Executive Angela Alsobrooks, who emphasized that Prince George's County was the county hardest hit by COVID-19 in the region, with over 39,000 cases and high rates of positive testing. Ms. Alsobrooks commended the collaboration between the County and municipalities, particularly Greenbelt, during these challenging times. She noted that the County was now facing a new surge in COVID-19 cases, prompting the continuation of various assistance programs to support residents and businesses.

Ms. Alsobrooks highlighted the County's response to the pandemic, including the use of CARES Act funding to provide grants to local businesses, especially restaurants, and financial support for individuals affected by job loss. She noted that despite these efforts, additional resources are needed to sustain industries like hospitality, which rely on large gatherings that remain canceled. With over 157,000 residents filing for unemployment, the County had issued \$200 gift cards to many individuals and was providing grants for businesses that hire before December 15.

Ms. Alsobrooks highlighted challenges residents face with rental assistance, noting that many applicants struggled to complete their applications. To address this, the County engaged landlords in the process to ensure more effective support. She emphasized how the pandemic exposed deeper issues, such as food insecurity, with the County distributing over two million meals in 2020 compared to a typical 200,000. Additionally, Ms. Alsobrooks discussed coordinating COVID-19 vaccine distribution, acknowledging that building public trust in the vaccine's safety and efficacy would be a key challenge.

Mayor Byrd encouraged Ms. Alsobrooks to ensure that municipal governments receive their share of state and federal COVID-19 relief funds. Ms. Alsobrooks responded, highlighting that Prince George's County was one of the few to allocate CARES Act funding to municipalities. However, she expressed concern about some municipalities facing challenges in fully dispersing their funds by the December 31 deadline. Ms. Gaymon added that the City was on track to use its allocation, with 80 percent of the funds already spent.

Ms. Ard expressed appreciation for the County's support in aiding Greenbelt businesses, particularly through the restaurant resiliency fund. Ms. Alsobrooks noted that while CARES Act funding had provided temporary stability to the County's finances, fiscal challenges were expected to increase in the coming year. She highlighted concerns over revenue declines in hotel and entertainment taxes, anticipating that difficult budget decisions would be necessary. This could include hiring freezes and the absence of cost-of-living adjustments, with hopes for additional federal aid to offset these pressures.

Ms. Alsobrooks discussed the County's post-pandemic planning, highlighting the creation of a resilience-focused task force. This group aimed to tackle issues amplified by the pandemic, including the educational achievement gap, with plans for year-round tutoring and free summer programs for students in need. To address food insecurity, the County was working to attract grocery stores to underserved areas. Additionally, police reform remained a priority, with initiatives targeting improvements in hiring, training, and use-of-force policies to strengthen community trust and safety.

Ms. Alsobrooks addressed the impact of Governor Hogan's veto of the Blueprint for Maryland's Future, which aimed to increase education funding across Maryland. She explained that the pandemic had further complicated funding for education, particularly due to its effect on kindergarten enrollment, a key factor in projecting future funding needs. Ms. Alsobrooks expressed concern about potential funding reductions and warned of the possible long-term consequences for the County's educational system if resources continue to be strained.

The meeting ended at 10:12 p.m.

Respectfully submitted,

Bonita Anderson
City Clerk

REGULAR MEETING OF THE GREENBELT CITY COUNCIL held October 14, 2024.

Mayor Jordan called the Meeting to order at 7:30 p.m.

ROLL CALL was answered by Councilmembers Amy E. Knesel, Danielle P. McKinney, Jenni A. Pompei, Silke I. Pope, Rodney M. Roberts, Kristen L.K. Weaver, and Mayor Emmett V. Jordan.

ALSO PRESENT were Josué Salmerón, City Manager (virtual); Timothy George, Assistant City Manager; Rick Bowers, Police Chief; Brian Townsend, Public Works Assistant Director; Terri Hruby, Director of Planning and Community Development; Ryan Sigworth, City Planner; Jamarie Spencer, Public Information Producer; and Bonita Anderson, City Clerk.

Mayor Jordan asked for a moment of silence in honor of Elaine Weisel Eubanks, Thomas Joseph “Tom” Payne, Barbara Ann Payne, Mark Wayne Price, Keith Alan Bair, and Muriel “Micki” Weidenfeld.

Ms. Pompei then led the pledge of allegiance to the flag.

PETITIONS AND REQUESTS:

Fred Gasper, a resident, raised concerns regarding the equity of the implementation of the Pedestrian and Bicycle Master Plan, noting that the bicycle plan may not be executed. He highlighted specific worries about Hanover Parkway, a heavily utilized area for pedestrians and cyclists, emphasizing the need for improvements to ensure safety and accessibility.

Judith Davis, a resident, suggested that Council support CB-098-2024, which addresses the issue of abandoned shopping carts. She encouraged Council to submit any concerns to the Transportation, Infrastructure and Environmental Committee by this Thursday.

Bill Orleans, a resident, indicated that he is not satisfied with the response received for his previously stated requests from prior meetings. He noted that future meetings should be advertised, indicating virtual or in-person.

CONSENT AGENDA: Mr. Roberts requested to remove item #25, “7 Hillside Road Sight Distance Issue and Parking Removal,” and Mayor Jordan requested to remove item #14, “Approval of Waiver of Property Tax Lien against Charlestowne North Apartments,” and item #16, “Approval of Special Event and One-Time Suspension of Fire Code Requirements for Pumpkin Walk Event,” and to hold item #31, “Authorizing the City Manager to Execute a Contract with VMP Construction Company, Inc. for Installation of Raised Crosswalks,” to the October 28 Council Meeting agenda. There was discussion. Mayor Jordan moved to hold items #25 and #31 until the next meeting. Ms. Pope seconded. The motion passed 7-0 to approve the consent agenda as amended.

Council thereby took the following actions:

MINUTES OF COUNCIL MEETINGS:

Work Session, January 26, 2022

Work Session, March 23, 2022

Approved as presented.

COMMITTEE REPORTS:

Forest Preserve Advisory Board (FPAB) Report #2024-01: Trail reroutes and closures in the North Woods Tract of the Forest Preserve: Council accepted this report.

Approval of Waiver of Property Tax Lien against Charlestowne North Apartments: Council approved staff's recommendation for a 50% lien reduction, totaling \$20,352.50, to support Freddie Mac's acquisition and management of the property.

Approval of Special Event and One-Time Suspension of Fire Code Requirements for Pumpkin Walk Event: Council approved a special event permit for the longstanding Pumpkin Walk on October 19, 2024, and consider a temporary suspension of the fire code that prohibits open flames in the Forest Preserve.

MEETINGS: Council approved the meeting schedule.

STAKEHOLDERS LIST: Council approved the stakeholder list.

Appointment to Advisory Board/Committee: Council appointed Mr. Abel Aworbi to the Senior Citizens Advisory Committee.

Authorizing the City Manager to Execute a Contract with Traffic and Parking Control Co., Inc. (TAPCO) for LED-Enhanced Stop Signs and Sign Posts: Council authorized the City Manager to execute a contract with TAPCO for \$15,893.25.

Authorizing the City Manager to Execute a Contract with Control Technologies, Inc. for Rectangular Rapid Flashing Beacons (RRFBs) and LED-Enhanced Pedestrian Crossing Signs: Council authorized the City Manager to execute a contract with Control Technologies for \$99,580.97.

Authorizing the City Manager to Execute a Contract with Shannon-Baum Signs & Graphics, Inc. for Static Signs and Flex Posts: Council authorized the City Manager to execute a contract with Shannon-Baum for \$12,859.57.

Authorizing the City Manager to Execute a Contract with Ennis-Flint by PPG Traffic Solutions for Thermoplastic Markings: Council authorized the City Manager to execute a contract with Ennis-Flint not to exceed \$17,500.

Authorizing the City Manager to Execute a Contract with Next Day Concrete & Masonry, Inc., for Concrete Work on Pedestrian Curb Ramps: Council authorized the City Manager to execute a contract with Next Day Concrete and Masonry, Inc., not to exceed \$20,000.

Authorizing the City Manager to Execute a Contract with Carpet Land for Installation of Carpet for the Municipal Building Second Floor: Council authorized the City Manager to execute a contract with Carpet Land for \$35,784.00.

Reappointment to Advisory Board/Committee: Council reappointed Erica Hernandez to the Greenbelt Advisory Committee on Environmental Sustainability for a new term.

Anacostia Trails Heritage Area (ATHA) - FY25 Annual Dues from the City of Greenbelt: Council authorized the City Manager to pay membership dues to ATHA for \$6,230.25.

ARPA - BIRF Grant Award - Greenbelt Cinema: Council approved \$35,000 in ARPA-BIRF Grant Funding.

APPROVAL OF AGENDA: Ms. Pompei requested to move item #17,” Discussion of Budget Request from the Reparations Commission,” to #14. Mayor Jordan seconded. The motion passed 7-0 to approve the agenda as amended.

PRESENTATIONS:

Cooperative Month Proclamation: Mayor Jordan designated October as Cooperative Month and presented a proclamation to the representatives of the City of Greenbelt Cooperatives.

Maryland Economic Development Week Proclamation: Mayor Jordan proclaimed October 21-25, 2024, as Maryland’s Economic Development Week. Jessica Wilson from CCI Health Services, Alejandra Ramirez, owner of Beltway Plaza Hardware, and others accepted the proclamation and remarked on this year's activities.

National Domestic Violence Awareness Month Proclamation: Mayor Jordan proclaimed October as National Domestic Violence Awareness Month and encouraged the community to stand united in raising awareness, supporting survivors, and promoting resources to prevent domestic violence.

MINUTES OF COUNCIL MEETINGS:

Statement for the Record – Closed Session of October 7, 2024: Ms. Weaver moved that in accordance with the General Provisions Article, Section 3-06(C)(2) of the *Annotated Code of Public General Laws of Maryland*, the minutes of tonight's Meeting reflect that Council met in closed session on Monday, October 7, 2024, at 9:11 p.m., in the Council Chambers. Council held this closed meeting in accordance with Section 3-305(b)(1) of the General Provision Article of

the Annotated Code of the Public General Laws of Maryland 1) to discuss the appointment, employment, assignment, promotion, discipline, demotion, compensation, removal, resignation, or performance evaluation of appointees, employees, or officials over whom it has jurisdiction; or any other personnel matter that affects one or more specific individuals

The purpose of this meeting was to discuss the City Manager's evaluation process.

Vote to close the session:

	Yes	No	Abstain	Absent
Ms. Knesel	X			
Ms. McKinney	X			
Ms. Pompei	X			
Ms. Pope	X			
Mr. Roberts		X		
Ms. Weaver	X			
Mayor Jordan	X			

The following staff members were in attendance: Josué Salmerón, City Manager; Dawane Martinez, Director of Human Resources; and Adewunmi Lewis, Consultant from MGT.

Council took no action during this session.

Ms. Pope seconded.

ROLL CALL: Ms. Knesel - Yes
Ms. McKinney - Yes
Ms. Pompei - Yes
Ms. Pope - Yes
Mr. Roberts - No
Ms. Weaver - Yes
Mayor Jordan - Yes

Statement for the Record – Closed Session of October 9, 2024: Ms. Weaver moved that in accordance with the General Provisions Article, Section 3-06(C)(2) of the *Annotated Code of Public General Laws of Maryland*, the minutes of tonight's Meeting reflect that Council met in closed session on Wednesday, October 9, 2024, at 7:44 p.m., in Council Chambers. Council held this closed meeting in accordance with Section 3-305 (9) and (10) of the General Provisions Article of the Annotated Code of the Public General Laws of Maryland: 1) to conduct collective bargaining negotiations or consider matters that relate to the negotiations; and (2) to discuss public security, if the public body determines that public discussion would constitute a risk to the public or to public security, including: (i) the deployment of fire and police services and staff; and (ii) the development and implementation of emergency plans.

The purpose of this meeting was 1) to discuss the City and Fraternal Order of Police Lodge No. 32 agreement regarding Collective Bargaining Agreement (CBA) and 2) to discuss the Deployment and Status of the Fire Department, Emergency Medical Services (EMS), and Police Services.

Vote to close the session:

	Yes	No	Abstain	Absent
Ms. Knesel	X			
Ms. McKinney	X			
Ms. Pompei	X			
Ms. Pope	X			
Mr. Roberts		X		
Ms. Weaver	X			
Mayor Jordan	X			

The following staff members were in attendance: Josué Salmerón, City Manager; Richard Bowers, Police Chief (until 8:44 p.m.).

Other attendees were Stephen Silvestri and Blaine Taylor from Jackson Lewis Law Firm (until 8:44 p.m.) and Suellen Ferguson, Attorney (from 8:46 p.m.).

Council took no action during this session.

Ms. Pope seconded.

ROLL CALL: Ms. Knesel - Yes
Ms. McKinney - Yes
Ms. Pompei - Yes
Ms. Pope - Yes
Mr. Roberts - Yes
Ms. Weaver - Yes
Mayor Jordan - Yes

ADMINISTRATIVE REPORTS: Mr. Salmerón thanked Council for attending the Armory tour, highlighting the importance of their presence and engagement. He also shared the recent success of the Fall Fest, which saw significant community participation. Additionally, Mr. Salmerón mentioned the kickoff of the Collective Bargaining Agreement (CBA) negotiations with the Police Union, which align with proposed budget plans, and the initiation of Tax Differential meetings. He noted the recent upgrade to WiFi coverage in the Municipal Building, enhancing connectivity for staff and visitors, and celebrated the excellent turnout for the flu shot clinic, which underscored the community's commitment to health and wellness.

LEGISLATION:

Resolution to Establish a Charter Review Taskforce: Mayor Jordan read the agenda comments and introduced the resolution for its second reading and adoption. Ms. Pope seconded. There was discussion on establishing a taskforce that would include a member of the Cooperative and a business owner who is also a resident.

Ms. Weaver moved to amend the resolution to include a member of the Cooperative.

Ms. Pope seconded. The motion passed 7-0.

Ms. McKinney moved to amend the resolution to include a business owner who is also a resident.

Ms. Pompei seconded. The motion passed 7-0.

ROLL CALL: Ms. Knesel	- Yes
Ms. McKinney	- Yes
Ms. Pompei	- Yes
Ms. Pope	- Yes
Mr. Roberts	- No
Ms. Weaver	- Yes
Mayor Jordan	- Yes

The resolution was declared adopted (Resolution No. 2113, Book 8).

OTHER BUSINESS:

Board of Elections Report #2024-04: Provisions and Proposed Amendments Regarding Council Vacancies: Mayor Jordan read the agenda comments. Council reviewed the Board of Elections report on filling vacant Council seats and discussed proposed amendments to the City Charter. The Board presented two options for amending the Charter, with Mayor Jordan expressing concerns about the long-term implications of these changes. The Board of Elections agreed to seek guidance on moving forward with these items. In discussing how to fill Council vacancies, Council advocated for elections by the public rather than appointments by Council itself to ensure a fair process. They proposed a new method for filling vacancies and emphasized the need for a straightforward, structured approach to prevent future confusion and inefficiencies. Council highlighted the importance of public feedback on the proposed timeline and appointing Council members. They also agreed on the necessity for a concise, professional approach to handling vacancies, noting the potential issues if only six members served, which could lead to deadlock situations. Staff was instructed to publish the agreed changes promptly.

Greenbelt Armory Feasibility Consultant Recommendation: Mayor Jordan read the agenda comments. Taylors Imes-Thomas, representing AMAR Group, and Kelly Cronin from WJE presented a detailed PowerPoint outlining their backgrounds, expertise, and the scope of work for the feasibility study on the Greenbelt Armory. Their presentation provided an overview of both firms' experience and qualifications, setting a foundation for the study's objectives, methodologies, and anticipated outcomes. The presentation highlighted key focus areas, including structural assessments, potential uses, and projected timelines, aiming to evaluate the Armory's feasibility for future projects. Ms. Weaver moved that Council accept the proposal of the AMAR Group, LLC, to provide a feasibility study for the Greenbelt Armory and authorize the City Manager to enter into a contract with AMAR at a cost not to exceed \$166,000. Ms. Pompi seconded. The motion passed 7-0.

Discussion of Budget Request from the Reparations Commission: Mayor Jordan read the agenda comments.

Dr. Lois Rosado provided an update on the progress of the research project, sharing that historians and a genealogist are actively involved in analyzing the data and addressing any gaps. Although legal assistance was initially considered, it was determined that it may not be necessary since the City is forming a taskforce to assist with the project. Dr. Rosado also emphasized the need for an administrative assistant and a content manager to manage the project's webpage, with plans to fund these roles within the existing budget. Tom Adams, a commission member, underscored the importance of community outreach, pointing out the costs associated with printing materials for public engagement. Additionally, Dr. Rosado highlighted the need for specialized genealogical tools and expertise to trace individuals linked to the project and identify their descendants, further enhancing its scope and historical significance.

Action for this item will take place during ARPA Reallocation Recommendations.

Draft FY 2025-2030 Maryland Consolidated Transportation Program (CTP): Mayor Jordan read the agenda comments. Mr. Sigworth reviewed the draft fiscal year 2025-2030 Maryland Consolidated Transportation Program, noting a significant \$1.3 billion decrease from the previous year. Mr. Sigworth explained the program's importance as the State's 6-year budget document and pointed out fundamental changes, including the removal of Maryland 193 and the Greenbelt Road Streetscape Improvement Project. He also highlighted a notable reduction in bicycle and pedestrian projects and a shift toward purchasing clean diesel buses due to budget constraints and market considerations. Council expressed disappointment over these changes, particularly the exclusion of Greenbelt East Trail segments, and requested their addition to the program. Additionally, Council discussed the draft letter to the State regarding the County's Greenbelt Improvement Project and the potential expansion of Kenilworth Avenue and Edmonston Road. No action was taken.

ARPA Reallocation Recommendations: Mayor Jordan read the agenda comments. Mr. Salmerón provided an overview of staff's review of the proposed American Rescue Plan (ARPA) projects. He noted that the total cost of the proposed projects exceeded the available funding. However, if additional funds became available as certain projects were completed, staff could move forward with pre-approved projects quickly. Council had set an internal deadline of November 30th for finalizing decisions on allocating funds.

A proposed reallocation plan was discussed in detail, outlined in a 6-page document with a graphic representation. The document included recommendations for ARPA lost revenue and funding allocation. A line graph was presented showing how the funding would be distributed, along with a section detailing which projects could not be funded due to insufficient resources. The final page of the document provided a distribution breakdown for vouchers and grants by category and area of the City. Mr. Salmerón also addressed feedback from previous sessions, emphasizing the need for guidance on the reallocation process.

Council discussed funding for various proposed projects, including the purchase of portable radios, the construction of an animal control facility, the installation of electric vehicle charging stations, and the addition of solar lights at basketball courts. It was noted that some projects, such as portable radios, may only be funded through ARPA funding due to a lack of competitive grant opportunities or partnerships. Mr. Salmerón raised the importance of installing an AED at the Greenbelt Cinema, emphasizing the urgency of such safety equipment. Other proposals included a \$10,000 grant for GHI to install metal cast poles for improved lighting and security, a commercial scope for inspecting sewer lines, and necessary upgrades to code enforcement software. Mr. Salmerón also discussed various other investments needed for recreation centers, including elevator upgrades at the Community Center and roof repairs at the Youth Center.

Mr. Salmerón recommended allocating \$204,000 towards food recovery initiatives and \$50,000 for workforce development programming. Council reviewed additional proposals for nonprofit funding and the potential allocation of funds to park amenities. They discussed various potential

projects, including a multi-use path between Schrom Hills Park and Greenbrook Drive and a stormwater project for Stream Valley Park.

Mr. Roberts expressed dissatisfaction with the current state of recreational facilities in Greenbelt, particularly in the western section of the City. He criticized the City's lack of equitable distribution of facilities.

As discussion concluded, Council emphasized the importance of ensuring that ARPA funding was distributed in a way that addressed current needs and long-term community goals.

Mayor Jordan moved that Council adopt the recommendations proposed by staff. Ms. Weaver seconded. The motion passed 6-1. (Mr. Roberts)

Discussion of the Removal of Center Arm Rests on City Benches: Ms. Pompei moved that this item to be deferred to the next Council meeting agenda. Mayor Jordan seconded. The motion passed 7-0.

COUNCIL ACTIVITIES: Events between September 24 and October 14, 2024

- 24 September: Friends of the Greenbelt Library meeting (Pompi)
- 24 September: Greenbelt Advisory Committee for Environmental Sustainability meeting (Weaver)
- 25 September: Metro Washington Air Quality Committee meeting (Weaver)
- 26 September: Greenbelt Rotary Club meeting (Weaver)
- 26 September: Greenbelt Business Alliance Networking and Happy Hour (Jordan, McKinney, Weaver)
- 28 September: Berwyn Heights Fire Department Anniversary Breakfast (Jordan, Knesel, McKinney, Pompei, Pope)
- 28 September: National Public Lands Day Honeysuckle Bush Round-up (Jordan, Knesel, McKinney, Pompei)
- 28 September: Schrom Hills Threes Sisters Garden Clean-up (Jordan, Knesel, McKinney, Pompei)
- 28 September: Environmental Sustainability/Nuclear Peace Talk (Knesel, Pompei)
- 01 October: Fire Ops 101 (Jordan, Knesel)
- 01 October: Advisory Committee on Education meeting (Pompi)
- 02 October: Maryland Mayors Association Board Meeting (Jordan)
- 03 October: White House Infrastructure Briefing (Jordan)
- 03 October: Maryland Municipal League (MML) Conference Committee Ecommerce Awards Meeting (Pompi)
- 03 October: Greenbelt Police Department Community Meeting at Greenbriar (Jordan, Knesel, McKinney, Pompei, Weaver)
- 03 October: Greenbelt Rotary Club meeting (Weaver)
- 04 October: Prince George's County Tax Differential Kick-off Call (Jordan)

- 04 October: Greenbriar 50th Anniversary Celebration (Jordan, Knesel, McKinney, Pompei, Pope, Weaver)
- 05 October: Beat Breast Cancer Rally (Jordan, Pompei, Weaver)
- 05 October: Buy Nothing Group Gathering (Jordan, Weaver)
- 05 October: Greenbelt Volunteer Fire Department Crab Feast Fundraiser (Jordan, McKinney, Pope, Roberts, Weaver)
- 06 October: Eleanor and Franklin Roosevelt Democratic Club Picnic (Jordan, McKinney, Pompei, Pope, Weaver)
- 06 October: Artful Afternoon and Art Studio Open House (Weaver)
- 08 October: Legacy Leadership Class presentation (Jordan)
- 09 October: National Walk to School Day (Jordan, McKinney, Pompei, Pope, Weaver)
- 09 October: Metro Washington Council of Governments Board of Directors meeting (Jordan)
- 10 October: National League of Cities Transportation and Infrastructure Services meeting (Weaver)
- 10 October: Tour of Greenbelt Armory (Jordan, Knesel, McKinney, Pompei, Pope, Weaver)
- 10 October: Public Safety Advisory Committee Forum in Greenbriar (Jordan, Pope)
- 11 October: Meeting with Prince George's County Fire Department Chief Green (Jordan, Pompei, Weaver)
- 11 October: Greenbelt CARES GED Graduation (Jordan, Knesel, McKinney, Pompei, Weaver)
- 12 October: Greenbelt Triathlon (Weaver)
- 12 October: Fall Fest (Jordan, Knesel, McKinney, Pompei, Weaver)
- 12 October: Schrom Hills Pumpkin Walk (Knesel, Weaver)
- 12 October: Reparations Commission Forum (Jordan, Knesel, McKinney, Weaver)
- 13 October: Muriel "Micki" Weidenfeld Funeral Service (Jordan)
- 13 October: Artful Afternoon at Springhill Lake Rec Center (Weaver)

MEETINGS:

Closed Session: Ms. Weaver moved that the City Council go into closed session, according to Section 3-305(b)(1) and (3) of the General Provisions Article of the Annotated Code of the Public General Laws of Maryland 1) to discuss the appointment, performance evaluation of appointees, employees, or officials over whom this public body has jurisdiction; any other personnel matter that affects one or more specific individuals and 2) to consider the acquisition of real property for a public purpose and matters directly related thereto.

The purpose of this meeting is 1) to address personnel matters over which this public body has jurisdiction; and 2) to consider the acquisition of real property for a public purpose and matters directly related thereto.

Ms. Pope seconded.

ROLL CALL: Ms. Knesel - Yes
Ms. McKinney - Yes
Ms. Pompei - Yes
Ms. Pope - Yes
Mr. Roberts - No
Ms. Weaver - Yes
Mayor Jordan - Yes

ADJOURNMENT: The Mayor adjourned the Regular Meeting of October 14, 2024, at 11:30 p.m.

Respectfully submitted,

Bonita Anderson
City Clerk

"I hereby certify that the above and foregoing is a true and correct report of the Regular Meeting of the City Council of Greenbelt, Maryland, held October 14, 2024.

Emmett V. Jordan
Mayor

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: Bonita Anderson

Submitting Department:

Item Type: COMMUNICATIONS

Agenda Section: COMMUNICATIONS - 15 minutes (7:45 - 8:00 p.m.)

Subject:

Administrative Reports

Suggested Action:

Attachments:

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: COMMUNICATIONS

Agenda Section: COMMUNICATIONS - 15 minutes (7:45 - 8:00 p.m.)

Subject:

Committee Reports

Suggested Action:

Attachments:

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: LEGISLATION

Agenda Section: LEGISLATION - 20 minutes (8:00 - 8:20 p.m.)

Subject:

A Resolution Affirming the City of Greenbelt's Commitment to Diversity, Equity, and Inclusion
- 2nd Reading, Adoption

Suggested Action:

Reference: Resolution

The Council packet contains a resolution outline of the City of Greenbelt's support for Diversity, Equity, and Inclusion.

Ms. Pompei introduced this resolution for first reading at the May 12th Regular Meeting. The resolution is presented tonight for Council's consideration for second reading and adoption.

Attachments:

[Resolution.pdf](#)

Introduced by: Ms. Pompei
1st Reading: May 12, 2025
Passed:
Posted:
Effective:

RESOLUTION NUMBER 2118

A Resolution in Support of Diversity, Equity, and Inclusion

WHEREAS, the City of Greenbelt's Community Pledge states: "The strength of Greenbelt is diverse people living together in a spirit of cooperation. We celebrate all people. By sharing together all are enriched. We strive to be a respectful, welcoming community that is open, accessible, safe and fair."

WHEREAS, the City of Greenbelt acknowledges that diversity can be defined as differences in race, gender, gender identity, ethnicity, physical and/or mental capabilities, sexual orientation, socioeconomic status, immigration status, family status, and religious beliefs or lack thereof;

WHEREAS, the City of Greenbelt acknowledges that not all people start at the same place, and what is fair may vary across groups or individuals, who may experience differences in opportunities, advantages, and barriers;

WHEREAS, the City of Greenbelt recognizes that inclusive and diverse viewpoints and opinions greatly enhance the City, its staff, City Council, and boards and commission;

NOW, THEREFORE, LET IT BE RESOLVED THAT THE CITY COUNCIL OF GREENBELT HEREBY PROCLAIMS

Our continuing commitment to promote a municipal work environment, city government, and community that reflects diversity, equity, and inclusion; to embrace and honor the differences and rights of all groups, particularly those who have been historically disenfranchised and discriminated against based on identity and ability; and encourages all residents strive to create an inclusive and supportive environment in which everyone feels valued and empowered to contribute to the betterment of Greenbelt.

AND BE IT FURTHER RESOLVED that this Resolution shall be effective immediately upon its passage.

PASSED by the Council of the City of Greenbelt, Maryland, at its regular meeting on May 27th, 2025.

Emmett V. Jordan, Mayor

ATTEST:

Bonita Anderson, City Clerk

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: Bonita Anderson

Submitting Department: Planning

Item Type: LEGISLATION

Agenda Section: LEGISLATION - 20 minutes (8:00 - 8:20 p.m.)

Subject:

A Resolution to Authorize the Negotiated Purchase of Professional Design Services and Community Engagement for the Development of a Master Plan for Indian Creek Park from Mahan Rykiel Associates, Inc. At A Cost Not to Exceed \$25,600.00, and an Additional Allowance Not to Exceed \$7,000.00 for Procurement of Engineering Support Services from The City's On-Call Engineer.

- 2nd Reading, Adoption

Suggested Action:

Reference:

Resolution

Memorandum, T. Hruby, 05/06/2025

Proposal

Staff recommends that City Council authorize the City Manager to execute a contract with Mahan Rykiel Associates, Inc. to develop a master plan for the Greenbelt Station Indian Creek Park area at a total cost of \$32,600, which includes \$7,000 to cover engineering support services by the City's on-call engineer, Charles P. Johnson & Associates, to be billed at the City's agreed upon hourly rates.

Staff believes Mahan Rykiel's proposal will yield the professional services needed to support the future development of the Indian Creek Park area at a very competitive price. The scope of work outlined by Mahan Rykiel includes a public engagement piece and is tailored to build off of the hard work and public input that went into the Greenbelt Station Greenspace Vision Plan.

Ms. Weaver introduced this resolution for first reading at the May 12th Regular Meeting. The resolution is presented tonight for Council's consideration for second reading and adoption.

Attachments:

[Resolution Mayhan Rykel.5.5.25.th.v1.pdf](#)

[Memo_award_of_contract.final.5.6.25.th.pdf](#)

[MRA_Indian Creek-PROPOSAL_4_4_25 \(003\).pdf](#)

Introduced: Ms. Weaver
1st Reading: May 12, 2025
Passed:
Posted:
Effective:

RESOLUTION NUMBER 2119

A Resolution To Authorize The Negotiated Purchase Of Professional Design Services And Community Engagement For The Development Of A Master Plan For Indian Creek Park From Mahan Rykiel Associates, Inc. At A Cost Not To Exceed \$25,600.00, And An Additional Allowance Not To Exceed \$7,000.00 For Procurement Of Engineering Support Services From The City's On-Call Engineer.

WHEREAS, the City of Greenbelt seeks the services of a qualified consultant to prepare a Master Plan to guide the City in developing Indian Creek Park, located in the Greenbelt Station Community; and

WHEREAS, the Master Plan will build off of the work completed as part of the *Greenbelt Station Green Spaces Community-led Visioning and Strategy*; and

WHEREAS, the approved FY 2025 Greenbelt West Infrastructure Budget allocates \$275,000 to implement the recommendations of the *Greenbelt Station Green Spaces Community-led Visioning and Strategy*; and

WHEREAS, the City approved FY 2025 Annual Program Open Space (POS) Program includes \$247,500.00 in POS funding to support the implementation of the recommendations of the Visioning and Strategy Plan; and

WHEREAS, Mahan Rykiel Associates, Inc. was selected through a competitive bid process to complete the Buddy Attick Park Master Plan, and therefore is on the City's FY 2025 Negotiated Purchase List; and

WHEREAS, staff found Mahan Rykiel Associates, Inc. to be highly qualified and experienced in developing park master plans; and

WHEREAS, Mahan Rykiel Associates, Inc. proposes to use the City's approved on-call engineering consultant, Charles P. Johnson & Associates for engineering support at an additional cost not to exceed \$7,000, to be billed at an hourly rate; and

WHEREAS, Mahan Rykiel Associates, Inc. is proposing to complete the Indian Creek Master Plan at generally the same competitive salary rates as the Buddy Attick Park Master Plan was based on; and NOW, THEREFORE,

BE IT RESOLVED by the Council of the City of Greenbelt, Maryland that the City Manager be authorized to contract with Mahan Rykiel Associates, Inc. for the development the

development of a Master Plan for the City of Greenbelt as outlined in their proposal dated April 4, 2025, at a cost not to exceed \$25,600.00, and up to a \$7,000 allowance to procure on-call engineering support services from Charles P. Johnson & Associates.

BE IT FURTHER RESOLVED that this resolution shall be effective immediately upon its passage.

PASSED by the Council of the City of Greenbelt, Maryland, at its regular meeting of May 27, 2025.

Emmett V. Jordan, Mayor

ATTEST:

Bonita Anderson, City Clerk



MEMORANDUM

TO: City Council

FROM: Terri Hruby, AICP, Director of Planning & Community Development

DATE: May 6, 2025

RE: Award of Contract – Indian Creek Park Master Plan

Background

In early 2022, the City partnered with the Neighborhood Design Center (NDC) to develop a Greenbelt Station Greenspace Vision Plan. To assist in the development of the Plan, NDC supported a working group composed of City staff and residents of Greenbelt Station and Verde Apartments that was tasked with generating a community-led greenspace plan for the future of the neighborhood's public green spaces. The final report/plan, which was presented to City Council, is intended to serve as a roadmap to guide the Greenbelt Station community and the City when considering improvements to Greenbelt Station neighborhood recreation amenities.

In FY 2024, the City began implementing the Greenbelt Station Greenspace Vision Plan with the installation of shade structures in the central park area. The approved FY 2025 budget includes \$275,000 allocated to the Greenbelt West Infrastructure fund to support the implementation of the Greenspace Vision Plan and the proposed FY 2026 budget allocates \$245,000 to the Greenbelt West Infrastructure Fund for this project, with 90% of that cost to be funded with Program Open Space funding.

Analysis

In an effort to advance the implementation of the Greenspace Vision Plan, staff is currently focusing its attention on the Indian Creek Park area. The area, identified as Area 6 on the image below, was identified in the Greenspace Vision Plan as having the potential to accommodate a

variety of recreation uses. Suggested uses included, but were not limited to, dog park, playground, community garden, walking trails (in addition to the existing Indian Creek Trail), potential parking area, and reforestation.



Source: NDC Greenbelt Station Greenspace Community-led Visioning and Strategy, Feb. 2022

Given the size and shape of the park area, existing environmental constraints, and the desire for competing recreation uses, staff believes the best path forward is to procure professional design services to aid in the development of a master plan for the park area that builds off of the Greenspace Vision Plan. Staff initially reached out to NDC and requested a proposal for it to develop a concept design for the Indian Creek Park area. That proposal came in at \$43,740. At the same time, the City was working with Mahan Rykiel Associates, Inc. on the Buddy Attick Master Plan. Mahan Rykiel was awarded the Buddy Attick project after a competitive bid process and was subsequently placed on the City Negotiated Purchase Vendor list.

As staff was very impressed with Mahan Rykiel's work on the Buddy Attick Master Plan, and the firm's demonstrated expertise in park planning and design, staff solicited a proposal from Mahan Rykiel to prepare a Master Plan for the Indian Creek Park Area. After some consultation with Planning and Recreation staff, Mahan Rykiel submitted a proposal at a cost not to exceed \$25,600. Their proposal also asked for up to \$7,000 to facilitate using the City's on-call engineer, Charles P. Johnson & Associates, for engineering support services.

Staff believes Mahan Rykiel's proposal will yield the professional services needed to support the future development of the Indian Creek Park area at a very competitive price. The scope of work outlined by Mahan Rykiel includes a public engagement piece and is tailored to build off of the hard work and public input that went into the Greenbelt Station Greenspace Vision Plan.

Recommendation

Staff recommends that City Council authorize the City Manager to execute a contract with Mahan Rykiel Associates, Inc. at a total cost of \$32,600, which includes \$7,000 to cover engineering support services by the City's on-call engineer, Charles P. Johnson & Associates, to be billed at the City's agreed upon hourly rates.

April 4, 2025

Mr. Terri Hruby
Director of Planning & Community Development
City of Greenbelt
25 Crescent Road
Greenbelt, MD 20770
Email: thruby@greenbeltmd.gov

**RE: Proposal for Landscape Architectural Master Planning Services
Indian Creek Park Master Plan**

Dear Terri:

Mahan Rykiel is pleased to submit our proposal for professional design services and community engagement for the development of a Master Plan for Indian Creek Park. Our team is excited to work with you on yet another park in Greenbelt! We have every expectation that our team's creative staff and extensive experience will facilitate help facilitate a process that establishes an agreed upon vision for this site. The current program envisioned for the park (as we currently understand based on prior community input and the Greenbelt Station Greenspaces Vision document prepared by NDC) may include but not be limited to:

1. Dog park
2. Playground
3. Community garden
4. Walking trails (in addition to the existing Indian Creek Trail)
5. Potential parking area
6. Reforestation

We understand that community meetings may flesh out additional park elements. Additionally, we have included CPJ & Associated on our team to assist with understanding better zoning and regulatory issues associated with the parks development.

PROJECT APPROACH

As part of MRA's obligation to fulfill the requirements of this agreement we shall undertake the following:

Task 1: Data Analysis

To understand the park and its adjacencies, opportunities and constraints, Mahan Rykiel will analyze background data provided by the City of Greenbelt Landscape Plan Sheets for Phase I (South Core) Greenbelt Station; DSP-04081 from Dewberry Consultants, LLC dated 10-14-2014 and data collected during our site

visit held November 6, 2024 (Meeting #1). As part of that and in addition, Mahan Rykiel will analyze the physical characteristics and regulatory issues that may impact project site development. It will include a review of natural features, man-made factors, regulatory issues, and essential geographic information such as existing elements and infrastructure. The area will be studied in a context that will extend beyond the specific study area to define its relationship to surrounding parcels. This may include—

- A site and land use visual survey with detailed photographic inventory, documentation of land uses, and site characteristics;
- A review of conditions of the existing features such roadways, existing buildings, steep slopes, water courses and wetland areas, setbacks, etc.
- Adjacent land uses.

Task 2: Schematic Bubble Diagrams (Meeting #2 - Virtual)

Using the information collected above, Mahan Rykiel will develop up to two (2) schematic bubble diagrams to generally identify zones for the potential layout of pathway networks, areas for reforestation, parking/site access, and other proposed amenities noted above. During the process, Mahan Rykiel will consider any limitations imposed on the design or program including but not limited to setbacks, flood plain areas, stream setbacks, protection of sensitive natural areas or known species, site access issues, etc. As part of that Mahan Rykiel will identify—

- Location of pedestrian trail systems;
- Areas for reforestation;
- Potential future park amenity zones (as noted above) or open space systems;
- Parking area;
- Relationships or connections to adjacent developments or existing pedestrian networks.

Bubble diagrams will be produced utilizing Photoshop overlays to existing aerial photograph information (supplied by owner or obtained from Google Earth). The diagrams will be forwarded to the City of Greenbelt along with comparable imagery for elements proposed for its review prior to the public workshop.

Task 3: Public Workshop (Meeting #3)

Mahan Rykiel will convene in Greenbelt, for a public work session to present the alternative schematic bubble diagrams (as reviewed and approved under Task 2), and preliminary program. At that time, Mahan Rykiel will solicit feedback on the information, which will direct the public, stakeholders, and the Client toward a final preferred approach. The workshop will focus on “education” by sharing preliminary planning concepts. It will flow into the “listening” sessions based on an active questioning.

Task 4: Concept Alternatives

Based on the feedback received from work developed in Tasks 2 and 3, the plan will begin to refine the program and advance the bubble diagram/s. Mahan Rykiel will work closely with the City of Greenbelt to develop one (1) preliminary preferred concept plan into for the park’s development. In addition to the overall plan, Mahan Rykiel will prepare large-scale plans (as appropriate) to better express more detailed and intensively developed areas of the site. Mahan Rykiel will also prepare image boards of comparable images that will best represent presented concepts.

Task 5: Stakeholder Work Session (Meeting #4)

After the completion of Task 4, a listening session will be held with the City of Greenbelt and key constituency groups identified by the City to present the proposed plan and solicit feedback from the community.

Task 6: Preferred Master Plan

Based on results of the previous tasks and feedback from the City of Greenbelt and key stakeholder groups, Mahan Rykiel will refine the preliminary concept plan and prepare one (1) final preferred master plan to reflect the preferred elements from the preliminary concept plan. The following items will be completed under this task—

- Color illustrative for the preferred master plan illustrating park elements; open space linkages and/or recreational amenities; parking areas; reforestation areas; and landscape plantings.
- Connections to existing roadway networks, adjacent parcels, or greenways.

A final plan will be forwarded electronically to the City of Greenbelt for its review.

Task 7: City Council Work Session (Meeting #5)

Mahan Rykiel will convene in Greenbelt, for a work session with City Council to present and discuss the Preferred Master Plan. At that time, Mahan Rykiel will solicit feedback on the project and will fine tune the plan based on the recommendations. Major alterations are not envisioned at this stage of the process, rather minor adjustments.

Task 8: Master Plan Documents

A series of plans with supporting summary text (limited) will be compiled in a draft master plan document (11 x 17" sheets) that will identify the goals and objectives of the project. The final site plan (illustration) will be included with identification of key site areas. Summary text will summarize the goals and desired design expectation of each area. The final master plan documents will/may include the following:

- Color-rendered Master Plan identifying the master plan boundary, priority development zones, park classifications, districts, key landmarks, and land uses, etc.;
- Introductory text describing the intent of the master plan along with goals and objectives;
- Blow-up plans identifying design solutions for key areas of the park along with brief descriptive text that will elaborate on the particulars of each area;
- Comparable imagery for proposed elements;

Engineering Design Support

To support the master planning effort, we have engaged CPJ & Associates (civil and environmental engineers) to provide up to 40 hours of design service support as needed. CPJ will assist with understanding jurisdictional, zoning, and environmental issues related to the project. Specifically, they will provide assistance with flood plain issues, vehicular site access points, zoning and codes as it relates to proposed park land uses (parking, dog park, etc.) or any other applicable regulatory issues. We do not envision CPJ getting into any formal engineering related computations, designs, calculations, etc.

Assumptions/Clarifications:

1. CAD base file (site survey) shall be provided to MRA by the City. No supplemental survey work is included in this agreement. If no survey is provided MRA will work with available information which may include Google Earth imagery or GIS files publicly available.
2. No site survey or boundary survey is included.
3. No detailed or preliminary engineering work shall be undertaken with respect to any required utilities e.g. civil, stormwater, water, electric, cable or fiber optics, etc.
4. No geotechnical investigations shall be undertaken.
5. No formal cost estimates will be provided.
6. This proposal does not include any formal review, submittals or coordination work with any state agencies.
7. This proposal does not include any scope for detailed design or construction documentation.
8. No signage or graphic design work is included.
9. We understand that the only approvals and meetings necessary shall be that of the City of Greenbelt.
10. No electronic CAD drawings will be produced during this phase. All drawings will be developed by hand and enhanced with Photoshop with exception of the illustrations.
11. Final design documents will be delivered electronically as a PDF in 11 x 17" format – no hard copies shall be provided. No formal reports will be developed.
12. All public meeting coordination, announcements, public outreach, meeting venue and set up shall be provided by the City of Greenbelt.

ADDITIONAL SERVICES

Additional tasks can be provided as requested and as authorized by the Client at MRA standard hourly rates. Additional Services include, but are not limited to the following:

- a. Three-dimensional graphic illustrative renderings i.e. aerial perspectives, illustrations, etc.
- b. Additional exhibits or presentation boards for any agency submittal process other than what is specifically noted above.
- c. On-line surveys or public opinion polls.
- d. Public meeting announcements/flyers.
- e. Design, co-ordination, and documentation of final/finished conditions for areas outside limits of work.
- f. Costs associated with public outreach e.g. mailings, advertisements, web hosting, etc.
- g. Additional Meetings/Presentations or Public hearings not specifically mentioned above.
- h. Any work not described within this Scope of Work beyond the "limit of work".
- i. Construction documents.
- j. Detailed architectural investigations or drawings.

FEES

MRA will provide the services described above for a lump sum professional fee of \$25,000.00 inclusive of labor for MRA. Anticipated expenses are not to exceed \$600.00 (travel and limited printing expenses).

Additionally, above MRA's fee, an allowance for CJP & Associates not to exceed \$7,000.00 to be billed hourly as needed (Billing rate of \$175.00/hr.).

Billing will be monthly and will be based on our standard hourly rates. If additional work is requested beyond the scope outlined above, MRA will bill for this on an hourly basis. Additional work will require authorization prior to commencement.

MRA Standard Hourly Rates

Executive Principal	\$250-\$300
Principal	\$190-\$225
Associate Principal	\$135-\$190
Senior Landscape Architect/Project Manager	\$125-\$135
Landscape Architect	\$80-\$100
Designer	\$75-\$80
Civil Engineer Consultant	\$175.00

CLOSURE

Thank you for asking us to submit this proposal and we look forward to working with you on this assignment. If you concur with all the foregoing and wish to direct us to proceed with the services, please forward this back to us executed along with a PO if applicable. If you have any questions or wish to discuss the above further, please do not hesitate to contact us at (410) 235-6001 or sscarfone@mahanrykiel.com.

Sincerely,
Mahan Rykiel Associates



Scott Rykiel, FASLA
Executive Vice-President



Scott C. Scarfone, PLA
Associate Principal

Approved:
City of Greenbelt

Mahan Rykiel Associates

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: James Wisniewski

Submitting Department: Planning

Item Type: OTHER BUSINESS

Agenda Section: OTHER BUSINESS - 40 minutes (8:20- 9:00 p.m.)

Subject:

Briefing on Prince George's County Transit Vision Plan

Suggested Action:

Reference:

Memorandum, J. Fearer, 5/22/25

Prince George's County Transit Vision Plan

Prince George's County Department of Public Works and Transportation's (DPW&T) Transit Vision Plan (TVP) is the primary component of DPW&T's "Transit Transformation" process that creates a roadmap for improving the county's transit service and infrastructure. The TVP outlines aspirational strategies and implementation actions meant for planning, design and implementation between 2025-2030. The County released the TVP on May 9, 2025, and the public comment period is open through June 13, 2025.

Staff recommends that Council submit a comment letter to DPW&T that outlines the feedback made in the memo's analysis.

Attachments:

[25-0522_ Briefing on PGC Transit Vision Plan_Council Memo_FINAL.pdf](#)

[PGC Transit Vision Plan_May2025.pdf](#)



MEMORANDUM

TO: City Council

FROM: Jaime Fearer, AICP, Assistant Director of Planning

VIA: Terri Hruby, AICP, Director of Planning and Community Development

DATE: May 22, 2025

RE: Briefing on Prince George's County Transit Vision Plan

Background

Prince George's County Department of Public Works and Transportation's (DPW&T) Transit Vision Plan (TVP) is the primary component of DPW&T's "Transit Transformation" process that creates a roadmap for improving the county's transit service and infrastructure. The TVP outlines aspirational strategies and implementation actions meant for planning, design and implementation between 2025-2030. The County released the TVP on May 9, 2025, and the public comment period is open through June 13, 2025.

The TVP will be accompanied by four soon-to-be-released technical reports that contain details pertinent to each step, all scheduled for publication in June. The Background Technical Report will have more information on the County's growth trends, transit needs, and opportunities. The Engagement Technical Report will describe how the County obtained and applied public feedback. The Transit Transformation Technical Report will provide cost estimates and phases for the planning, design, and construction of implementation actions. The Route Profiles will have details on the bus routes and microtransit zones proposed in the County. Due to the timing of taking the TVP to City Council for comment, staff was unable to review unpublished technical reports.

The aspirational strategies outlined in the TVP are organized under four primary categories: funding, operations, workforce development, and land development. Each of these four categories has accompanying short-, medium-, and long-term action phases for implementation.



Figure 1: The aspirational strategies and opportunities outlined in the TVP.

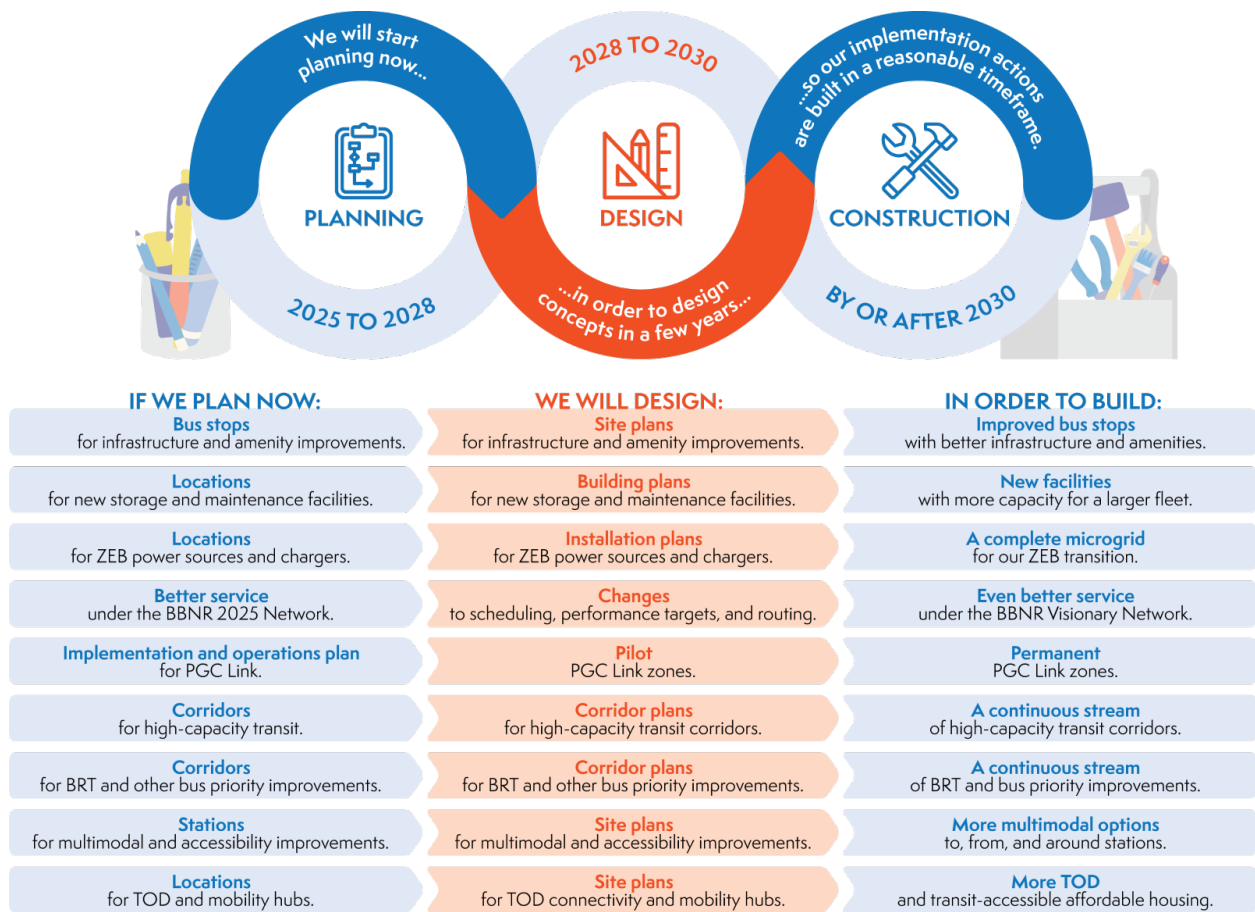


Figure 2: Diagram that shows how the TVP's implementation actions are affected by the planning, design, and construction processes.

Analysis

The TVP helps chart a path forward for transit in Prince George's County. Staff notes a number of proposals that will help advance the County's transit service and infrastructure, including improved frequency, operating hours, and coverage via implementation of the Better Bus 2025 Network. Transit riders of all ages and abilities can anticipate an improved rider experience with the installation of new infrastructure and amenities as bus stops that support universal accessibility. Bus service quality should also improve as the County implements dedicated bus lanes, bus stop bulbouts, queue jumps, and transit signal priority (TSP), which can all reduce delays and improve reliability. Staff also commends the goals related to workforce development, including improved recruitment and retention, as well as improved quality of life for transit providers.

Additionally, staff notes the following concerns with some of the aspirational strategies outlined in the TVP.

- The TPV notes that “good transit is not possible without good bike and pedestrian infrastructure.” The City continues to wait for the installation of a Capital Bikeshare station at Greenbelt Metro and MARC Station; without this station, the City has an incomplete bikeshare network that does not reliably connect riders to transit options that provide vital connections to work, home, recreation, retail, medical, and more. It also means the City is missing a critical first/last mile connection to and from a significant regional multimodal hub.
- When looking to streamline Transit-Oriented Development (TOD) projects, staff notes that local planning staff are not explicitly included in the goal to “involve the MNCPPC, county planners, and private developers more closely in transit planning to ensure future development is more proactively compatible with transit.” Greenbelt Metro and MARC Station provides a significant opportunity for TOD, and City planning staff should also be proactively involved in cooperative, inter-agency planning efforts.
- When planning for fast-track Bus Rapid Transit (BRT) and bus priority projects, staff would like to see consideration of BRT and bus priority projects along MD 201/Kenilworth Avenue and MD 193/Greenbelt Road.

Finally, staff notes the following concerns with DPW&T's general outreach process to date.

- Is it not clear when and how DPW&T will solicit feedback on the Supporting Technical Reports, currently slated for release after the initial June 1, 2025, public comment deadline (as of this week, the public comment deadline is updated to June 13, 2025).
- Specific to the City, staff continues to inquire when and how DPW&T will conduct public outreach on the elimination of significant sections and stops along the current TheBus 11 routing. Staff has not yet seen any notices placed at stops along the current The Bus 11 route informing riders of upcoming changes that will be implemented on June 30, 2025.
- Overall, staff notes the need for improved communication channels with local government partners and County residents. DPW&T did not inform the City directly of the plan or the opportunity to comment; instead, City staff learned of the TVP's release via a Coalition for Smarter Growth email alert.

Recommendation

Staff recommends that Council submit a comment letter to DPW&T that outlines the feedback made in the analysis above.

Attachment: Prince George's County Transit Vision Plan 2025



Prince
George's
County

TRANSIT

VISION PLAN

2025

Prince George's County

TRANSIT
TRANSFORMATION





Contents

CONTENTS

1: EXECUTIVE SUMMARY 4
Our Vision 5
Why We Need This Plan 5
How This Plan Works 6
What This Plan Does 8
What Your Role Is 8

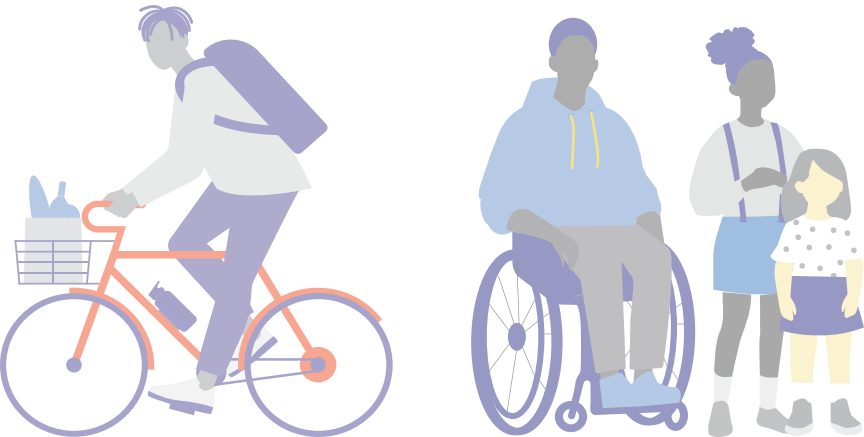
2: BACKGROUND 10
Our Growth Trends 11
Our Transit Needs 13
Our Opportunities 15

3: ASPIRATIONAL STRATEGIES 20
Our Strategies 21

4: IMPLEMENTATION ACTIONS 38
Our Short, Medium, and Long-Term Actions 39

5: TRANSIT TRANSFORMATION 46
Our Next Steps 47

6: GLOSSARY 50





1:

Executive Summary

OUR VISION

This Transit Vision Plan (TVP) is a roadmap for creating a more vibrant and connected Prince George's County for all. To achieve that goal, this plan outlines aspirational strategies and implementation actions for the Department of Public Works and Transportation (DPW&T) to improve the county's transit service and infrastructure.

WHY WE NEED THIS PLAN

If we do not invest more in transit, the county may lose economic opportunities to other parts of the region. Prince George's County changed a lot in the last decade, especially since the COVID-19 pandemic. Population growth and demographic changes, shifts in employment and commuting patterns, and increasing congestion all present opportunities for transit in the county.

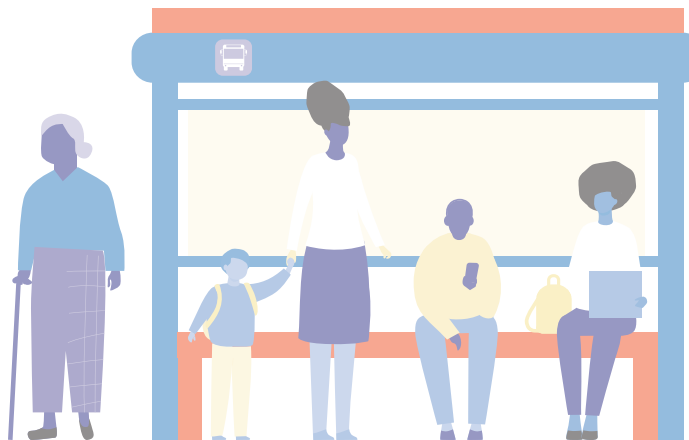
This plan builds on previous and ongoing plans and studies, integrating lessons from the pandemic. While the pandemic abruptly affected transit ridership due to the large-scale shift to telework, the county concurrently grappled with a labor shortage for bus drivers and other frontline workers. The pandemic also highlighted the needs of essential workers who live and serve across the county, and the importance of getting transit riders where they need to go safely, reliably, and conveniently.

Prince George's County is at an inflection point as we move past the pandemic and look to support more flexible travel patterns on transit. This plan's successful implementation will better serve those travel patterns, strengthening the county's economy and supporting our diverse communities in the process.

To accomplish that, this plan guides the county in prioritizing resources to ensure transit investments align with changing travel patterns and community needs. This plan also encourages coordination and collaboration among various stakeholders across Prince George's County and the region.



This Transit Vision Plan develops an enhanced and interconnected transportation network in Prince George's County. It will advance a broader spectrum of transportation options including fixed-route transit, paratransit, microtransit, bikeshare, and other flexible transportation options.



Our three core values represent who we are:



Inclusivity

We infuse fairness and consideration of all people.



Sustainability

We do not compromise on the environment.



Innovation

We reimagine our practices to imbibe new approaches.

Our five key pillars represent what we deliver:



Inclusive

We want to be accessible and affordable to all.



Safe

We want everyone to feel comfortable on transit.



Reliable

We want to be fast, timely, and dependable.



User-Friendly

We want our network to be easy to understand and use.



Community-Centric

We want to involve the entire county in our plans and decisions.

HOW THIS PLAN WORKS

This plan is not developed in a vacuum! Not only is it informed by our core values and key pillars at left, it is driven by public feedback and covers every step necessary to get improvements moving toward reality within our Transit Transformation process at right.

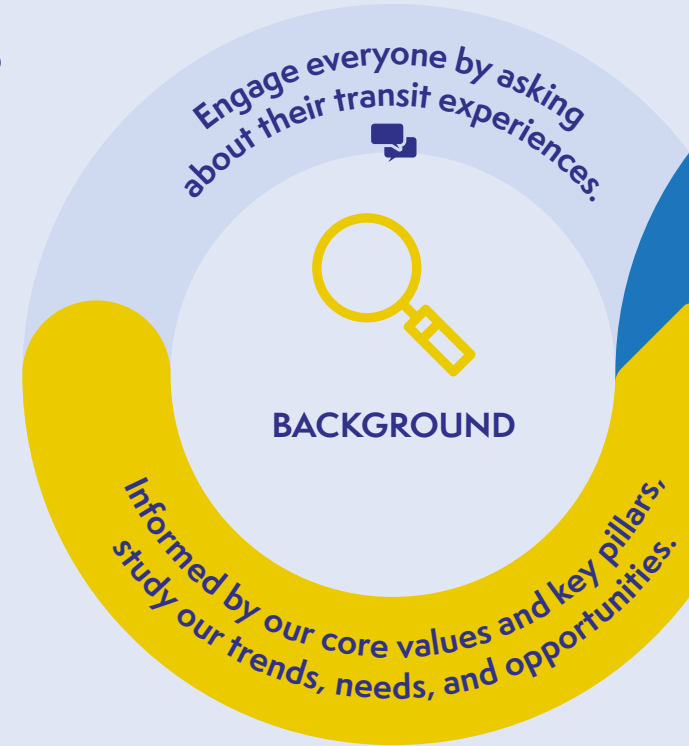
This plan begins with a look into our **Background**. Before proposing anything, we want to know how the county is changing and what is and is not working with our transportation networks.

Next we continue to our **Aspirational Strategies**. These are ideas for funding and operating transit, as well as for developing our workforce and encouraging more transit-supportive development.

We then proceed to our **Implementation Actions**. This is where we develop short, medium, and long-term actions for the aspirational strategies.

Finally, we start with our **Transit Transformation** process itself. This is where we move the implementation actions into reality. Our Transit Transformation process is our ongoing commitment to provide inclusive, safe, reliable, user-friendly, and community-centric transit.

This plan includes several technical reports with details on the implementation actions moving into our Transit Transformation process and the engagement we have done as part of that process.



STUDY:



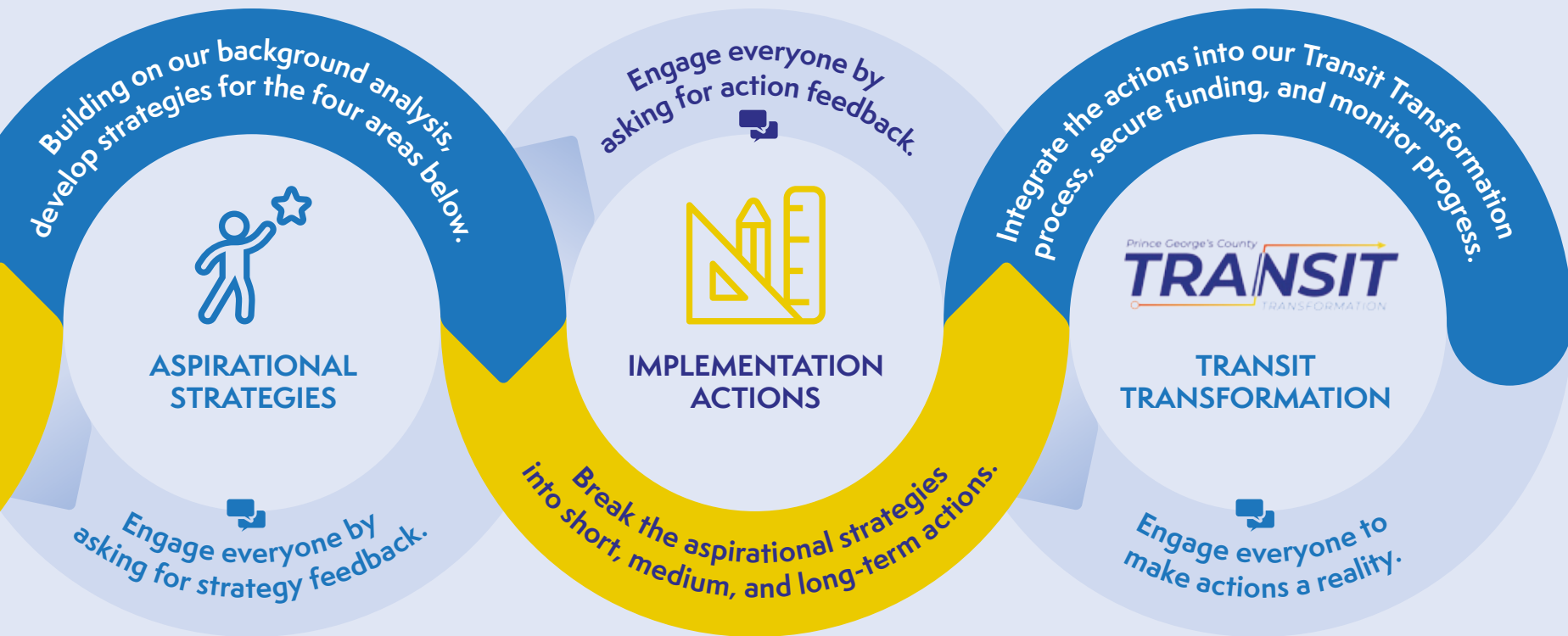
GROWTH TRENDS



TRANSIT NEEDS



OPPORTUNITIES



DEVELOP STRATEGIES FOR:



FUNDING



OPERATIONS



**WORKFORCE
DEVELOPMENT**



**LAND
DEVELOPMENT**

DEVELOP ACTIONS FOR THE:



SHORT-TERM

One to Three Years



MEDIUM-TERM

Three to Five Years



**LONG-TERM
AND ONGOING**

Five or More Years

MOVE ACTIONS FORWARD:



SECURE FUNDING



MONITOR PROGRESS



**PLAN, DESIGN,
AND BUILD**

“With Transit Transformation, we are investing in programs to revolutionize the transit experience, making transit accessible and sustainable for all.”

Michael Johnson,
P.E.

DPW&T Director

Our Key Stakeholders

Our Riders and the Public

WMATA

Washington Metropolitan Area Transit Authority

MDOT

Maryland Department of Transportation

RTA

Regional Transportation Agency of Central Maryland

WHAT THIS PLAN DOES

This Transit Vision Plan develops implementation actions for our Transit Transformation process, which is our ongoing commitment to provide **inclusive, safe, reliable, user-friendly, and community-centric transit. This plan is the roadmap for our Transit Transformation process and ensures we stay on the right path!**

Implementation actions are a combination of recommendations, policies, and programs that work together to ensure transit investments align with the changing travel patterns and community needs across the county.

Together, these recommendations, policies, and programs form our Transit Transformation process. We call it a *process* because improvements are never truly finished; there is always more to explore, innovate, and build.

To develop this plan, Prince George's County collected and analyzed data, reviewed existing plans for the county and region to study opportunities for collaboration and ensure complementary planning, and worked closely with the stakeholders at left. Most importantly, we incorporated feedback from bus drivers, riders, and members of the public across the county.

WHAT YOUR ROLE IS

This plan is built on feedback from bus drivers, riders, and members of the public. Engagement is a continuous thread throughout this plan's four steps.

Engagement Lessons

The snapshot at right highlights what we learned from public feedback. From late 2022 through 2024, we held 39 Transit Vision Plan events and joined 44 Better Bus Network Redesign (BBNR) events. We will continue to ask the public for ideas and how we can make them a reality as part of our Transit Transformation process!



A Snapshot of Our Engagement

WHAT WE HEARD



"Right now these buses barely come every 30 minutes. How can you make sure they will do so in the future?"

OUR TAKEAWAY:
Improving reliability is an important concern from transit riders.

"Work is not the only thing people use transit for. There should be evening and weekend service."

OUR TAKEAWAY:
DPW&T can offer more service outside of peak periods.

"More service would fill in the Metrorail gaps and cut down on the number of Ubers I have to use."

OUR TAKEAWAY:
DPW&T can serve more destinations in Prince George's County.

HOW THIS PLAN RESPONDS



RELIABILITY
Improving real-time information and building bus priority infrastructure.



OPERATING HOURS
Adding Sunday service and expanding evening service.



COVERAGE
Adding PGC Link zones and extending and adding bus routes.

WHERE WE REACHED OUT



We talked to the public at transit centers and community events, held meetings, focus groups, and workshops, and even joined riders for bus ride-alongs.

Prince George's County
TRANSIT
TRANSFORMATION

39
TVP EVENTS



44
BBNR EVENTS

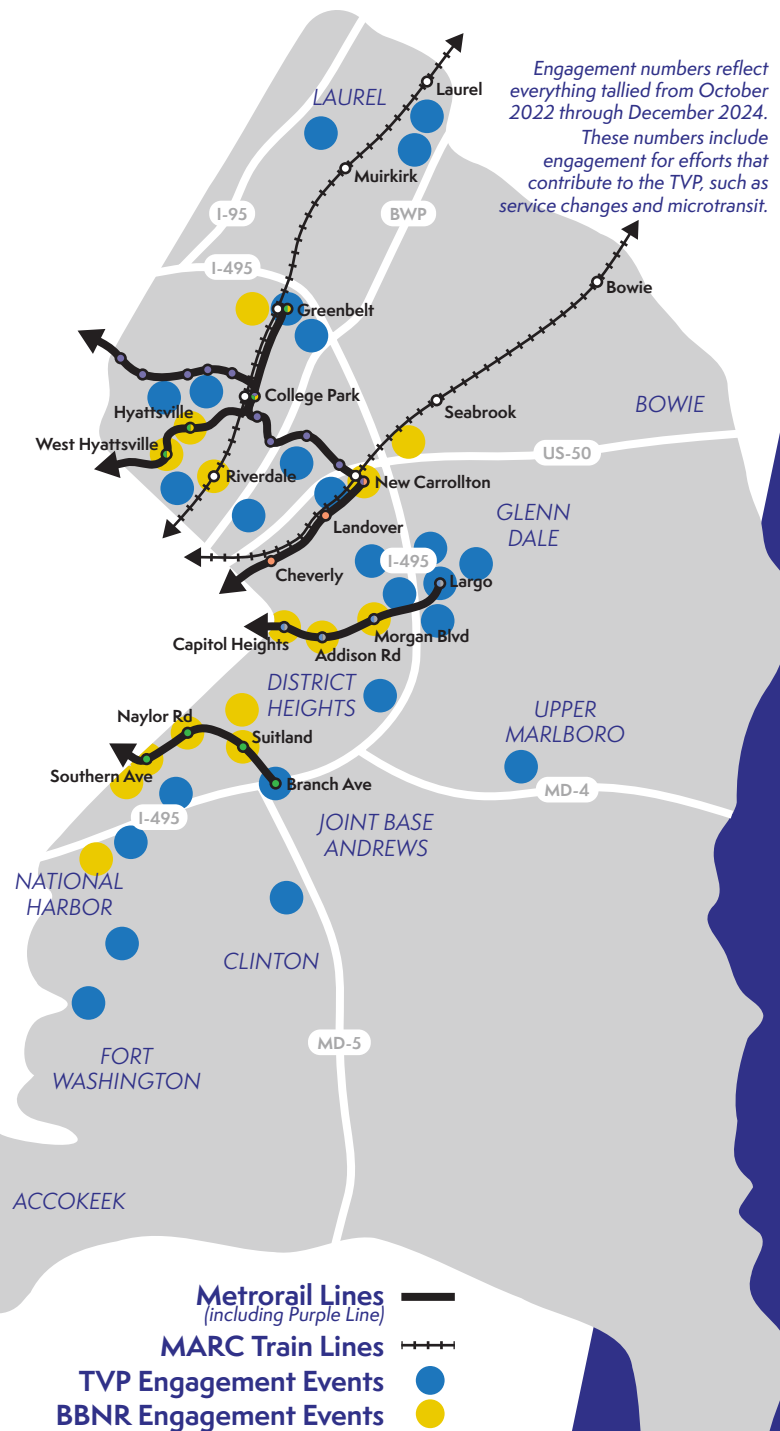
OTHER WAYS WE REACHED OUT

Besides talking to the public in person, we also reached out via:

COMMENTS AND SURVEY RESPONSES
1,411 TVP
2,475 BBNR

E-MAILER AND PRINT MAILER RECIPIENTS
29,980 TVP
6,715 BBNR

SOCIAL MEDIA POSTS
99 TVP
78 BBNR





2:

Background

OUR GROWTH TRENDS

Prince George's County is experiencing unprecedented population and economic growth. Congestion and dispersed development present opportunities for transit across the county. To respond effectively, transit must be considered earlier in the development process and play a more central role in the county's transportation network.

All statistics on this page are sourced from MWCOG's "Round 9.2 Growth Trends to 2045: Cooperative Forecasting in Metropolitan Washington" report from 2022.

POPULATION TRENDS



Our population grew 12% since 2010 and will grow another 8% by 2045. Most residents live inside the Beltway (see the gray population centers), but growth is spilling beyond it to areas like Bowie, Upper Marlboro, and Laurel.



973,884
POPULATION NOW



1,000,000+
POPULATION BY 2045

EMPLOYMENT TRENDS



Our jobs will grow 15% by 2045. A quarter of residents stay in the county for work (see the blue employment centers), while a third commute to the District from many areas of the county, including areas not served by Metrorail.



43,000
MORE JOBS
BY 2045



30% vs. 25%
WORK IN THE DISTRICT VS.
PRINCE GEORGE'S COUNTY

ACCESSIBILITY TRENDS



We have large populations — including disabled residents, seniors, and rent-burdened and zero-car households — that benefit from improved transit access. Currently 11% of county commuters take transit while 65% drive alone.



12%
DISABLED



13%
SENIORS



11%
TAKE TRANSIT
TO WORK



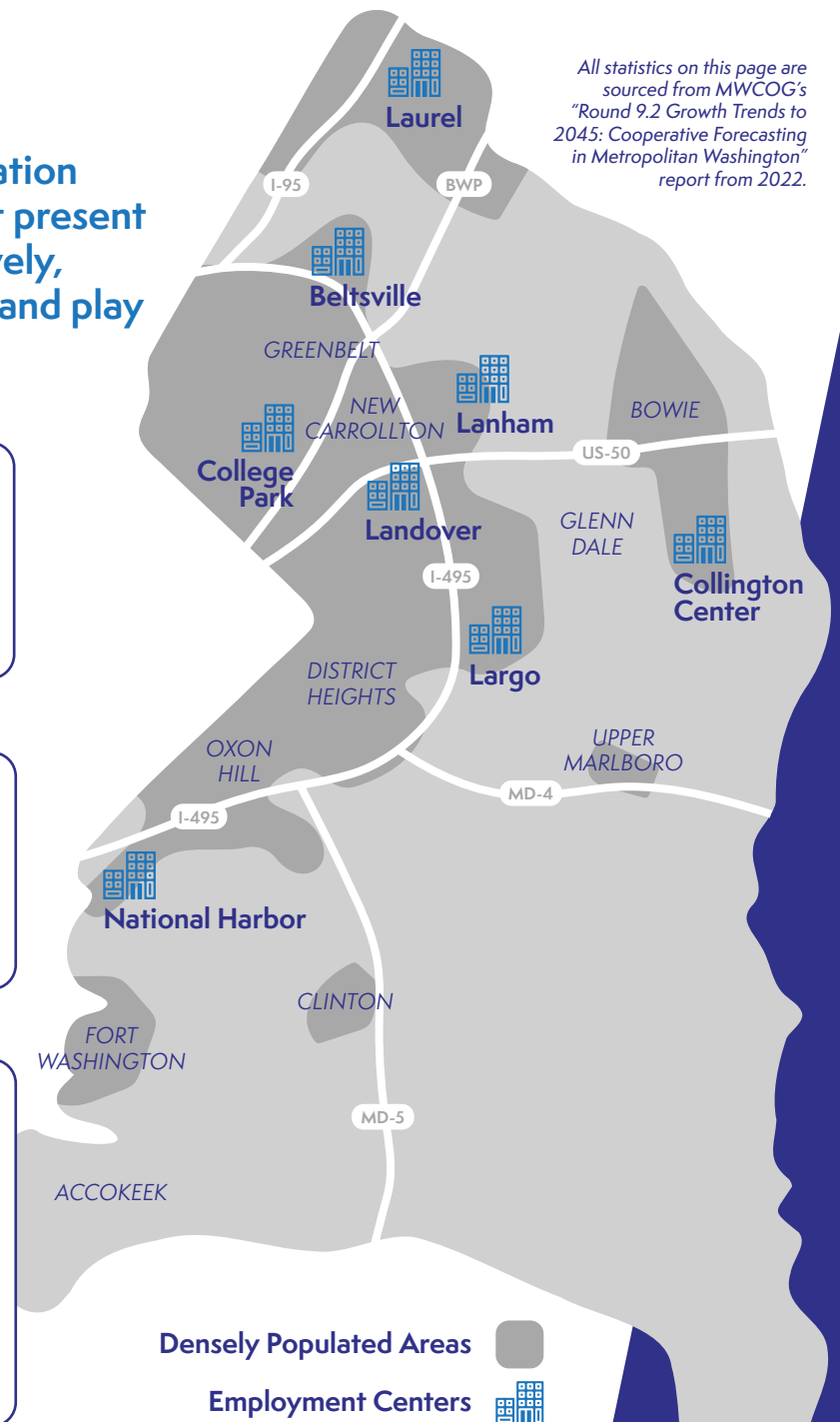
19%
RENT-BURDENED
HOUSEHOLDS



9%
ZERO-CAR
HOUSEHOLDS



65%
DRIVE TO
WORK



Conclusions from Our Growth Trends

Since two-thirds of county commuters drive alone, continuing this trend would only:



Increase **congestion** on our roads.



Create more **air and noise pollution**.



Impact the county's **sustainability goals**.



Increase **conflict points** between vehicles and cyclists and pedestrians.



Require more **parking**.

We can make the county safer and healthier by giving commuters more options to shift from driving to transit and other active transportation. In turn, the more people who use transit, the more we can invest in making it better.

If we do not invest more in transit — especially to better serve the demographic groups that benefit the most from transit improvements — the county may see stagnating economic growth. Without improving transit service, people may choose to live elsewhere where transit provides more and easier options to the District and to suburban areas alike.

Prince George's County may see stagnating economic growth if transit investments remain unmet.



OUR TRANSIT NEEDS

The best transit serves "show up and go" travel so people do not have to plan around timetables. Activity centers and residential areas across the county also benefit from expanded transit coverage. To achieve this, this plan proposes several aspirational strategies in response.

OUR TRANSIT SNAPSHOT AS OF MAY 2025



92

BUS ROUTES

- 24 TheBus
- 53 Metrobus
- 5 RTA
- 10 MTA Commuter Bus



35

RAIL STATIONS

- 1 Amtrak
- 8 MARC (2 lines)
- 15 Metrorail (5 lines)
- 11 Purple Line (future)



2

PARATRANSIT SERVICES

- Call-a-Bus
- MetroAccess



1

MICROTRANSIT ZONE

- PGC Link

SERVICE NEEDS AS OF MAY 2025

DPW&T is working to improve three fundamental aspects of its transit service: reliability, frequency, and operating hours. These three aspects are critical in creating a convenient "show up and go" transit service.



RELIABILITY

73%

2024 ON-TIME PERFORMANCE;
OUR GOAL IS
80% OR BETTER



FREQUENCY

36 Min.

AVERAGE
TIME BETWEEN
BUSES ON
THEBUS ROUTES



OPERATING HOURS

7:00 P.M.

WHEN MOST ROUTES STOP RUNNING
Add Sunday
SERVICE ON THEBUS ROUTES

COVERAGE NEEDS AS OF MAY 2025

Several areas across the county demonstrate transit need but might not be adequately covered by existing transit options. Additionally, some areas with transit can benefit from cross-county transit coverage, reducing riders' need to travel to Metrorail transfer points or through the District to get across the county.



TRANSIT NEED*

12%

COUNTY AREA WITH
SIGNIFICANT TRANSIT NEED

27%

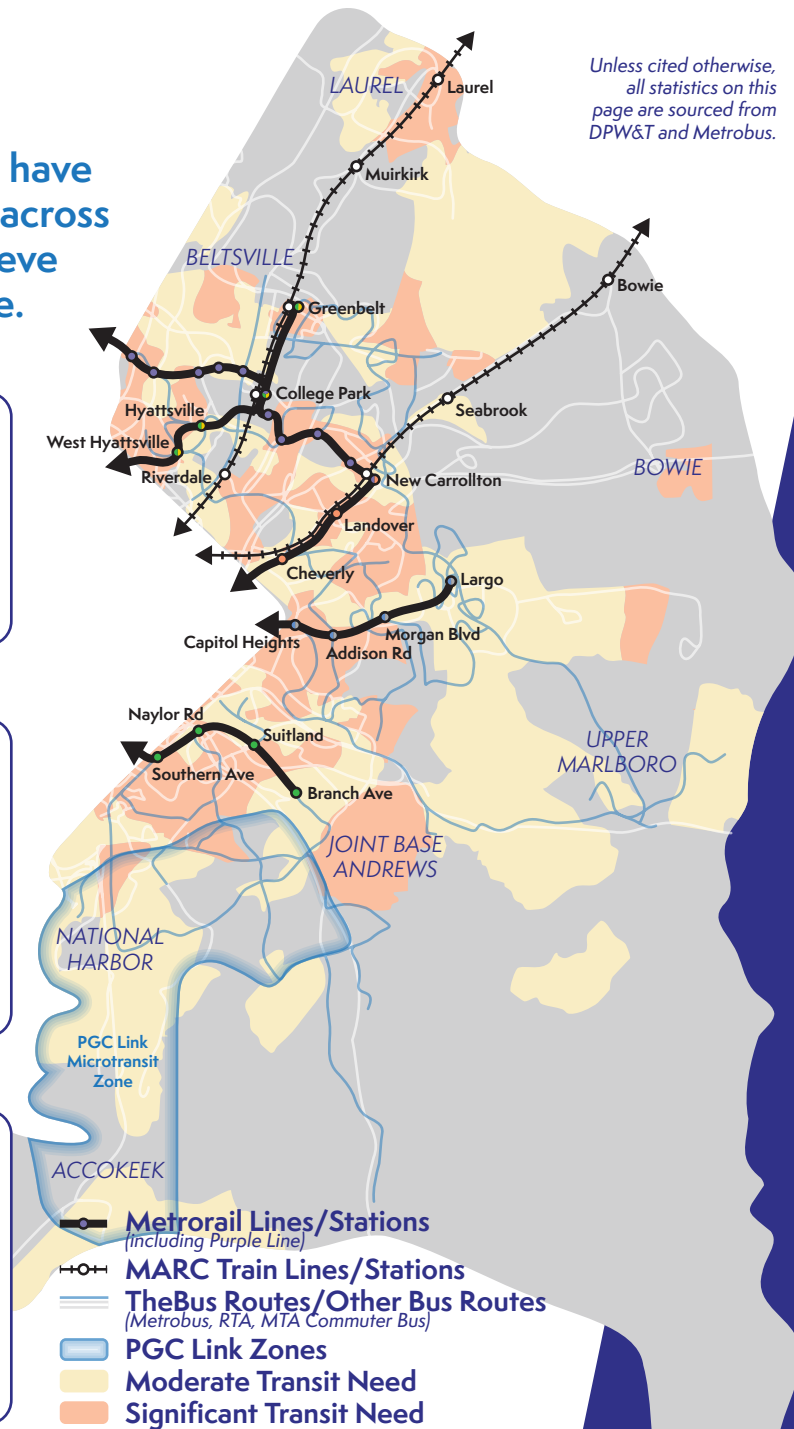
COUNTY AREA WITH
MODERATE TRANSIT NEED

*Orange areas reflect transit propensity as mapped in MNCPPC's "Demographic Trends and Patterns in Prince George's County, 2010-2020" report.



CROSS-COUNTY

The Purple Line will soon provide cross-county coverage from New Carrollton to Bethesda.



Unless cited otherwise, all statistics on this page are sourced from DPW&T and Metrobus.

Conclusions from Our Transit Needs

To improve reliability and work toward its on-time performance goal of 80 percent or better, DPW&T adjusted TheBus running times in 2023 and 2024. But:

- ⚠️ The county's **congestion grows faster than road capacity**, so running time adjustments alone are not enough to overcome congestion.
- ➡️ DPW&T will respond with **bus priority treatments** like bus lanes, queue jumps, and transit signal priority (TSP).
- ⚠️ The pandemic accelerated **diffuse transit demand**; commuting patterns are less concentrated in the morning and afternoon rush hours than they used to be.
- ➡️ DPW&T will respond by **expanding evening and weekend bus service** and expanding alternative transit options like PGC Link microtransit service.

The aspirational strategies and implementation actions in this plan, and their integration into our Transit Transformation process, are critical in building a flexible "show up and go" transit network. Otherwise people may choose other travel options, and congestion will only increase.



The best transit serves "show up and go" travel; if people have to wait long they will choose other travel options.



OUR OPPORTUNITIES

In reviewing the county's growth trends and transit needs, we found that the county's transit faces these four general opportunities:

 **Funding** opportunities include reducing operating cost, responding to changes in the state's locally-operated transit systems (LOTS) funding formula, and balancing service between WMATA and DPW&T to maximize funding.

 **Operations** opportunities include improving service quality, closing gaps in coverage, and replacing aging transit vehicles and facilities.

 **Workforce Development** opportunities include recruiting and retaining more bus drivers and mechanics. We also want to improve their quality of life and professional development opportunities.

 **Land Development** opportunities revolve around improving the rider experience at bus stops, addressing the county's sprawling, low-density development pattern, and addressing population growth and congestion.

Funding

REDUCE OPERATING COST

DPW&T's operating cost per passenger mile is returning to pre-pandemic trends as ridership recovers. One way to accelerate this recovery is to explore going fare-free, which eliminates the need to maintain an expensive fare collection system. Since the pandemic, some of our neighboring transit providers have gone fare-free (Alexandria's DASH) or reduced fares (Montgomery County's Ride On).

RESPOND TO LOTS FUNDING FORMULA CHANGES

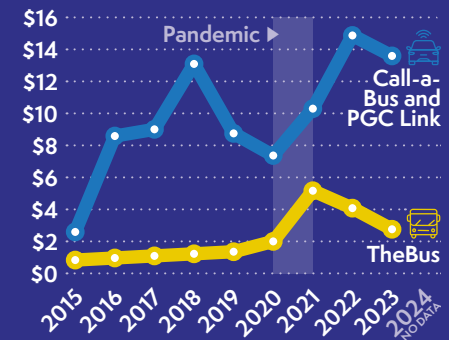
MDOT's proposed LOTS funding formula will change consistent year-to-year funding into annual assessments. This will affect DPW&T's funding, so we will work with MDOT to identify alternative funding sources like federal and state funds, grants, and public-private partnerships. Two examples include increased advertising and transit funding districts, which levy sales taxes or local fees to operate transit.

FIND THE RIGHT BALANCE OF SERVICE

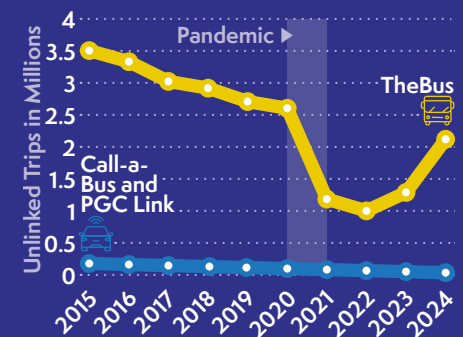
As discussed later, DPW&T plans to expand service over time, which will require revenue hour cost adjustments in turn. To do that, we will work closely with WMATA and other transit providers to ensure our different service goals are accommodated.



DPW&T Transit Operating Cost Per Passenger Mile, 2015-2023



DPW&T Transit Ridership, 2015-2024



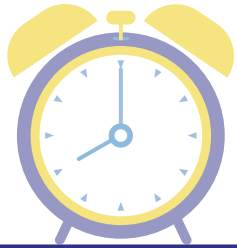


Operations

IMPROVE SERVICE QUALITY

As discussed in [Our Transit Needs](#), TheBus' on-time performance in 2024 was 73 percent, below our goal of 80 percent or better. Bus lanes, bus stop bulbouts, queue jumps, and transit signal priority (TSP) can all reduce delays and improve reliability.

As shown at left, TheBus currently lacks Sunday service, and the hours for DPW&T's other transit services are similarly limited. To improve frequency, operating hours, and coverage, we are partnering with WMATA on the [Better Bus Network Redesign](#) (BBNR) to develop a new resource-neutral bus network (2025 Network) and an expansion and improvement of service (Visionary Network). We dive into this later in our [Aspirational Strategies](#).



DPW&T Transit Operating Hours

Most TheBus Routes



6:00 A.M. Weekdays 7:00 P.M.
Saturdays

No evenings, nights, Sundays

Call-a-Bus



8:30 A.M. Weekdays 3:30 P.M.

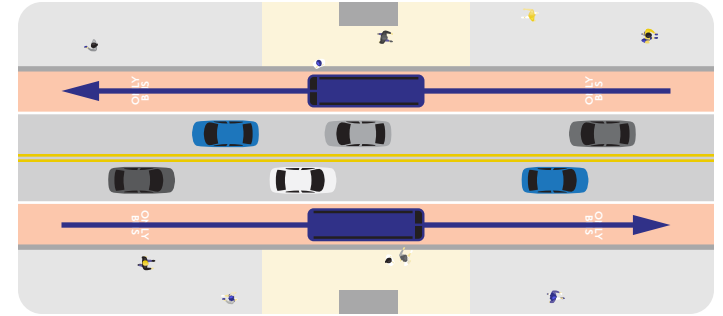
No mornings, evenings, nights, weekends

PGC Link

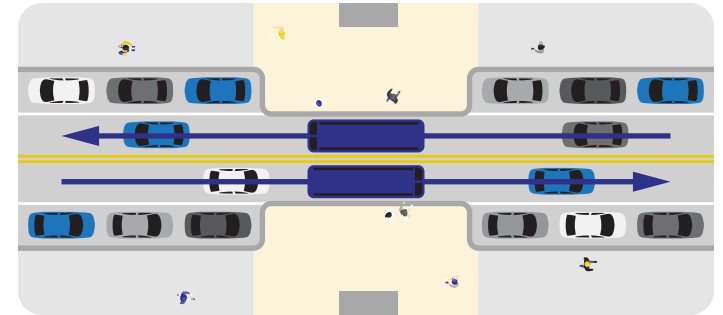


10:00 A.M. Weekdays 3:30 P.M.

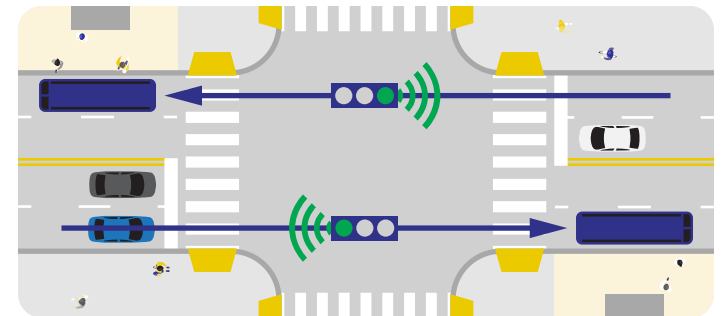
No mornings, evenings, nights, weekends



Bus lanes allow buses to move faster since general traffic does not get in the way.



Bus stop bulbouts reduce the time buses spend pulling in and out from the curb.



Transit signal priority (TSP) allows buses to get through intersections faster.

CLOSE GAPS IN COVERAGE

As shown on the [Our Transit Needs](#) map, the county has growing communities outside the Beltway that demonstrate transit need. Since more remote parts of the county may not be efficiently served by bus routes, expanded PGC Link microtransit zones can offer better coverage.

REPLACE AGING TRANSIT VEHICLES AND FACILITIES

DPW&T's operations and maintenance facility at D'Arcy Road is at capacity, so we are studying the feasibility of building another one. Our ongoing zero-emissions bus (ZEB) program shown at right requires facility upgrades anyway, and since nearly half of our transit vehicles are at or beyond their replacement benchmarks, we can integrate vehicle replacement into our ZEB program.



Workforce Development

IMPROVE RECRUITMENT AND RETENTION

DPW&T had difficulty finding bus drivers and mechanics even before the pandemic — which is an issue faced by transit providers across the country — and now faces increased competition for drivers with commercial driver's licenses (CDLs).

To respond, we can promote our benefits more clearly and explore recruitment incentives for older adults, "friends and family" bonuses, and a "live where you work" campaign highlighting the relative affordability of Prince George's County.

IMPROVE QUALITY OF LIFE

Varying working conditions among neighboring transit providers encourage bus drivers and mechanics to migrate between transit providers. Childcare, training and testing, personal safety,

and labor agreements are all considerations too. We can address these by expanding safety, health, and comfort programs and resources.

EXPAND PROFESSIONAL DEVELOPMENT OPPORTUNITIES

Given its long hours, bus driving can make it difficult to realize career ambitions. To respond, DPW&T can expand team-building activities and CORE workforce development programs to include new services and technologies.



Land Development

IMPROVE THE RIDER EXPERIENCE

The rider experience at bus stops can be improved by adding amenities like benches and shelters, and coupling these with real-time bus tracking and arrival information. These all require capital funding, underscoring the importance of the funding opportunities discussed earlier.

ADDRESS LOW-DENSITY DEVELOPMENT PATTERNS

Transit is most efficient when it serves dense communities that have walkable, direct, and interconnected streets. Since less-developed land outside the Beltway tends to be cheaper, affordable housing is increasingly scattered to places beyond transit's reach. This can trap people that cannot drive in places where they cannot easily get around.

By collaborating on BBNR's 2025 and Visionary Networks, we gain multiple opportunities to improve transit frequency, operating hours, and coverage.

Prince George's County's ZEB program includes:



\$122 Million in Funding

This includes a \$25 million USDOT grant in 2022.



20 Zero-Emissions Vehicles

These include buses, vans, and other vehicles.



Charging Infrastructure

The D'Arcy Road Transportation Campus has electric chargers.

WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

Transit-oriented development (TOD) offers alternative options for living and working. The elements below are adopted from MDOT's *Designing for Transit* TOD guidelines.

A MIXED USES
Dense, mixed-use, and diverse building types accommodate different housing and businesses.

C CONNECTIVITY
Interconnected streets have sidewalks and cycling networks, plus storage for bikes, scooters, and microtransit.

B PUBLIC SPACE
Parks, plazas, and squares offer room for congregation, as do activities like restaurants.

D TRANSIT PRIORITY
Buses and/or trains centrally serve the development using dedicated lanes, guideways, and/or tracks.

Aligning county development with regional planning efforts allows us to steer future housing to areas that can best accommodate transit-oriented development (TOD). These areas are shown in yellow on the [Zoning in Prince George's County](#) map, and some of these regional planning efforts include:

- [Go Prince George's Preliminary Plan](#)
- [Prince George's County Master Plan of Transportation 2035 \(MPOT 2035\)](#)
- [MARC Growth and Transformation Plan](#)
- [Maryland Statewide Transit Plan](#)
- [Regional Transit Plan for Central Maryland](#)

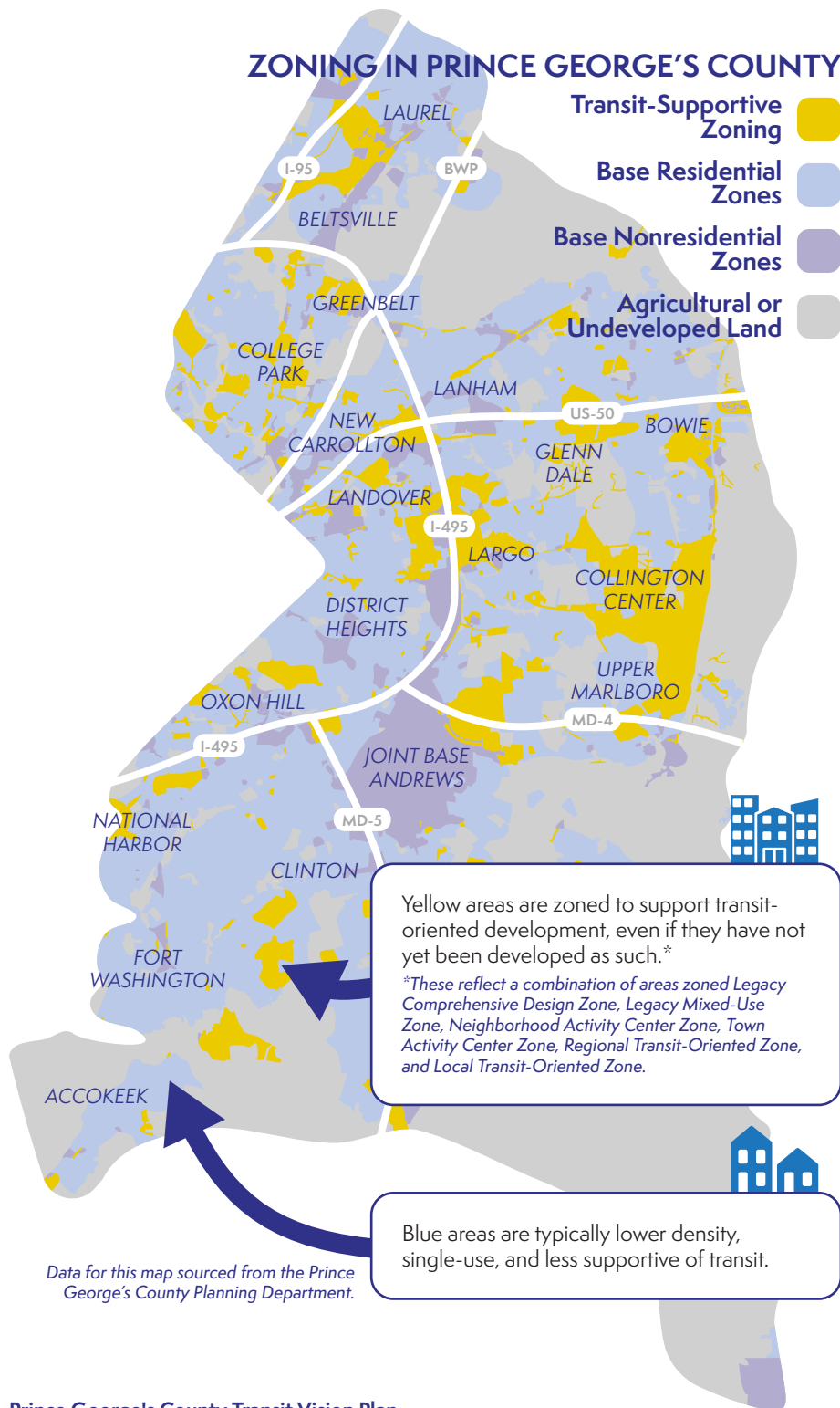
ADDRESS POPULATION GROWTH AND ROAD CONGESTION

The county's population growth results in increasing road congestion shown on the [Traffic Volume in Prince George's County](#) map, which affects transit's reliability. We can overcome this by implementing the bus priority treatments discussed earlier.

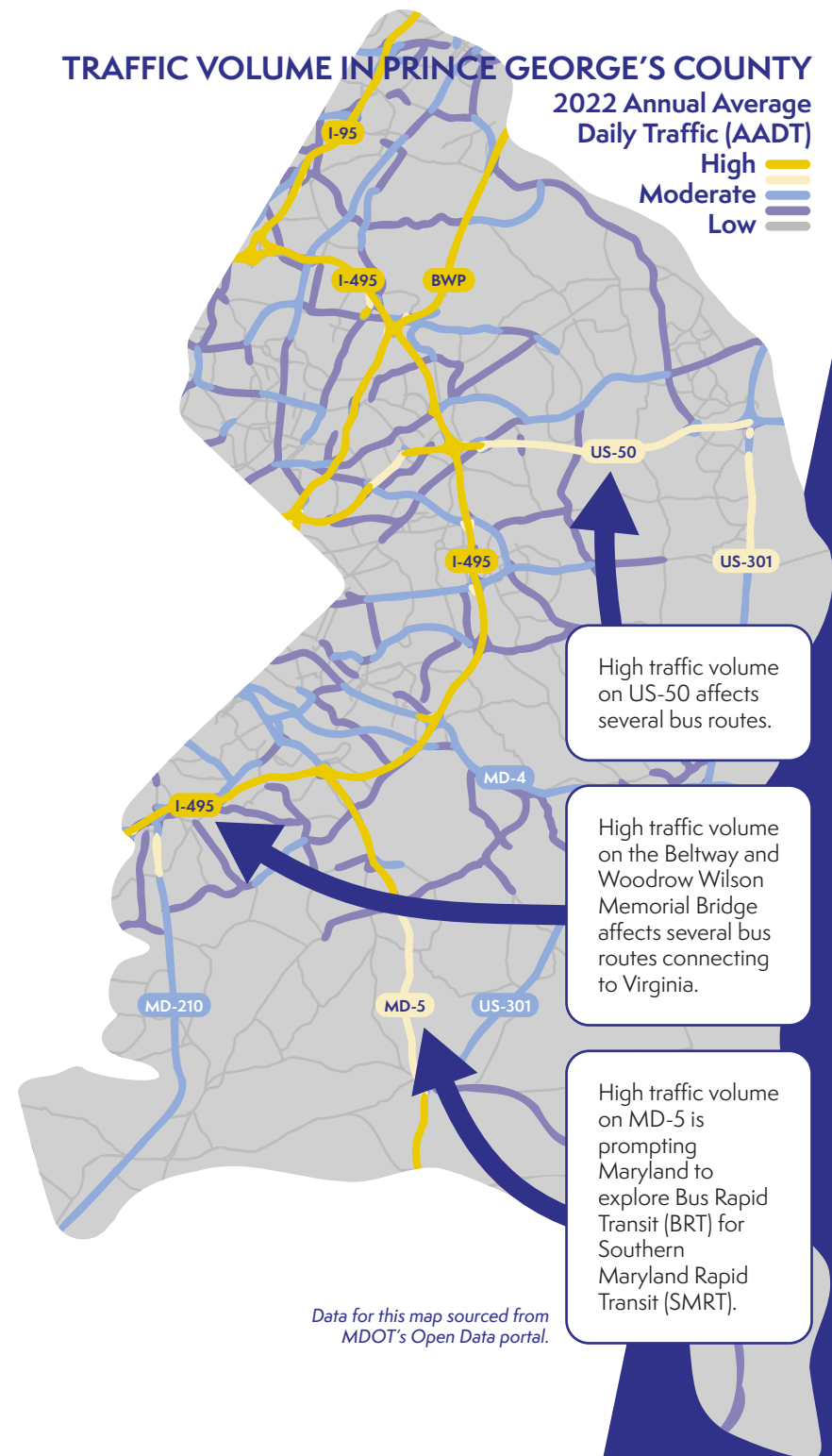
By coordinating with regional planning efforts, we ensure that our population growth is accommodated in a way that minimizes congestion, that our own county planning work is not duplicative or contradictory, and that the stakeholders in these efforts work together to address the needs and concerns of Prince George's County residents.



ZONING IN PRINCE GEORGE'S COUNTY



TRAFFIC VOLUME IN PRINCE GEORGE'S COUNTY





3: Aspirational Strategies

OUR STRATEGIES

The previous chapter gives us plenty of opportunities to improve transit in Prince George's County, so in this chapter we have organized those opportunities into aspirational strategies, which consist of specific recommendations, policies, and programs.

These strategies build on the opportunities as comprehensively as possible, and many of them emerged from community and stakeholder feedback.



Funding

IDENTIFY ALTERNATIVE FUNDING SOURCES

We will continue to work with MDOT and other partners to find alternative funding sources. Potential sources include:

- **Increased advertising** on transit vehicles and stations, including potential naming rights, by leveraging our new advertising program.
- **Transit funding districts** and similar public-private partnerships that create steady funding streams. Transit funding districts will be part of the county's TOD projects, in which future development supports transit both financially and with good urban design. Transit funding districts employ sales taxes or other geographically-based fees to raise funds for the transit serving those districts.
- **Leveraging the LOTS funding formula change** by working harder to increase ridership, which allows us to capture more LOTS funding. We will also work closely with WMATA and MDOT to find the right balance of service to meet our different service goals in the context of the formula change.
- **Federal and state funds and grants.** Two recent federal examples include the Bipartisan Infrastructure Law signed in 2021 and the Moving Transit Forward Act introduced in 2024, and we will keep an eye on similar future legislation.

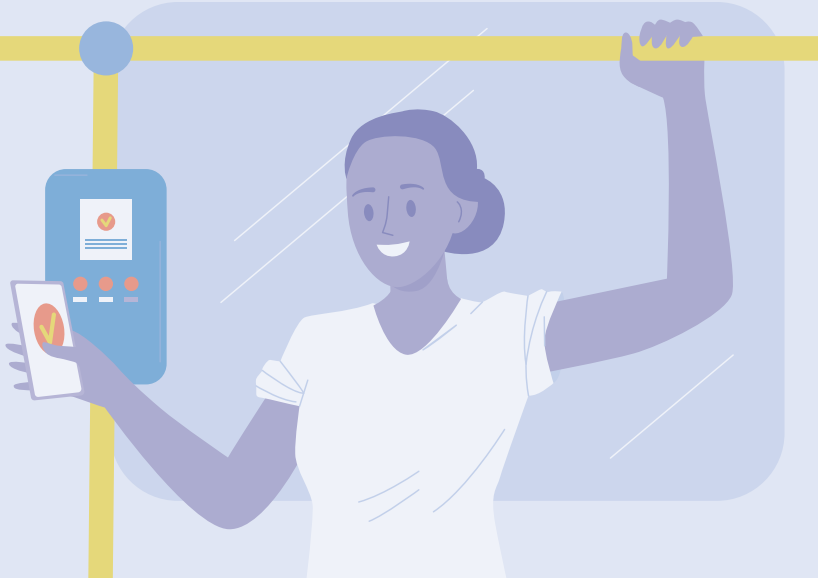


DPW&T can improve its funding stream by identifying alternative funding sources and offering alternative fare payment methods.

OFFER ALTERNATIVE FARE PAYMENT METHODS

We will work with other transit providers and with partners across the county to offer alternative fare payment methods that flexibly accommodate changing ridership patterns. These include:

- **Explore going fare-free** like some of our neighboring transit providers. This eliminates the need to maintain an expensive fare collection system and allows us to capture more LOTS funding with increased ridership.
- **Research alternative fare passes/types** to accommodate changing ridership patterns. These include more flexible pass and stored value options to accommodate travel patterns that do not align with regular commuting.
- **Engage more employers** to bundle transit passes with employee benefits. This can increase off-peak ridership by encouraging employees to familiarize themselves with the transit network.



Operations

OVERHAUL OUR RIDER EXPERIENCE

After improving service quality (reliability, frequency, and operating hours), the next-best way to increase ridership is to improve the rider experience. This includes improving our communication with riders and improving their waiting experience at bus stops.

- **To improve communication with riders,** we are rebranding transit services — including TheBus, Call-a-Bus, and PGC Link — for better consistency and public recognition. This effort will include more responsive messaging and alerts on our web, social media, and app platforms, more consistent wayfinding (i.e., maps and signs) at bus stops and transit centers, and a unified app for accessing PGC Link and Call-a-Bus.
- **To improve the waiting experience,** we are making:
 - **Information improvements,** including digital displays on buses and shelters with real-time next bus and next stop tracking.
 - **Infrastructure improvements,** including upgrading bus stop accessibility (e.g., improving sidewalks, crosswalks, and curb ramps), increasing lighting at bus stops, and deploying a four-tier set of amenity improvements to bus stops across the county. As shown at right, over 70 bus stops are already in the pipeline.

A SNAPSHOT OF OUR RIDER EXPERIENCE IMPROVEMENTS

BUS STOP AMENITY TIERS



In addition to making sidewalk, crosswalk, and curb ramp improvements for better bus stop accessibility, we are rolling out a four-tier set of bus stop amenity improvements across the county. These include improved lighting, seating, shelters, wayfinding, and more. We already have over **70 bus stops** in our pipeline, with more to come!

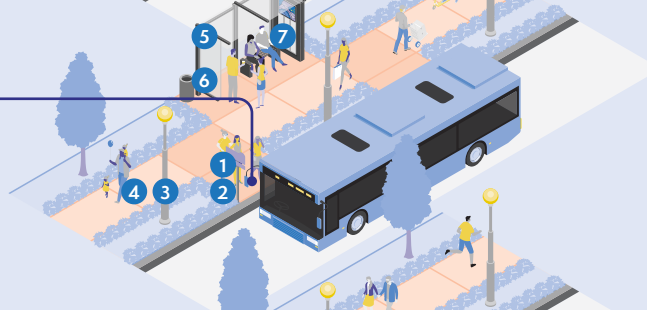
TIER 1: PREMIUM STOP

- 1 BUS STOP SIGN
- 2 ACCESSIBLE BOARDING PAD
- 3 LIGHTING
- 4 SIDEWALK CONNECTION
- 5 SHELTER WITH BENCH
- 6 TRASH RECEPTACLE
- 7 MAPS AND SCHEDULES
- 8 REAL-TIME ARRIVAL DISPLAY
- 9 BIKE RACK



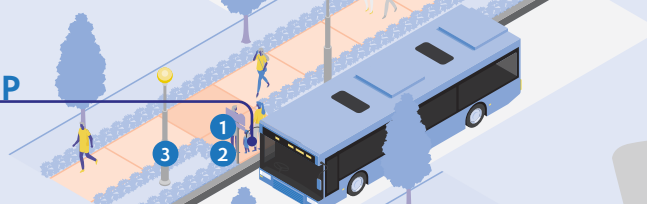
TIER 2: KEY STOP

- 1 BUS STOP SIGN
- 2 ACCESSIBLE BOARDING PAD
- 3 LIGHTING
- 4 SIDEWALK CONNECTION
- 5 SHELTER WITH BENCH
- 6 TRASH RECEPTACLE
- 7 MAPS AND SCHEDULES



TIER 3: STANDARD STOP

- 1 BUS STOP SIGN
- 2 ACCESSIBLE BOARDING PAD
- 3 LIGHTING

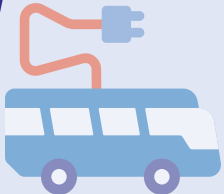


TIER 4: BASIC STOP

- 1 BUS STOP SIGN

Bus stop amenities shown here are illustrative and do not represent actual amenity designs.





Our ongoing ZEB transition will be critical to diversify our fleet and bring it to a state of good repair.

EXPAND AND DIVERSIFY OUR FLEET

This strategy will require us to coordinate several complementary efforts: completing our ongoing ZEB transition, expanding our storage and maintenance facilities, diversifying our fleet and bringing it to a state of good repair, and updating our safety plan.

- **To complete our ongoing ZEB transition,** we will continue acquiring more zero-emissions vehicles. We will develop a microgrid to charge these vehicles, which is a decentralized network of energy sources that operate independently from the conventional electric grid.
- **To expand our storage and maintenance facilities,** we will identify and study suitable sites, develop designs, and ultimately build those facilities. We will start this process quickly since any increase in service (i.e., more vehicles) and our ongoing ZEB transition both require more space.
- **The ZEB transition will also help us diversify our fleet.** We currently have 119 buses, half of which we will replace or bring to a state of good repair. We will update our transit asset management plan to guide that process going forward.
- **Updating our safety plan** allows us not only to study the varied operational needs of a diversified fleet, but also to identify the safety improvements needed at the points where buses, pedestrians, and cyclists all interact.

IMPLEMENT THE BBNR 2025 NETWORK

WMATA, DPW&T, and neighboring transit providers have worked on BBNR since 2022. The project will overhaul bus service across the region in two phases: an initial resource-neutral network will be implemented in 2025 and a subsequent Visionary Network will build on that and be implemented over several years.

The 2025 Network lays the groundwork for several frequency, operating hours, and coverage improvements. While these improvements will not all be implemented at the beginning of the 2025 Network, it will ultimately lead to:

- Ⓛ **Improved frequency** means that we will maintain half-hourly weekday service to start, but begin working to improve off-peak frequency in the Visionary Network.
- 🌙 **Improved operating hours** mean that there will be more evening and weekend TheBus service, including Sunday service within the next year.
- 📶 **Improved coverage** means that more of the communities with significant transit need identified in **Our Transit Needs** will have new or enhanced transit service.

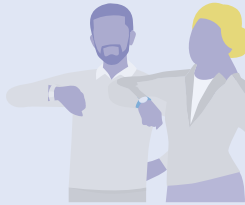
To support these improvements, DPW&T will:

- **Adopt a clearer route naming system.**
- **Create a dashboard** to track our performance targets for regional alignment.

A SNAPSHOT OF OUR BBNR 2025 NETWORK



FREQUENCY IMPROVEMENTS



TheBus routes will maintain half-hourly or better weekday service, with improvements coming in the Visionary Network.



36
Minutes
CURRENT
NETWORK



34
Minutes
2025
NETWORK

OPERATING HOURS IMPROVEMENTS



The number of TheBus routes running past 7:00 P.M. on weekdays will increase from **7 to 10** and **multiple** TheBus routes will get Sunday service within the next year.



10
TheBus Routes
WILL RUN
PAST 7:00 P.M.



Multiple
TheBus Routes
WILL GET
SUNDAY SERVICE
(within the next year)

COVERAGE IMPROVEMENTS



Several areas will gain Metrobus and TheBus service over the current network:



- 1 **US-1** (Rhode Island and Baltimore Aves.) will get express service.
- 2 **Fairwood:** Fairwood Pkwy. and Hillmeade Rd.
- 3 **Bowie:** Mitchellville Rd.
- 4 **Fort Washington:** Indian Head Hwy and Livingston Rd.

NEW ROUTE NAMING SYSTEM



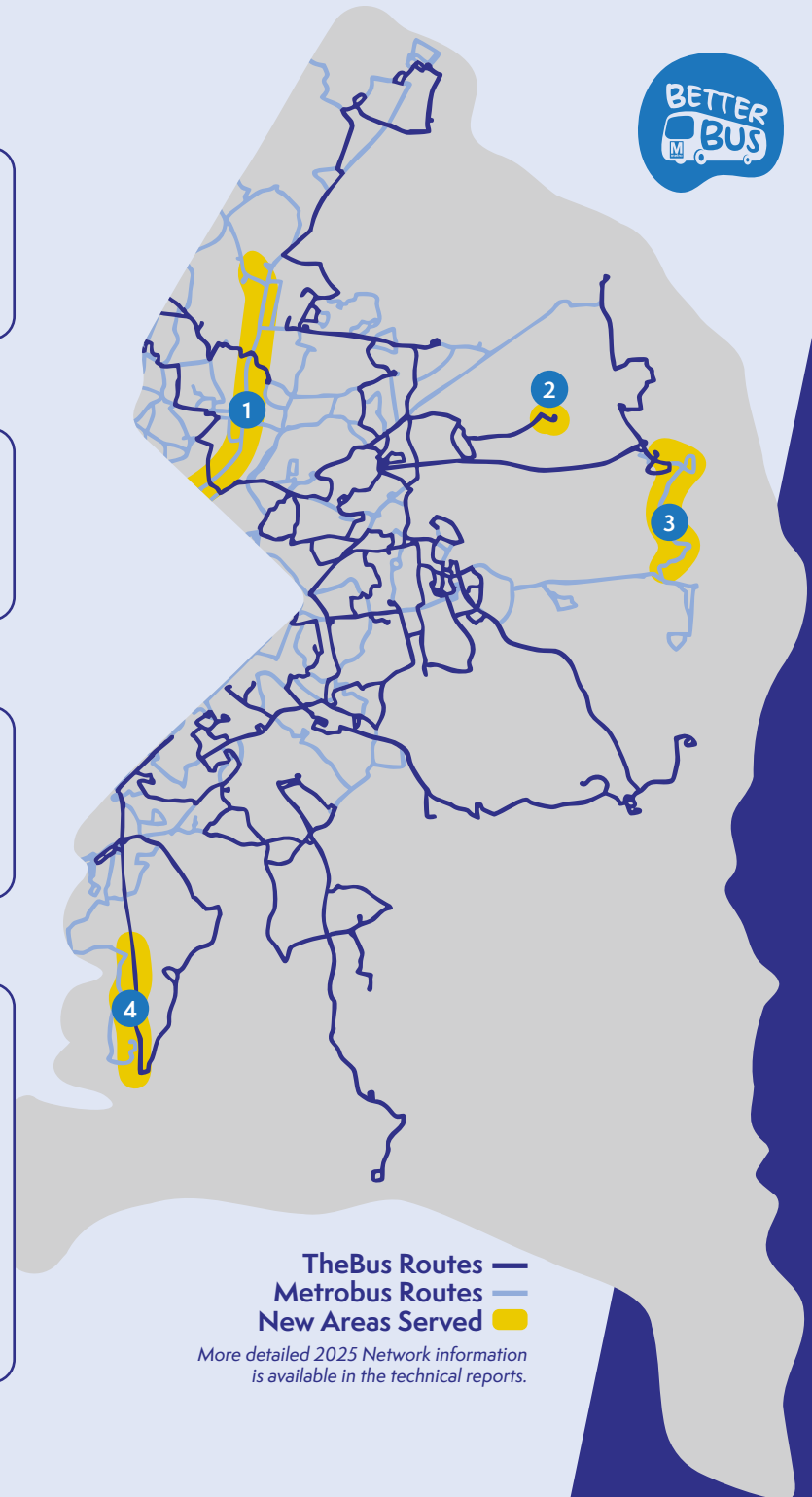
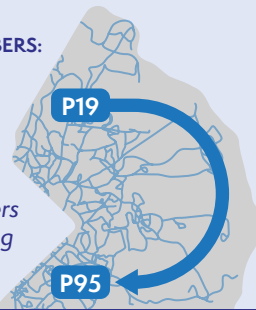
All Metrobus and TheBus routes will share the same route naming system. In Prince George's County, all bus routes will begin with "P" and their numbers will increase going clockwise from north to south.

ROUTE PREFIXES:

- A** Arlington/Alexandria
- F** Falls Church and Fairfax City/County
- M** Montgomery County
- P** Prince George's County
- D/C** Washington, D.C. (downtown and crosstown routes)

ROUTE NUMBERS:

Route numbers increase going clockwise.



TheBus Routes —
Metrobus Routes —
New Areas Served —

More detailed 2025 Network information is available in the technical reports.



The funding strategies discussed earlier will be critical to implement the BBNR Visionary Network.

IMPLEMENT THE BBNR VISIONARY NETWORK

Building on the 2025 Network, DPW&T will introduce even more improvements in the subsequent Visionary Network, phasing them in over a longer period as funding permits. The increased funding needed for the Visionary Network only highlights how important it will be to fulfill the funding strategies discussed earlier.

The Visionary Network will offer several frequency, operating hours, and coverage improvements over the 2025 Network. More specifically:

-  **Improved frequency** means that most TheBus routes will run half-hourly or better *seven days a week*, not just on weekdays.
-  **Improved operating hours** mean that most TheBus routes will run as late on weekends as they do on weekdays.
-  **Improved coverage** means that nine new Metrobus and/or TheBus routes will be added to cover new areas in the county. For example, a **new P16** will offer a direct cross-county connection between Laurel and Bowie!

To support these improvements, DPW&T will:

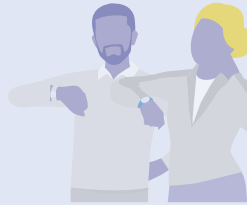
- **Rebuild schedules** based on consistent frequency standards. This will better accommodate transfers and layovers.
- **Pay special attention to transit needs in and around Laurel**, which is growing rapidly. We will start by transitioning RTA Routes 301 and 302 to TheBus, and as shown at right, the Visionary Network will also expand coverage in the Laurel area.
- **Extend several routes** from the 2025 Network to better connect to the new routes in the Visionary Network. For example, an **extended P84** will offer service all the way to Waldorf, and a **new P79** will finally connect Rosaryville and Marlton to the regional transit network.

See the technical reports for more information on these improvements and other details in the Visionary Network.



A SNAPSHOT OF OUR BBNR VISIONARY NETWORK

FREQUENCY IMPROVEMENTS



TheBus routes will run half-hourly or better **seven days a week** and the average time between buses will improve from **34 to 29 minutes**.



34
Minutes
2025
NETWORK



29
Minutes
VISIONARY
NETWORK

OPERATING HOURS IMPROVEMENTS



The number of TheBus routes running past 7:00 P.M. on weekdays will increase from **10 to 28** and **32** TheBus routes will get more weekend service.



28
TheBus Routes
WILL RUN
PAST 7:00 P.M.



32
TheBus Routes
WILL GET MORE
WEEKEND SERVICE

COVERAGE IMPROVEMENTS



We will introduce **nine new routes** and expand coverage in these areas:



- 1 **Laurel:** New service on multiple streets around the community.
- 2 **Laurel to Bowie:** Direct connection via Laurel-Bowie Rd.
- 3 **Adelphi:** Metzerott Rd.
- 4 **Bowie:** New service on multiple streets around the community.
- 5 **Morningside:** Suitland Pkwy.
- 6 **I-495:** Express service from Branch Ave to Alexandria and Tysons.
- 7 **Rosaryville:** Crain Hwy, Rosaryville Rd, and Dower House Rd.
- 8 **Accokeek:** Indian Head Hwy.
- 9 **Waldorf:** Mattawoman Dr, Crain Hwy, and Western Pkwy.

SUPPORTING IMPROVEMENTS



To support the Visionary Network, we will also:



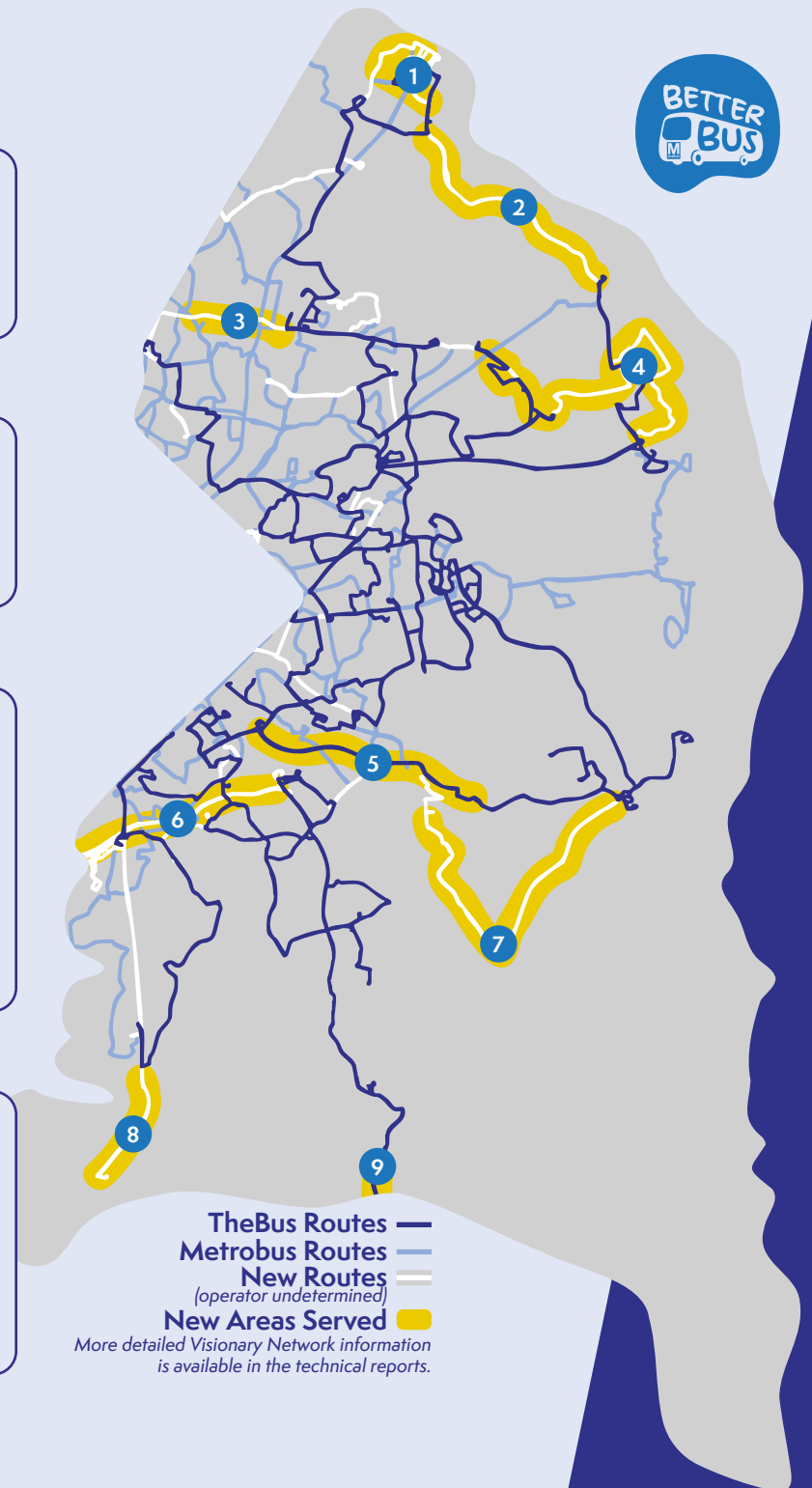
Rebuild schedules on consistent frequency standards for better transfer and layover accommodations.



Transition RTA Routes 301 and 302 to TheBus and increase coverage in fast-growing Laurel as shown at right.



Extend several routes from the 2025 Network to better connect to the new routes in the Visionary Network.



CREATE MORE PGC LINK ZONES

The county's PGC Link microtransit service uses smaller vehicles to pick up and drop off riders anywhere in designated zones. Available to everyone, PGC Link is useful in places where TheBus is not practical, such as low-density neighborhoods.

We currently offer a single PGC Link zone covering the Fort Washington and Accokeek areas, but we will add more zones in the medium-term to meet the county's changing travel patterns and give the BBNR 2025 and Visionary Networks flexibility.

To expand PGC Link service, we will:

- **Study additional areas for PGC Link zones.**

We started this process in 2024 and identified the initial zones shown at right covering the Accokeek, Bowie, Clinton, Fort Washington, Hyattsville, Laurel, and Oxon Hill areas.

- **Create a PGC Link implementation and operations plan.**

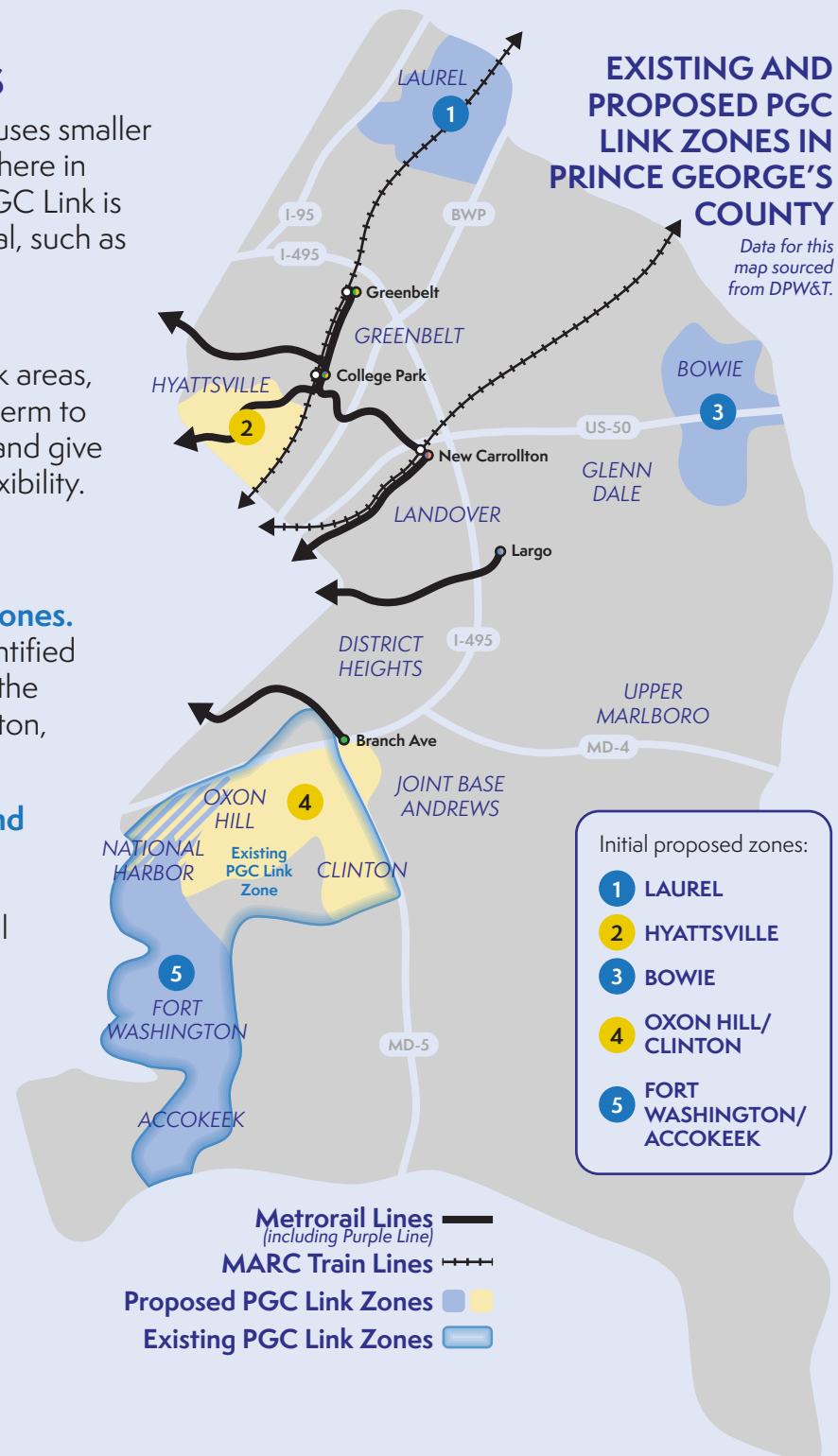
Besides adding more zones, we will develop procedures for storing, staging, and operating additional vehicles.

- **Roll out the pilot zones shown on the map**

and adjust and add to them to meet changing travel patterns. This includes splitting the existing PGC Link zone in two, adjusting the new zones' boundaries, and potentially even adding more zones beyond the initial five shown here.

EXISTING AND PROPOSED PGC LINK ZONES IN PRINCE GEORGE'S COUNTY

Data for this map sourced from DPW&T.



PGC Link is useful in places where TheBus is not practical, such as low-density neighborhoods with sparse populations and incomplete sidewalks.

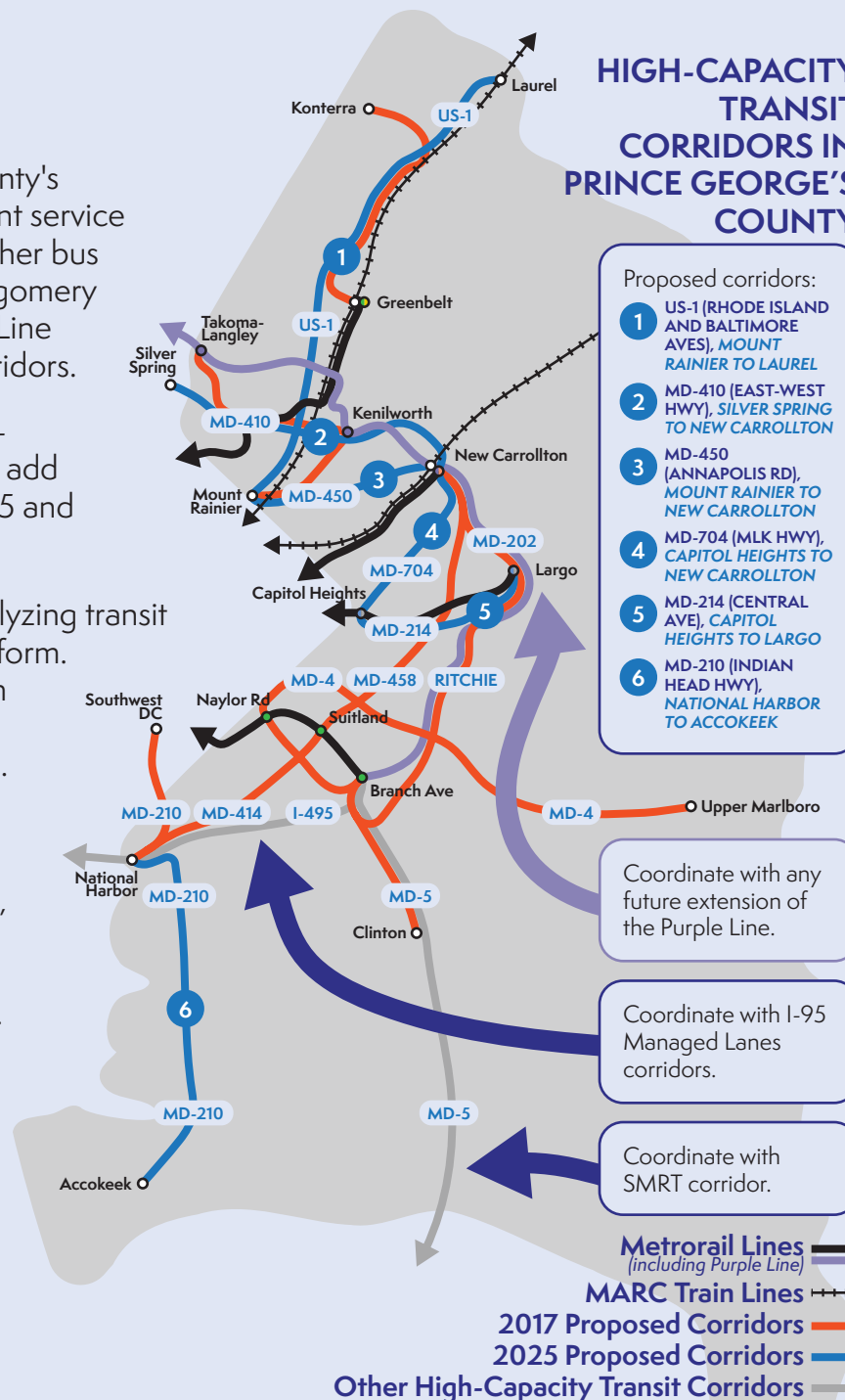
DEVELOP HIGH-CAPACITY TRANSIT CORRIDORS

High-capacity transit corridors form the county's transit backbone by offering fast and frequent service separated from other traffic. They can be either bus or rail: Metrorail, Virginia's Metroway, Montgomery County's Flash, and the forthcoming Purple Line are all examples of high-capacity transit corridors.

As shown at right, we identified several high-capacity transit corridors in 2017, but we will add to these corridors to support the BBNR 2025 and Visionary Networks. To do that, we will:

- **Study corridor implementation** by analyzing transit demand, space availability, and corridor form. For example, corridors may take the form of dedicated lanes on existing roads, or guideways or tracks in entirely new areas.
- **Continuously roll out new corridors** by developing design concepts and preparing environmental documentation, putting us on a faster track to respond to the Federal Transit Administration's New Starts and Small Starts funding programs.
- **Connect to high-capacity transit corridors outside Prince George's County** and coordinate on their implementation. As shown in **Our Growth Trends**, not everyone stays in the county for work, so we will ensure our corridors are part of a cohesive regional high-capacity transit network.

HIGH-CAPACITY TRANSIT CORRIDORS IN PRINCE GEORGE'S COUNTY



High-capacity transit corridors do not work in isolation, so we will connect to corridors outside the county to ensure we are part of a cohesive regional high-capacity transit network.

FAST-TRACK BRT AND BUS PRIORITY PROJECTS

Bus Rapid Transit (BRT) is a type of high-capacity transit corridor in which buses are given dedicated lanes or guideways to operate separately from other traffic.

If we determine that certain high-capacity transit corridors are best served by BRT, we will develop a process to get those corridors designed, funded, and constructed quickly. To accomplish that, we will:

- **Study BRT constructability** by developing off-the-shelf and quick-build design concepts suitable for various road configurations, putting us on a faster track to respond to the New Starts and Small Starts funding programs. This will require coordinating with MDOT on rights-of-way.
- **Create a bus priority improvements pool** with TSP, queue jump, and bus stop bulbout locations to roll out quickly where BRT is not practical. This will require coordinating with MDOT on traffic signals.
- **Implement and construct BRT and express lanes** on MD-5, I-495, and MD-458 (Silver Hill Road) to ensure we are part of a cohesive regional BRT network.



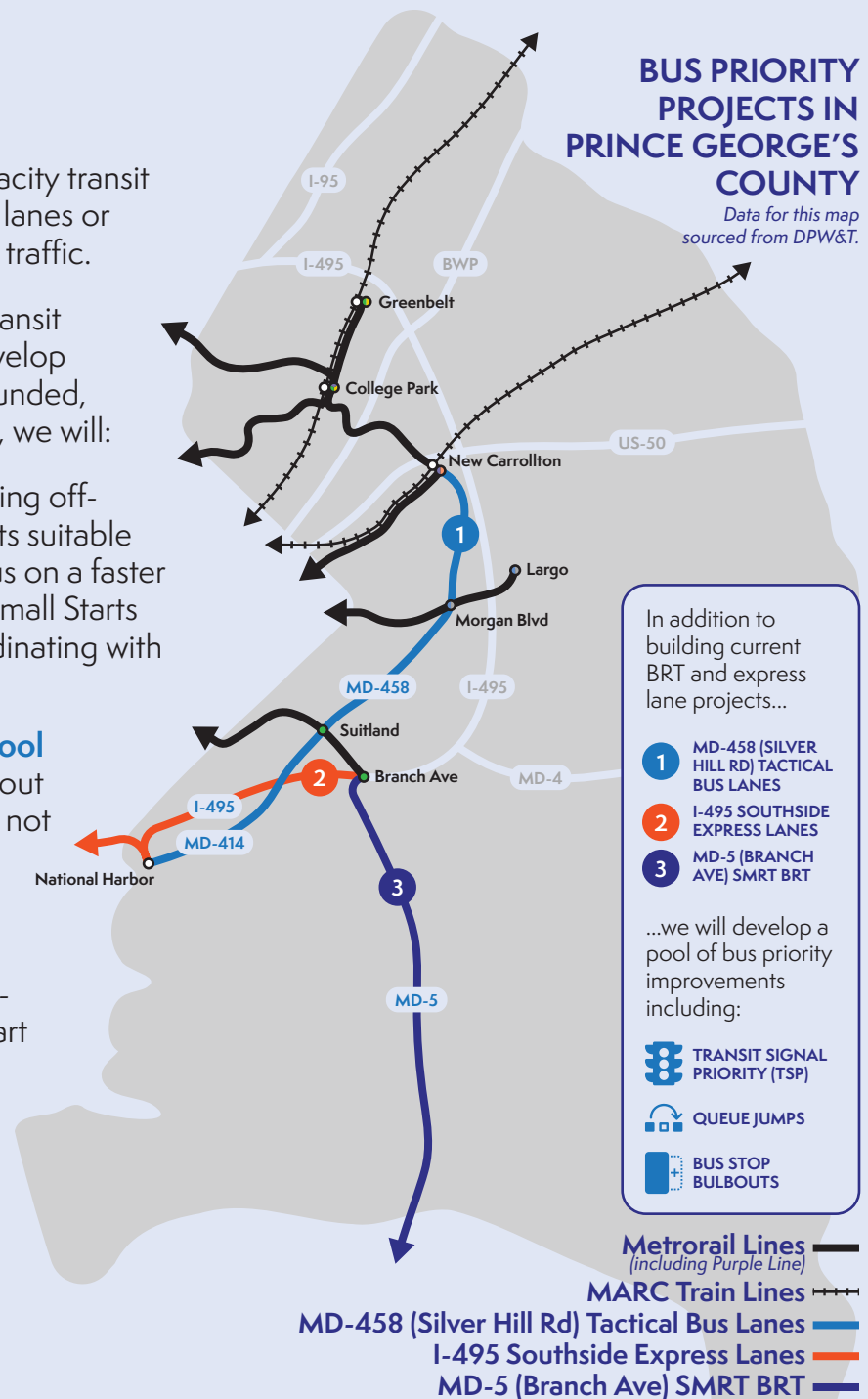
We will create a pool of bus priority improvement locations to roll out quickly wherever BRT is not practical.



ONLY
BUS

BUS PRIORITY PROJECTS IN PRINCE GEORGE'S COUNTY

Data for this map sourced from DPW&T.





Workforce Development

IMPROVE RECRUITMENT AND RETENTION

- **To attract more bus drivers and mechanics,** we will promote our benefits more prominently in recruitment advertisements, job postings, and career events. We will also develop recruitment incentives for older adults and "friends and family" bonuses, in addition to launching a "live where you work" campaign.
- **To retain our bus drivers and mechanics,** we will engage them in more CORE team building and community service activities like picnics, bus stop cleanups, and festivals. We will also examine how our working conditions compare to those at neighboring transit providers to determine areas for improvement, and work harder to address childcare, personal safety, and labor concerns.

EXPAND WORKFORCE DEVELOPMENT PROGRAMS

Expanded ZEB and PGC Link operations require specialized driving and maintenance skills, so we will expand CORE workforce development programs for those and other new technologies. We will also expand CORE mentorship programs between older and younger bus drivers to encourage intergenerational knowledge transfer.





Land Development

IMPROVE BIKE AND PEDESTRIAN INFRASTRUCTURE

To be effective, any transit improvements must be supported by improvements to the county's bike and pedestrian infrastructure. This also gets us closer to the county's **Vision Zero** initiative.

To improve the county's bike and pedestrian infrastructure, we will:

- **Add bike and scooter parking** to transit centers and major transfer points.
- **Expand bikeshare docks** by working with Capital Bikeshare to cover underserved and southern parts of the county, and other areas of need.
- **Continue improvements to sidewalks and trails** across the county, with special attention on improving lighting and implementing recommendations from our Safe Passage to Schools and Pedestrian and Bicycle Access to Transit programs.
- **Make universal accessibility improvements** to and around stations and transit centers, especially at Metrorail and other high-capacity transit corridor stations. We will pay special attention to accessibility at Blue Line, Purple Line, and Southern Maryland Rapid Transit (SMRT) stations.

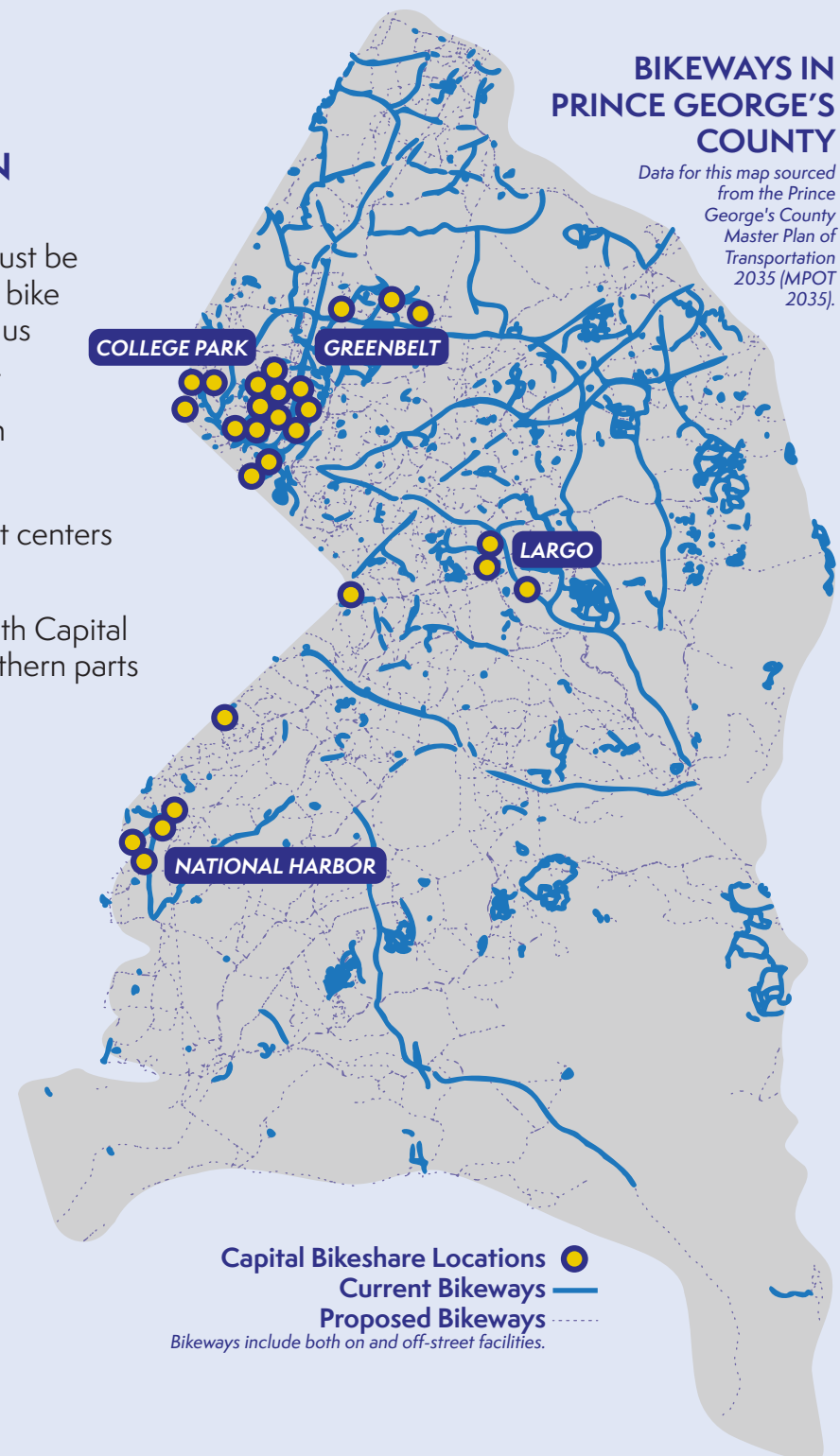


Good transit is not possible without good bike and pedestrian infrastructure.

Given their context of incomplete sidewalks, limited crosswalks, and high-speed roads, we will pay special attention to accessibility improvements at Blue Line, Purple Line, and SMRT stations.

BIKEWAYS IN PRINCE GEORGE'S COUNTY

Data for this map sourced from the Prince George's County Master Plan of Transportation 2035 (MPOT 2035).

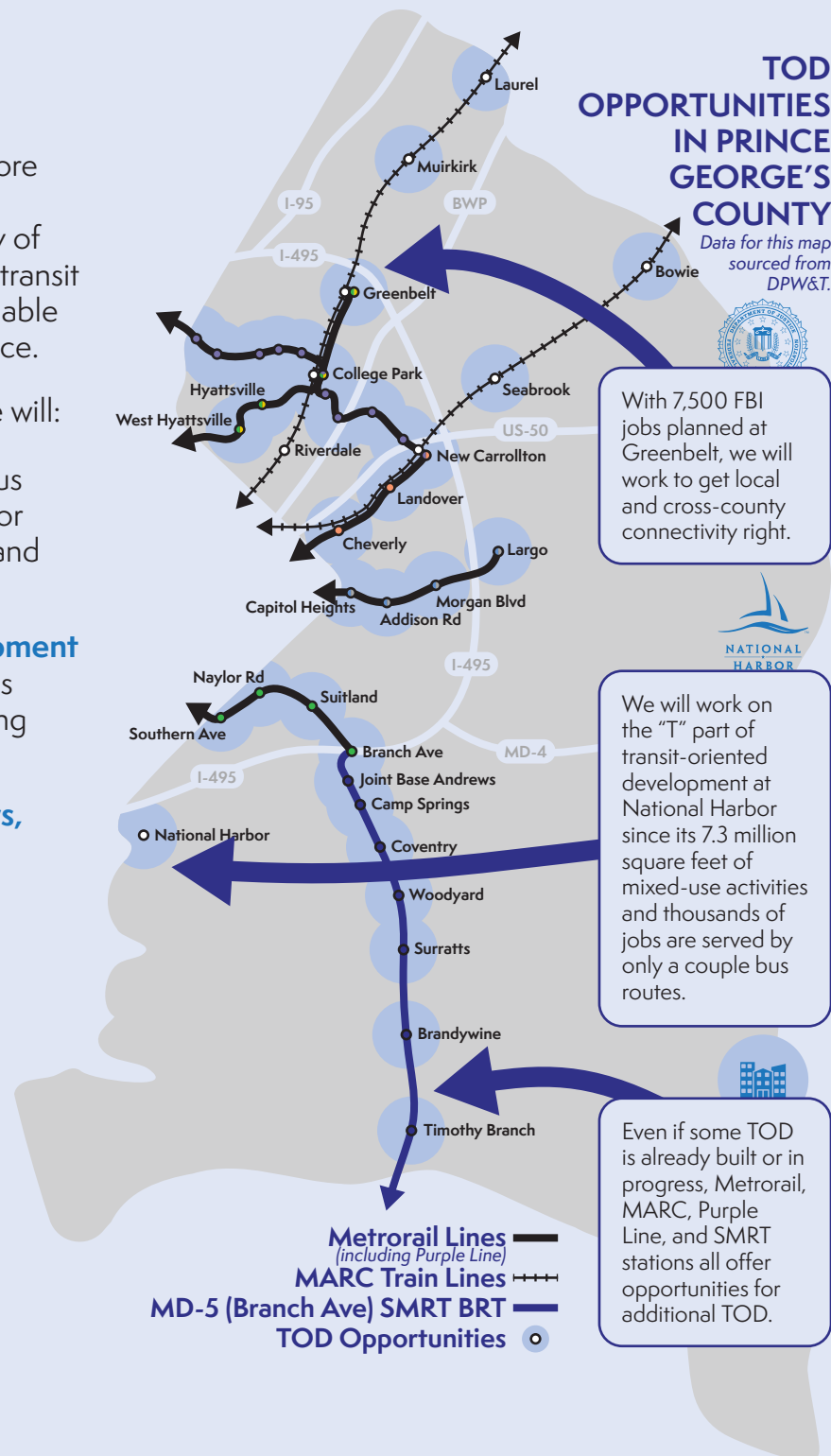


STREAMLINE TOD PROJECTS

As discussed earlier, more transit-oriented development (TOD) will make the county more walkable, bikeable, and accessible to those who cannot drive. TOD increases our supply of affordable housing and, when coupled with transit funding districts, it provides transit with a reliable funding stream to improve and expand service.

To streamline the county's TOD projects, we will:

- **Study TOD implementation** with a focus on specific opportunities and locations for affordable housing, workforce housing, and transit funding districts.
- **Continuously monitor county development** to ensure it is compatible with transit. This allows us to be more proactive in adjusting bus routes and bus stops.
- **Involve the MNCPPC, county planners, and private developers** more closely in transit planning to ensure future development is more proactively compatible with transit.
- **Create mobility hubs** at TOD locations to ensure transit is centrally accessible and that intermodal transfers are convenient.
- **Use WMATA's Joint Development Program** to coordinate on forthcoming and proposed TOD opportunities across the county, like those shown at right.

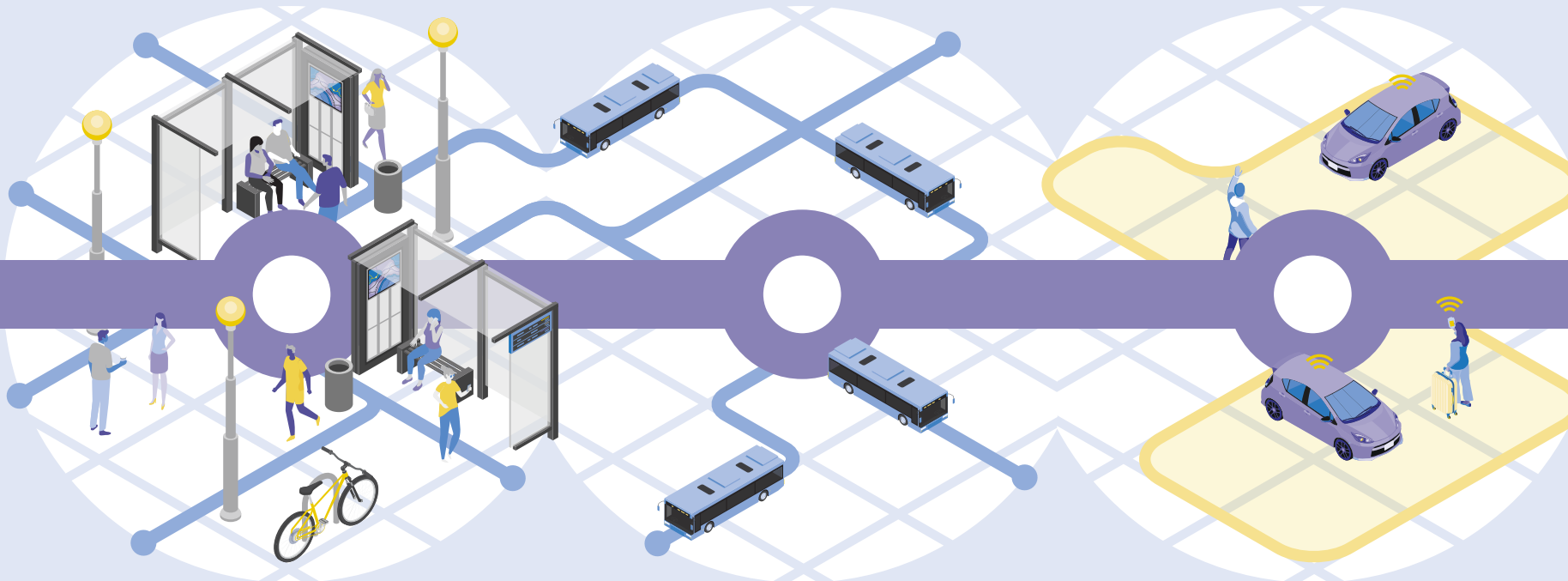


Good TOD has mixed-use development, public space, bike and pedestrian connectivity, and transit priority.

Even if TOD is already underway at Metrorail and MARC stations, new corridors like the Purple Line and SMRT offer even more TOD potential.

How the Purple Line Accelerates Our Aspirational Strategies

The Purple Line shows how our aspirational strategies work together to transform high-capacity transit corridors. When we apply coordinated strategies to overhaul our rider experience, implement the BBNR networks, create more PGC Link zones, fast-track BRT and bus priority projects, improve bike and pedestrian infrastructure, and streamline TOD projects, we achieve a transformation greater than the sum of its parts.



OVERHAUL OUR RIDER EXPERIENCE



We will add and improve amenities at the bus stops connecting to Purple Line stations, thereby improving the transfer experience for our riders.

IMPLEMENT THE BBNR NETWORKS



For both the 2025 and Visionary Networks, we will adjust bus routes to connect to Purple Line stations as directly and efficiently as possible.

CREATE MORE PGC LINK ZONES



We will adjust our PGC Link zones to determine which Purple Line stations to connect to, thereby transforming the stations into multimodal hubs.



FAST-TRACK BRT AND BUS PRIORITY PROJECTS

**ONLY
BUS**

We will introduce bus priority treatments on the roads connecting to Purple Line stations to ensure buses get to stations quickly and efficiently.

IMPROVE BIKE AND PEDESTRIAN INFRASTRUCTURE



We will improve the sidewalk, crosswalk, and bikeway networks around Purple Line stations, with an emphasis on filling in gaps and missing segments.

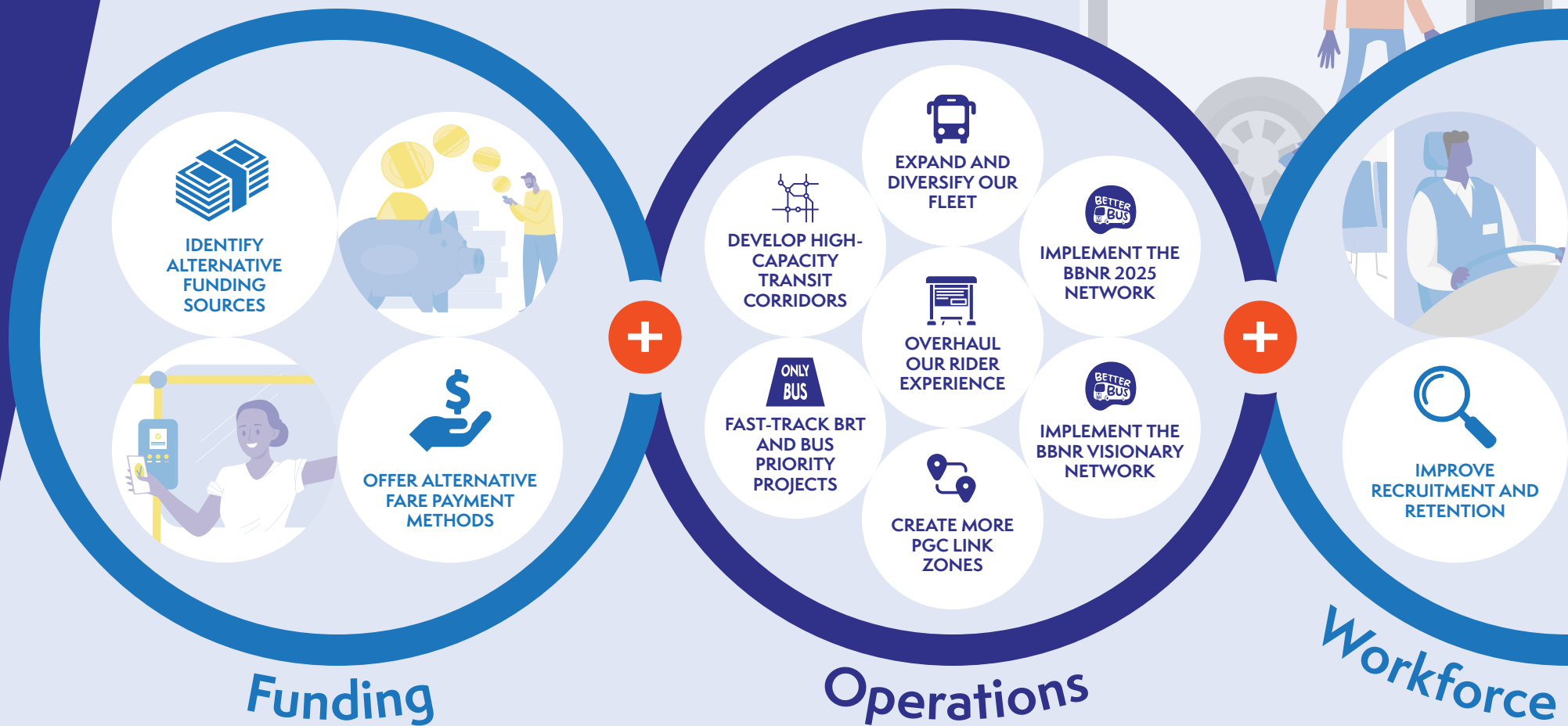
STREAMLINE TOD PROJECTS

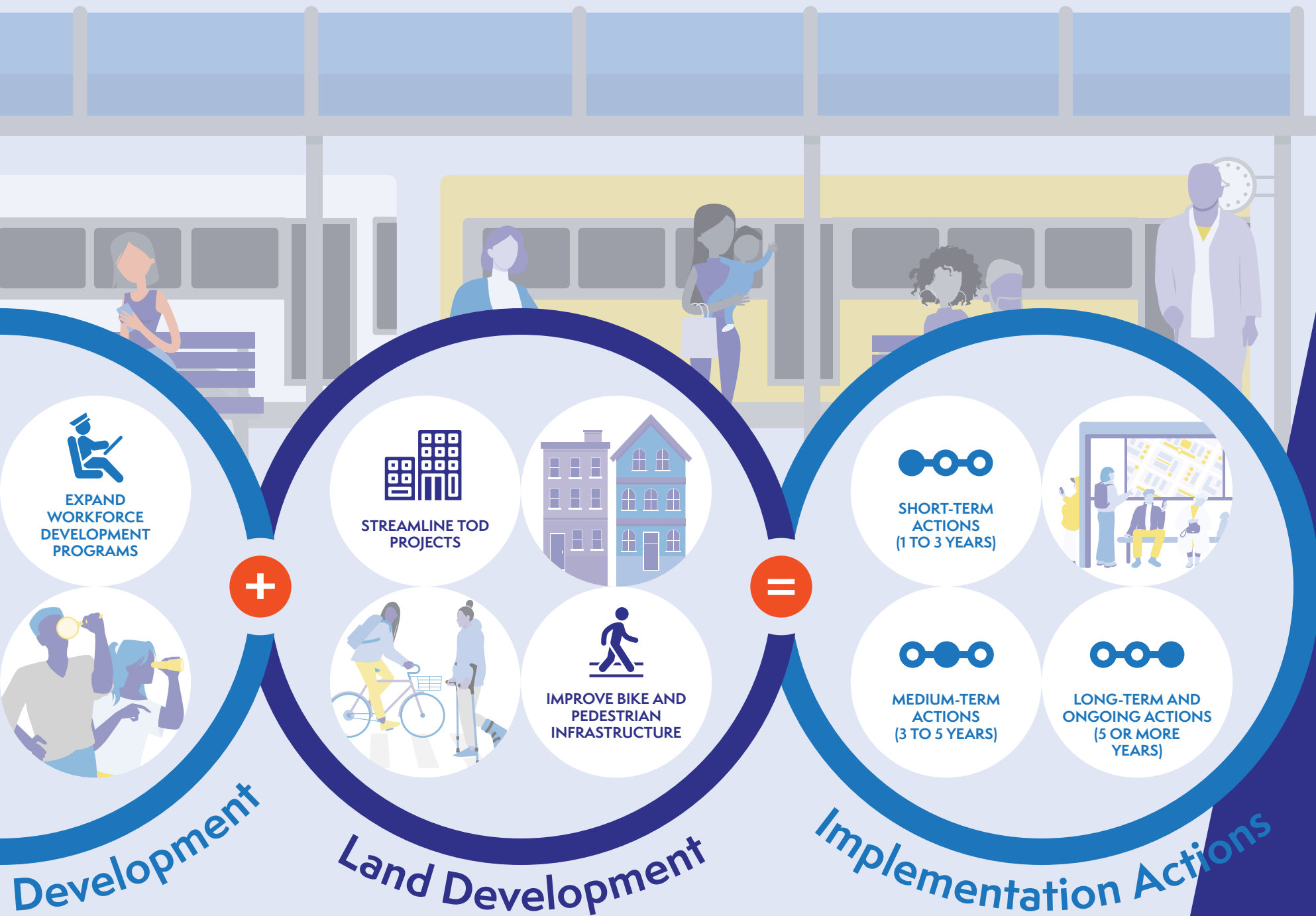


We will prioritize Purple Line station areas for development and affordable housing, as well as Metrorail (e.g., Blue Line), MARC, and SMRT stations.

Turning Aspirational Strategies into Implementation Actions

Our aspirational strategies work together to transform transit by comprehensively building on the opportunities discussed earlier. Again, many of these strategies emerged from public feedback, and we will continue to ask for feedback as we turn them into implementation actions.







4: Implementation Actions

OUR SHORT, MEDIUM, AND LONG-TERM ACTIONS

Now that we have aspirational strategies, we are thinking through the actions needed to implement them, and how long that might take. In a world of constraints, we cannot implement everything right away, so we have organized implementation actions into short, medium, and long-term phases.

-  **Short-term** actions focus on immediate improvements that can be quickly implemented to address pressing needs or take advantage of current opportunities.

-  **Medium-term** actions require more preparation and resources and represent an additional level of transit improvement.

-  **Long-term** and ongoing actions achieve broader, more transformative goals that require significant planning, funding, or coordination over a longer period.


In the following sections, we have broken our aspirational strategies down into discrete actions and sorted them by timeframe and opportunity.



Short-Term Actions One to Three Years

FUNDING



Identify alternative funding sources with federal and state funds and grants, advertising on transit vehicles and stations, and transit funding districts and similar public-private partnerships.

OPERATIONS



Overhaul our rider experience by improving rider communications and the waiting experience. For the former, rebrand transit services. For the latter, improve the infrastructure and amenities at bus stops for universal accessibility.



Expand and diversify our fleet by siting, planning, and designing new storage and maintenance facilities, developing a phase one microgrid for our ZEB transition, bringing our fleet to a state of good repair with our transit asset management plan, and updating our safety plan.



Implement the BBNR 2025 Network to improve frequency, operating hours (including adding Sunday hours), and coverage. Also create a dashboard to track performance targets for regional alignment, and transition RTA Routes 301 and 302 to TheBus.



Create more PGC Link zones by studying additional areas to serve and creating a PGC Link implementation and operations plan.



Develop high-capacity transit corridors by studying corridor implementation, continuously rolling out new corridors, and connecting to high-capacity transit corridors outside the county.



Fast-track BRT and bus priority projects by studying BRT constructability.

WORKFORCE DEVELOPMENT



Improve recruitment and retention through better benefits promotion, recruitment incentives for older adults, "friends and family" bonuses, and a "live where you work" campaign. Additionally, engage the workforce in more CORE team building and community service activities and examine how our working conditions compare to neighboring transit providers.



Expand CORE workforce development programs for bus drivers and mechanics.



Short-term actions focus on immediate improvements that can be quickly implemented to address pressing needs or take advantage of current opportunities.

LAND DEVELOPMENT



Improve bike and pedestrian infrastructure by adding *bike and scooter parking* to transit centers and major transfer points, expanding *bikeshare docks* to underserved and southern parts of the county, continuing improvements to *sidewalks and trails* across the county, and making *universal accessibility improvements*.



Streamline TOD projects by studying *TOD implementation*, monitoring county development for transit compatibility, involving the *MNCPPC, county planners, and private developers* in transit planning, creating *mobility hubs* at TOD locations, and using WMATA's *Joint Development Program* to coordinate on forthcoming and proposed TOD opportunities.



Medium-Term Actions Three to Five Years

FUNDING



Identify alternative funding sources

by continuing to identify *federal and state funds and grants, advertising opportunities, transit funding districts, and similar public-private partnerships.*

OPERATIONS



Overhaul our rider experience

by continuing to improve *rider communications.*



Expand and diversify our fleet

by continuing to site, plan, and design *new storage and maintenance facilities, developing a phase two microgrid for our ZEB transition, and bringing our fleet to a state of good repair.*



Implement the BBNR Visionary Network

to continue improving *frequency, operating hours, and coverage (new routes, especially expanded coverage in the Laurel area). Support these by rebuilding schedules based on frequency standards and extending routes from the 2025 Network to better connect to the new routes in the Visionary Network.*



Create more PGC Link zones

by rolling out *pilot zones.*



Develop high-capacity transit corridors

by continuing to roll out *new corridors and connecting to high-capacity transit corridors outside the county.*



Fast-track BRT and bus priority projects

by creating a *bus priority improvements pool and implementing and constructing BRT and express lanes.*

WORKFORCE DEVELOPMENT



Improve recruitment and retention

by continuing the *promotions, incentives, campaigns, and activities* from the short-term actions.



Continue CORE workforce development programs for bus drivers and mechanics.

LAND DEVELOPMENT



Improve bike and pedestrian infrastructure

by continuing to add *bike and scooter parking, expanding bikeshare docks, and continuing sidewalk, trail, and universal accessibility improvements.*



Streamline TOD projects

by continuing to monitor *county development* for transit compatibility, involving the *MNCPPC, county planners, and private developers* in transit planning, creating *mobility hubs*, and using *WMATA's Joint Development Program* to coordinate on forthcoming and proposed TOD opportunities.

Medium-term actions require more preparation and resources and represent an additional level of transit improvement.

Long-Term and Ongoing Actions Five or More Years

FUNDING



Identify alternative funding sources

by offering alternative *fare payment* methods and developing new *transit funding streams* with elected officials, stakeholders, and MDOT.

OPERATIONS



Overhaul our rider experience

by continuing to improve *bus stop infrastructure and amenities*.



Expand and diversify our fleet

by building *new storage and maintenance facilities* and completing our *ZEB transition*.



Implement the BBNR Visionary Network

by continuing the *frequency, operating hours, and coverage* improvements from the medium-term actions.



Create more PGC Link zones

by adjusting the medium-term's *pilot zones* and adding *permanent zones* as needed.



Develop high-capacity transit corridors

by continuing to roll out *new corridors* and connecting to high-capacity transit corridors *outside the county*.



Fast-track BRT and bus priority projects

by continuing to roll out *bus priority improvements* and implementing and constructing *BRT and express lanes*.

WORKFORCE DEVELOPMENT



Improve recruitment and retention

by continuing the *promotions, incentives, campaigns, and activities* from the medium-term actions.



Continue CORE workforce development programs

for bus drivers and mechanics.

LAND DEVELOPMENT



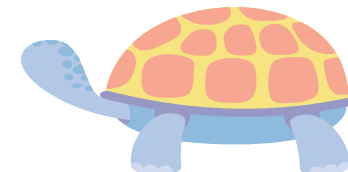
Improve bike and pedestrian infrastructure

by continuing to add *bike and scooter parking*, expanding *bikeshare docks*, and continuing *sidewalk, trail, and universal accessibility improvements*.



Streamline TOD projects

by continuing to monitor *county development* for transit compatibility, involving the *MNCPPC, county planners, and private developers* in transit planning, creating *mobility hubs*, and using WMATA's *Joint Development Program* to coordinate on forthcoming and proposed TOD opportunities.

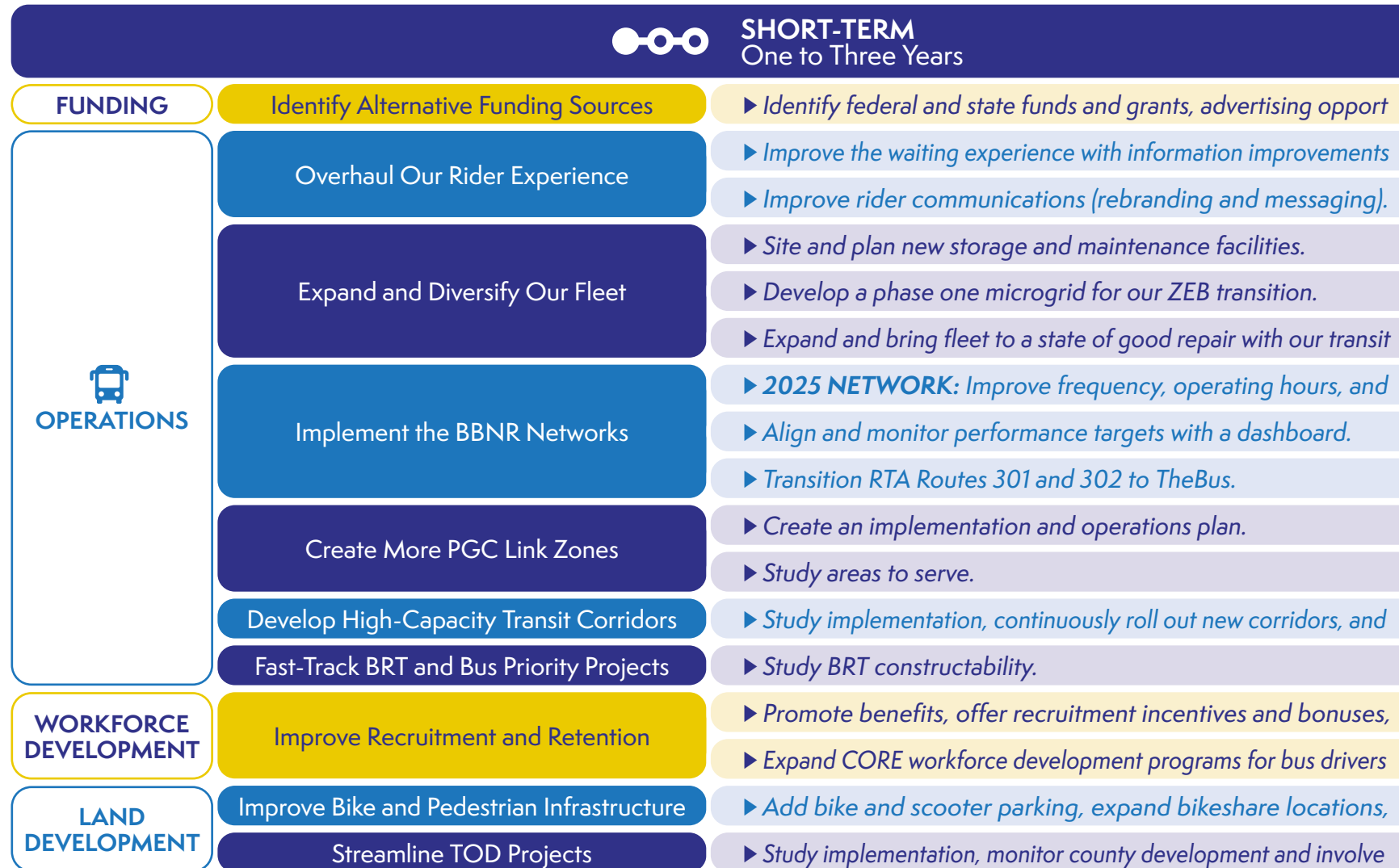


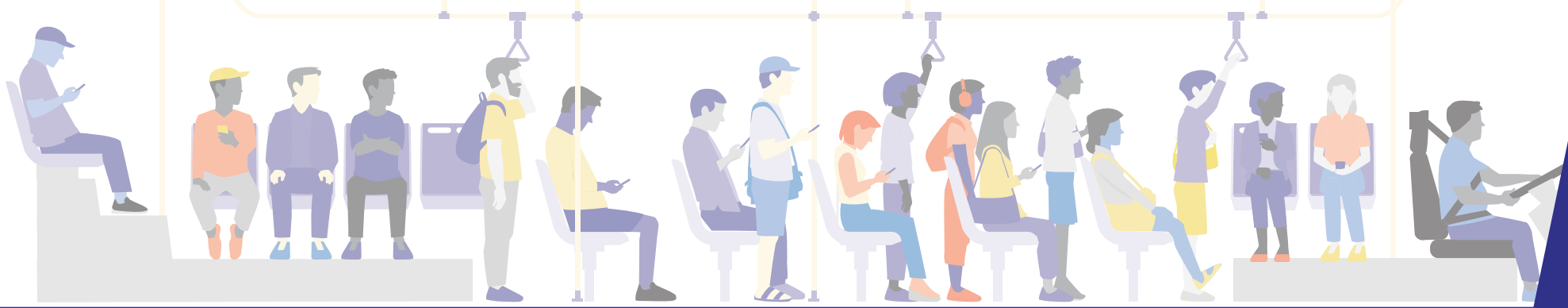
Long-term and ongoing actions achieve broader, more transformative goals that require significant planning, funding, or coordination over a longer period.



Moving Implementation Actions into Our Transit Transformation Process

Our implementation actions work together to transform transit and create a more vibrant and connected Prince George's County for all. By securing funding, overhauling our operations, developing our workforce, and promoting transit-oriented development, we can move confidently into our Transit Transformation process.





MEDIUM-TERM Three to Five Years



LONG-TERM AND ONGOING Five or More Years

unities, transit funding districts, and public-private partnerships.

► Offer alternative fare payment methods.

(digital displays with real-time bus and stop tracking) and infrastructure improvements (bus stop accessibility, lighting, and amenities).

► Design new storage and maintenance facilities.

► Build new storage and maintenance facilities.

► Develop a phase two microgrid for our ZEB transition.

► Complete our ZEB transition.

asset management plan and update our safety plan.

coverage. ► **VISIONARY NETWORK:** Improve frequency, operating hours, and coverage (new routes).

► Rebuild schedules and extend the 2025 Network's routes to better connect to the Visionary Network's new routes.

► Roll out pilot zones.

► Adjust pilot zones and add permanent zones.

connect to corridors outside the county.

► Create a bus priority improvements pool and implement and construct BRT (e.g., MD-458) and express lanes (e.g., I-495).

run a "live where you work" campaign, compare working conditions with peer transit providers, and engage workforce in activities.

and mechanics.

improve and expand sidewalks and trails (especially lighting), and make accessibility improvements at stations and transit centers.

stakeholders, create mobility hubs at TOD locations, and coordinate on forthcoming and proposed TOD projects.

Arrows indicate actions that will extend beyond the long-term phase into the next Transit Vision Plan. ►►



5: Transit Transformation



OUR NEXT STEPS

This plan began with a look into our opportunities, which led to responsive aspirational strategies. We then broke those strategies down into short, medium, and long-term implementation actions. We can now make those actions a reality with our Transit Transformation process, which includes securing funding, starting planning, design, and construction, and monitoring progress.

Our Transit Transformation Process

As introduced at the beginning of this plan, our Transit Transformation process is our ongoing commitment to provide inclusive, safe, reliable, user-friendly, and community-centric transit.

By guiding transit investments through 2030 and beyond, our Transit Transformation process ensures that the implementation actions in this plan align with the changing travel patterns and community needs across the county.

Our Transit Transformation process will secure funding for the implementation actions in this plan, move each action into planning, design, and construction, and monitor their progress by developing and applying performance metrics.

Secure Funding

The funding actions discussed earlier are prerequisites for our Transit Transformation process. To implement many of the other actions, we will increase advertising on transit vehicles and stations, establish transit funding districts and similar public-private partnerships, leverage the LOTS funding formula change, and identify federal and state funds and grants.

Plan, Design, and Build

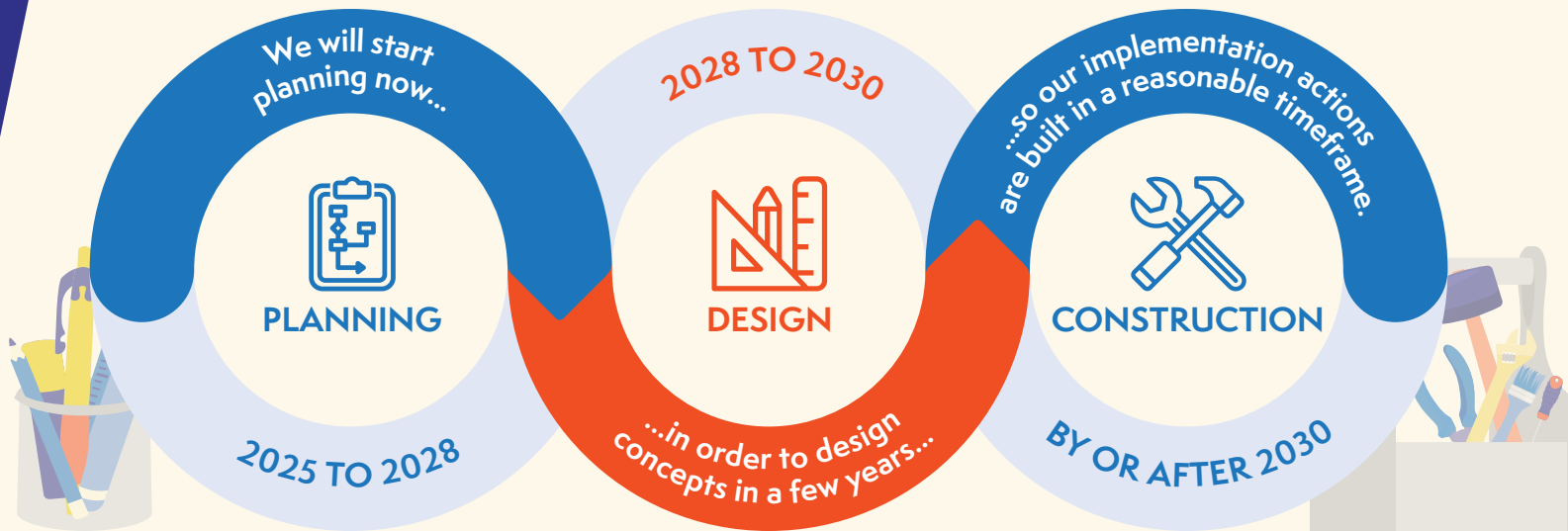
The diagram on the following page shows how our implementation actions are affected by the planning, design, and construction process. We will start planning now in order to design concepts in a few years so our implementation actions are built in a reasonable timeframe.

Any design and construction timelines that extend beyond this plan's 2030 focus will be incorporated into future Transit Vision Plans as we continue our Transit Transformation process. Again, we call it a *process* because improvement is a continuous effort and there is always more to explore, innovate, and build.

The technical reports have more information on our planning, design, and construction process, including cost estimates for our implementation actions.

We call Transit Transformation a process because there is always more to explore, innovate, and build.





IF WE PLAN NOW:

Bus stops
for infrastructure and amenity improvements.

Locations
for new storage and maintenance facilities.

Locations
for ZEB power sources and chargers.

Better service
under the BBNR 2025 Network.

Implementation and operations plan
for PGC Link.

Corridors
for high-capacity transit.

Corridors
for BRT and other bus priority improvements.

Stations
for multimodal and accessibility improvements.

Locations
for TOD and mobility hubs.

WE WILL DESIGN:

Site plans
for infrastructure and amenity improvements.

Building plans
for new storage and maintenance facilities.

Installation plans
for ZEB power sources and chargers.

Changes
to scheduling, performance targets, and routing.

Pilot
PGC Link zones.

Corridor plans
for high-capacity transit corridors.

Corridor plans
for BRT and other bus priority improvements.

Site plans
for multimodal and accessibility improvements.

Site plans
for TOD connectivity and mobility hubs.

IN ORDER TO BUILD:

Improved bus stops
with better infrastructure and amenities.

New facilities
with more capacity for a larger fleet.

A complete microgrid
for our ZEB transition.

Even better service
under the BBNR Visionary Network.

Permanent
PGC Link zones.

A continuous stream
of high-capacity transit corridors.

A continuous stream
of BRT and bus priority improvements.

More multimodal options
to, from, and around stations.

More TOD
and transit-accessible affordable housing.

Monitor Progress

To ensure we are accountable to our riders, employees, and county residents, we have developed performance metrics centered on our core values and key pillars. These metrics help us track the progress of our implementation actions. Described in more detail in the technical reports, our metrics are summarized below:



INCLUSIVITY

Inclusivity metrics evaluate how accessible and affordable transit is to everyone in Prince George's County and if we adequately cover and connect populations with demonstrated transit need.



SUSTAINABILITY

Sustainability metrics examine if we are doing enough to reduce the environmental impact of transit service and support the county's [Climate Action Plan](#).



INNOVATION

Innovation metrics assess if we are adequately embracing emerging technologies to address our opportunities.



SAFETY

Safety metrics analyze how safe and secure the environments in, at, and around our bus stops and vehicles are for everyone.



RELIABILITY

Reliability metrics evaluate the on-time performance of our bus routes and if our vehicles are in a state of good repair.



USER-FRIENDLY

User-friendly metrics check the thoroughness, accuracy, and consistency of the information we share with our riders.



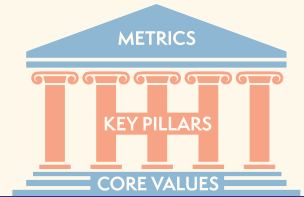
COMMUNITY CENTRIC

Community-centric metrics judge how well we are responding to public feedback and the county's development patterns.

Technical Reports

This plan is accompanied by technical reports with more details on the work we did for each step:

- **Background Technical Report** has more information on the county's growth trends, transit needs, and opportunities.
- **Engagement Technical Report** describes how we obtained and applied public feedback.
- **Transit Transformation Technical Report** provides cost estimates and phases the planning, design, and construction for our implementation actions.
- **Route Profiles** have details on the bus routes and microtransit zones proposed in the county.



Our core values represent who we are and our key pillars represent what we deliver, so together they serve as the foundation for this plan's performance metrics.



6:

Glossary



Terms and acronyms in this plan include:

Accessibility: The process of accommodating people of all physical abilities at public facilities to comply with the Americans with Disabilities Act (ADA).

Annual Average Daily Traffic (AADT):

A measure of how busy a road is by calculating the total volume of vehicular traffic on the road for an entire year, then dividing that by 365.

Better Bus Network Redesign (BBNR):

An ongoing effort to improve bus service in the Washington, D.C. region involving WMATA, DPW&T, and other transit providers. BBNR consists of two bus networks: an initial resource-neutral 2025 Network and an enhanced subsequent Visionary Network.

Bikeshare: Short-term bike rentals, though longer arrangements (such as monthly or annual subscriptions) are also available. Capital Bikeshare is the largest bikeshare provider in the Washington, D.C. region.

Bus Lane: A road lane reserved exclusively for buses; emergency vehicles are also typically permitted.

Bus Rapid Transit (BRT): A method of turning bus routes into rapid transit by giving them bus lanes and stations separated from regular traffic.

Bus Stop Bulbout: Extending a bus stop's waiting area into the road's curbside parking lane allows buses to pick up and drop off riders without leaving the travel lane. Bulbouts improve accessibility and expand space for amenities like benches and shelters.

Commercial Driver's License (CDL):

A special driver's license that requires extra training and testing for people who drive trucks or transport large numbers of passengers. Bus drivers must have CDLs.

DASH: The local transit provider in Alexandria, Virginia operated by the city-owned Alexandria Transit Company (ATC).

Department of Public Works and Transportation (DPW&T):

The Prince George's County department responsible for the county's transportation infrastructure, including TheBus.

Express Lane: A high-speed road lane reserved for vehicles paying a surcharge to access it. Buses are typically given free access to express lanes.

Federal Transit Administration (FTA):

An agency of the U.S. Department of Transportation (USDOT) that provides financial and technical assistance to transit providers across the country.

Fixed-Route Transit: An umbrella term for bus, rail, and other transit services that use published schedules to run on predetermined routes and serve predetermined stops. TheBus is fixed-route transit.

Frequency: A term for how often a transit route serves a stop. A route that runs every 15 minutes is more frequent — and therefore more convenient for riders — than a route that runs every half-hour.

Guideway: An umbrella term for the dedicated linear infrastructure that fixed-route transit uses to travel between stops and stations. Tracks, bus lanes, and BRT's bus-only roads are all examples of guideways.

High-Capacity Transit Corridor (HCTC):

An umbrella term for any transit mode (bus or rail) offering fast and frequent service separated from other traffic. Metrorail, Virginia's Metroway, Montgomery County's Flash, and the Purple Line are all HCTCs.

Locally-Operated Transit System (LOTS):

The network of local transit providers across Maryland that receives federal and state funding through the Maryland Transit Administration (MTA). DPW&T is one of more than 20 LOTS in Maryland.

Maryland Area Rail Commuter (MARC):

The statewide commuter rail network managed by the Maryland Transit Administration (MTA). MARC's Penn and Camden Lines serve Prince George's County.

Maryland Department of Transportation (MDOT):

The department responsible for all transportation modes in Maryland including transit, highways, ports, aviation, and more.

Maryland-National Capital Park and Planning

Commission (MNCPPC): The state organization that manages park and planning efforts in Montgomery and Prince George's Counties.

Maryland Transit Administration (MTA):

An agency within MDOT responsible for local transit in the Baltimore region and statewide commuter bus and rail (MARC) service. MTA also oversees more than 20 locally-operated transit systems (LOTS) across the state.

Metropolitan Washington Council of Governments

(MWCOG): A nonprofit organization consisting of 24 local governments in the Washington, D.C. region that coordinate on regional issues, policies, and programs.

Microtransit: An umbrella term for on-demand transit that does *not* run on a schedule and does not have predetermined routes or stops. Microtransit typically uses smaller vehicles to pick up and drop off riders anywhere within established zones, and riders typically reserve trips by phone or smartphone app. DPW&T's microtransit service is called PGC Link.

Paratransit: A form of microtransit in which access is restricted to people who require mobility assistance. Paratransit vehicles are equipped with mobility aids like wheelchair lifts. Prince George's County has two paratransit services: DPW&T's Call-a-Bus and WMATA's MetroAccess.

Purple Line: A 16-mile light rail line under construction in Montgomery and Prince George's Counties that will run between Bethesda and New Carrollton and connect Metrorail's Green, Orange, and Red Lines.

Queue Jump: A short section of curbside lane space at an intersection that allows buses to move to the front of the line of vehicles and pass through the intersection before the other vehicles. Queue jumps can be paired with transit signal priority (TSP).

Regional Transportation Agency of Central

Maryland (RTA): The local transit provider in Howard County and parts of Anne Arundel, Baltimore, and Prince George's Counties. In Prince George's County, RTA primarily serves the Laurel area. Like DPW&T, RTA is one of more than 20 LOTS in Maryland.

Ride On: The local transit provider in Montgomery County. Like DPW&T, Ride On is one of more than 20 LOTS in Maryland.

Right-of-Way (ROW): A legal term that defines who is allowed to access a road or guideway. It is also used to describe the space needed to build or maintain that road or guideway.

Southern Maryland Rapid Transit (SMRT):

A proposed high-capacity transit corridor along MD-5 in Prince George's County and US-301 in Charles County. The corridor would take the form of bus rapid transit (BRT) to run between the Branch Avenue Metrorail Station and Waldorf.

TheBus: The network of bus routes run by DPW&T in Prince George's County. TheBus is fixed-route transit.

Transit-Oriented Development (TOD):

A form of development that prioritizes denser communities with walkable, direct, and interconnected streets. TOD features buildings with mixed uses, ample public spaces, multimodal connectivity with an emphasis on walking and cycling, and transit priority.

Transit Signal Priority (TSP): A method in which buses communicate with traffic signals to get through intersections faster. When a bus approaches a signal, TSP can extend green lights or shorten red lights.

Transit Vision Plan (TVP): The primary component in DPW&T's Transit Transformation process that creates a roadmap for improving the county's transit service and infrastructure by outlining aspirational strategies and implementation actions.

Washington Metropolitan Area Transit Authority (WMATA): This agency operates under the Metro brand to run Metrobus and Metrorail service in the Washington, D.C. region.

Washington Suburban Transit Commission (WSTC):

The state organization that coordinates transit efforts between MDOT, WMATA, and Montgomery and Prince George's Counties.

Zero-Emissions Bus (ZEB): A bus that is powered by means other than an internal combustion engine, such as battery or overhead electric power. Prince George's County has a \$122 million ZEB program.





**Prince George's County Department of
Public Works and Transportation**

9400 Peppercorn Place, Suite 300

Largo, MD 20774

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: Josue Salmeron

Submitting Department: Administration

Item Type: OTHER BUSINESS

Agenda Section: OTHER BUSINESS - 40 minutes (8:20- 9:00 p.m.)

Subject:

Expedited Installation of Bicycle Rack Hoop at Roosevelt Center

Suggested Action:

Mayor Jordan requests Council authorize the expedited installation of bike rack hoop at Roosevelt Center, adjacent to the Food Co-Op.

Background:

This item responds to resident petitions regarding insufficient bicycle parking at Roosevelt Center, particularly outside the Greenbelt Co-op.

In April 2025, Tom Leamond petitioned the Council after the removal of a green barrier formerly used for bike locking, reducing convenient bike parking to just two spaces near the Co-op and a few additional spaces by the underpass.

Although Roosevelt Center was not a named priority in the APB's 2022 Pedestrian and Bicycle Master Plan Budget Recommendations, the plan supports improving access citywide and enhancing bicycle infrastructure near commercial areas.

The proposed installation of a hoop-style bicycle rack aims to add accessible and secure bike parking near high-traffic commercial zones and aligns with the city's goals for multimodal transportation opportunities.

Bicycle-Pedestrian Master Plan is available at the following link:

<https://www.greenbeltmd.gov/government/departments/planning-community-development/publications>

Attachments:

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: OTHER BUSINESS

Agenda Section: OTHER BUSINESS - 40 minutes (8:20- 9:00 p.m.)

Subject:

Maryland Municipal League (MML) 2025 Legislative Action Requests (LAR)

Suggested Action:

Reference: Memorandum, T. George, 05/27/2025

Enclosed in Council's packet is a memorandum that outlines the possible 2026 Maryland Municipal League Legislative Action Requests (LAR). The LARs are due May 30, 2025. We welcome Council's input and direction on LARs for submission.

Attachments:

[2026 LARs 5-9-25 v3.pdf](#)

CITY OF GREENBELT, MARYLAND

OFFICE OF THE CITY MANAGER

25 CRESCENT ROAD, GREENBELT, MD. 20770



MEMORANDUM

To: City Council
From: Josué Salmerón
CC: Tim George
Date: May 27, 2025
RE: Possible 2026 MML LARs

Staff has identified the possible LARs and after reviewing the discussion from the May 12 Council meeting have put the LARs in rank order. Specifically, we looked at LARs that have a broader state-wide impact and those that the legislature has shown interest in pursuing. We also ran the list by Carrington and Associates to get their feedback.

1) **Funding for Juvenile Justice Reform – Appropriation and Socio-Economic Support:**

While focusing on budget-conscious reforms, we also must emphasize the need for funding to support young people and families, addressing the core socio-economic issues that lead to crime. Current laws are falling short because they lack the necessary resources for youth and family development programs. It is crucial that local communities receive adequate support to foster the development and rehabilitation of young people.

2) **Regulating Online Streaming Services for Sustainable Local Media Funding:** With so many cable customers switching to streaming only, and cutting the cable cord, the franchise fees provided to municipal governments are declining. These are important revenues in supporting Public, Educational, and Government (PEG) access channels, which provide vital local content.

3) **Taxing Social Media Companies to Fund Youth Mental Health (Pompi):** Use of social media has had a tremendous impact on youth mental health with online “trolling” and bullying which has led to depression and other mental health issues. In some extreme cases, this leads to suicidal thoughts and young people taking their own lives. This initiative would put a tax/fee on social media companies and that funding would be used

A NATIONAL HISTORIC LANDMARK

PHONE: (301) 474-8000 www.greenbeltmd.gov

to provide mental health counselling for at risk youth.

- 4) **Opposition To the Baltimore-Washington Superconducting MAGLEV Project:** The proposed alignments for the Maglev project have raised significant concerns due to their potential impact on Greenbelt's historic community, environmental resources, residents' quality of life, and the threat to the destruction of Greenbelt's forest.
- 5) **Extending the Homestead Tax Credit Program**
- 6) **Ban of all Single Use Plastics**
- 7) **Ban Use Plastic Water Bottles**

2025 Submitted LARs

- 1) Extending Homestead Tax Credits
- 2) Juvenile Justice Reform and Funding
- 3) Enhanced Tax Abatement Information

2024 Submitted LARs

- 1) Better Information on Abatements
- 2) Digital Levy Books
- 3) Ban all Single-use Plastic

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: OTHER BUSINESS

Agenda Section: OTHER BUSINESS - 40 minutes (8:20- 9:00 p.m.)

Subject:

Council Activities

Suggested Action:

Council will report on activities and events recently attended. (If time allows.)

Attachments:

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: OTHER BUSINESS

Agenda Section: OTHER BUSINESS - 40 minutes (8:20- 9:00 p.m.)

Subject:

Council Reports

Suggested Action:

Reference: TPB Report

Enclosed in Council packet is a report from the Transportation Planning Board meeting held on May 21, 2025, submitted by Mayor Pro Tem Kristen Weaver, Greenbelt's representative on TPB.

Attachments:

[CouncilReport_TPB_2025-05-21.pdf](#)

Report from the Transportation Planning Board meeting held on May 21, 2025

Submitted by Mayor Pro Tem Kristen Weaver, Greenbelt's representative on TPB

Funding for projects in PGC:

- At the May meeting, TPB approved Transportation Land Use Connections projects and Regional Roadway Safety Projects. Only one is in Prince George's, and is not directly in Greenbelt, but may be of interest to pay attention to:
 - Northern Prince George's East-West Bikeway (NPGEWB), awarded \$80,000
 - Description: "Prince George's County requests funding to study the feasibility of an 11-mile bike route consisting of shared use paths and on-road bikeways, as well as potential alternatives across northern Prince George's County between Lanham and Lewisdale. This route will connect five existing shared-use paths, three of which are parallel to each other in north-south alignments. The proposed project will serve two MARC stations, two Metrorail stations and several Purple Line stations, and connect to the Washington, Baltimore, & Annapolis (WB&A), Folly Branch, Northeast Branch, Rhode Island Avenue Trolley Trail, and Northwest Branch Trails. It will provide access to multiple Major Activity Centers, the University of Maryland, commercial and employment sites, numerous residential neighborhoods and multifamily developments, and multiple parks and recreation centers." [Map of project area](#)

Regional Activity Centers:

- Greenbelt continues to be included on COG's Regional Activity Centers list, updated in 2025 after the last update in 2013.
- From the webpage where the [Regional Activity Center Maps](#) can be found, "Regional Activity Centers are the locations that will accommodate the majority of metropolitan Washington's future growth and play a central role in achieving the Region Forward Vision's prosperity, sustainability, accessibility, and livability goals. They include existing urban centers, priority growth areas, traditional towns, and transit hubs."
- Something to consider for future strategic and legislative priority planning – how can we better leverage that status for the type of development we want to see in the city? As examples, the memo to TPB about the 2025 updates mentions, "Most recently COG has used RACs as a preferred location for locating additional affordable housing in the COG Housing Targets (2019) and also as the preferred location for planning funds from COG's competitive Housing Affordability Planning Program (HAPP) Grants."

Southside Express Lanes:

- The project continues to be under discussion, with many people speaking out in opposition, but also letter writing campaigns in favor.
- The next public hearing in Prince George's is taking place at Oxon Hill High School, 6701 Leyte Drive, Oxon Hill, MD 20745 on Wednesday, June 4 from 6:00-8:00 pm (other sessions are all in Virginia)
- The [Virtual Public Information Room](#) has details and opportunities to comment.
- TPB will vote in September to continue the Visualize 2050 planning with or without the Southside Express Lanes. In my opinion, Greenbelt should continue to oppose the project as not being beneficial to the county, not truly solving traffic issues, and potentially interfering with future Metrorail expansion. If other council members wish to discuss the issue more, it can be added as a work session or meeting topic sometime in the next few months.

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: MEETINGS

Agenda Section: OTHER BUSINESS - 40 minutes (8:20- 9:00 p.m.)

Subject:

Meetings

Suggested Action:

Attachments:

[Meetings.pdf](#)



City Council Meetings & Work Sessions May – June

No Meeting – Memorial Day	Mon.	05/26	
Regular Meeting / Closed Session (Annexation)	Tues.	05/27	7:30 pm
Budget Work Session – Final Budget Review	Wed.	05/28	7:30 pm
Regular Meeting – Budget Adoption	Mon.	06/02	7:30 pm
Work Session – TBD	Wed.	06/04	7:30 pm
Work Session – Advisory Board Chairs (stakeholder)	Mon.	06/09	7:30 pm
Work Session – Legislative Retreat	Wed.	06/11	7:30 pm
Regular Meeting	Mon.	06/16	7:30 pm
Work Session – Board of Elections	Wed.	06/18	7:30 pm
MML Annual Conference (Ocean City)	Sun. – Wed.	06/22 – 06/25	
No Meeting – MML Conference	Mon.	06/23	
No Meeting – MML Conference	Wed.	06/25	
Work Session – Economic Development Retention & Expansion	Mon.	06/30	7:30 pm

This schedule is subject to change. For confirmation, call 301-474-8000. Regular and Special meetings and Work Sessions are open to the public. If special accommodations are required for any disabled person, please call 301-474-8000 or 301-474-3870 no later than 10 a.m. on the meeting day. Deaf individuals are advised to use Video Relay Services (VRS) at 711 or e-mail banderson@greenbeltmd.gov to reach the City Clerk. Unless otherwise noted, meetings will be held in the Council Chambers in the Municipal Building (MB) at 25 Crescent Road and virtually by Zoom. Zoom meeting information for public participation is posted on the City's website at www.greenbeltmd.gov on the meeting calendar.

Bonita Anderson, City Clerk

Ready to be scheduled:

Armory Plan Presentation
Quantum Properties (Beltway Plaza)
Large Unfunded Capital Needs
Greenbelt Road Corridor
Townhall Meeting: Virtual Meetings
 Accessibility for Blind and Visually
 Impaired
County Executive Liaison
Meeting with County on Transportation Plan

For later scheduling:

Arts & Entertainment District
Bernard Penney (*Memorial Donation in
honor of Leonie Penney*)
Cemetery Plans
City Manager Updates (Jan, Pre-budget;
July & Sept/Oct)
EV Chargers Five-Year Plan
Fleet Vehicles Ten-Year Plan
GHI/Prince George's County (Stormwater
issues)
MARC Train Service/ MDOT
Museum Plan
Northway Fields Master Plan
Parkway Apartment Owners/GHI (*parking*)
Potential Bond Referendum/Capital
Financing
Zoning Enforcement

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: OTHER BUSINESS

Agenda Section: OTHER BUSINESS - 40 minutes (8:20- 9:00 p.m.)

Subject:

Authorization for the City Manager to Approve Payment to Greenbelt Homes Inc for Playground Maintenance

Suggested Action:

Reference:

Memorandum, T. George, 05/27/2025

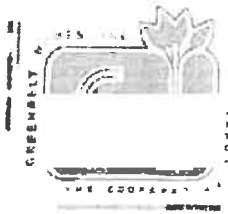
Letter, Greenbelt Homes, Inc., 03/13/2023

Included in the Council packet is a memorandum detailing the City's Playground Maintenance Agreement with Greenbelt Homes, Inc. (GHI). Approving this item on the consent agenda will indicate the Council's intention to utilize FY25 funds to cover the FY23 and FY24 GHI playground maintenance costs, for total payment to GHI in the amount of \$28,388.00 .

Attachments:

[GHI Landscape MOU with City of Greenbelt 2023-2025.pdf](#)

[GHI Playground Maintenance Payment 5-22-25.pdf](#)



GREENBELT HOMES, INC.

HAMILTON PLACE, GREENBELT, MARYLAND 20770

Area Code (301) 474-4161 Fax (301) 474-4006



March 13, 2023

Mr. Timothy George
Acting City Manager
City of Greenbelt
25 Crescent Road
Greenbelt, MD 20770

Dear Mr. George,

In 2005, the City of Greenbelt first signed a three (3)-year agreement for Greenbelt Homes Inc. (GHI) to provide mowing, trimming and leaf removal services at twelve (12) City-owned playgrounds within the GHI community. The agreement was renewed in 2008, 2011, 2015, 2017 and 2020. The charges to the City of Greenbelt in the last agreement, which expired on December 31, 2022, were as follows:

- 2020 – \$6,600
- 2021 - \$6,798
- 2022 - \$7,002

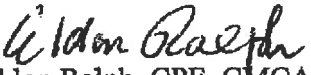
In 2022, GHI obtained bids from four (4) contractors and subsequently entered into a 3-year contract with Brightview Landscapes LLC. to mow and trim common areas and playgrounds within the GHI community eighteen times per year, from 2023 through the end of 2025, at a cost of \$83,943 in 2023, with price increases of 5 percent in both 2024 and 2025. GHI's maintenance staff removes leaves from all common areas and playgrounds during the fall. GHI is willing to continue mowing, trimming, and removing leaves from the twelve City-owned playgrounds. The proposed costs are as follows:

- 2023 –\$9,040
- 2024 - \$9,456
- 2025 - \$9,892

Attachment #1 to this letter shows how the annual costs for 2023 to 2025 were calculated. If this offer is acceptable, please request the authorized person to sign the acceptance form below and return one copy of this letter to my attention.

We appreciate the opportunity to maintain all playgrounds in the GHI community and trust that you will find our offer acceptable.

Sincerely,


Eldon Ralph, CPE, CMCA, PCAM
General Manager
Greenbelt Homes, Inc.

Calculation of Costs for Mowing, Trimming and Fall Leaf Collection at City-Owned Playgrounds**A. Area of City-Owned Playgrounds Mowed by GHI Contractor**

Location of City-owned Playgrounds	Sq ft of Turf Area to be Mowed/Trimmed
15 Court Laurel Hill	3,943
Corner of Ridge Rd and Plateau Place	14,101
6 Court Hillside and 2 Northway	29,261
Behind 2 Court Eastway	10,820
Behind 3 Court Gardenway	12,465
4 Court Gardenway	7,401
Behind 2 Gardenway	8,874
1 Court Southway	20,353
26 Court Crescent Rd	11,473
10 Court Crescent Rd near museum	8,044
1 Court Ridge Rd near Crescent Rd	6,653
Across from 73 Court Ridge Rd	26,261
Total sq ft	159,649

B. Costs for Mowing and Trimming City-Owned Playgrounds

1. Total turf areas mowed by contractor in GHI community	1,846,567 sq ft
2. Area of 12 City-owned playgrounds (turf areas only)	159,649 sq ft
3. % of area of City-owned playgrounds to total areas mowed and trimmed	$(159,649/1,846,567) * 100\%$ or 8.65%
4. Cost charged by contractor for mowing & trimming all turf areas in GHI community	\$83,943 in 2023 with a 5% price increase in both 2024 and 2025
5. Cost to be shared with the City of Greenbelt in 2023	8.65% of \$83,943 or \$7,261
6. Cost to be shared with the City of Greenbelt in 2024	\$7,253 * 1.05 or \$7,624
7. Cost to be shared with the City of Greenbelt in 2025	\$7,615 * 1.05 or \$8,005

C. Cost of Fall Leaf Collection Undertaken by GHI's Grounds Maintenance Staff

Cost in 2023 - 12 playgrounds x 5 man-hours per playground x \$29.65 per man hour (\$2023 salary & benefits)	\$1,779
Cost in 2024 – estimated 3% salary increase	\$1,832
Cost in 2025 – estimated 3% salary increase	\$1,887

D. Total Costs for Mowing, Trimming and Leaf Collection

Cost in 2023	$$(7,253 + 1,779) = \$9,040$
Cost in 2024	$$(7,615 + 1,832) = \$9,456$
Cost in 2025	$$(7,996 + 1,887) = \$9,892$

Acceptance: This is to acknowledge acceptance of the foregoing offer to have Greenbelt Homes Inc. provide mowing, trimming and leaf removal services at the twelve City- owned playgrounds within the GHI community.

Annual payments will be as follows for the period 2023 to 2025:

- 2023 -\$9,040
- 2024 - \$9,456
- 2025 - \$9,892

4/17/23
Date


Authorized Signature

CITY OF GREENBELT, MARYLAND

OFFICE OF THE CITY MANAGER

25 CRESCENT ROAD, GREENBELT, MD. 20770



TO: City Council

From: Josué Salmerón, City Manager
Tim George, Assistant City Manager

Date: May 27, 2025

RE: GHI Playground Maintenance, FY23, FY24 & FY25 Payments

The City entered into a Playground Maintenance Agreement with GHI in March 2023 to maintain 12 Greenbelt City playgrounds located within GHI neighborhoods. This agreement was initiated in 2005 and had been renewed every three years since. It was deemed cost effective for the City to have GHI's contractor conduct the lawn maintenance.

This three (3) year agreement (attached) covers FY23 - \$9,040, FY24 - \$9,456 and FY25 - \$9,892, for a grant total of \$28,388.99. Unfortunately, GHI did not invoice the City in either FY23 or FY24 choosing to invoice all three years in FY25. DPW has sufficient funds in their operating account to cover these expenses. Going forward, any multi-year playground agreement will require annual invoices.

Staff is recommending that Council approve the use of FY25 funds to cover the FY23 and FY24 GHI playground maintenance costs for total payment to GHI in the amount of \$28,388.

City Council Agenda Item Report

Meeting Date: May 27, 2025

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: MEETINGS

Agenda Section: OTHER BUSINESS - 40 minutes (8:20- 9:00 p.m.)

Subject:

Special Meeting/Closed Session

Suggested Action:

OFFICIAL NOTICE

In accordance with Section 3-305(b)(7) of the General Provisions Article of the *Annotated Code of the Public General Laws of Maryland*, a closed session of the Greenbelt City Council will be held on Tuesday, May 27, 2025, immediately following the Regular Council Meeting in Council Chambers of the Municipal Building: 1) To consult with counsel to obtain legal advice on a legal matter.

The purpose of this meeting is 1) Obtain legal advice on an annexation matter

**** The public may attend the Special Meeting of the City Council immediately prior to the closed session and observe the vote of the Council to move into the closed session on Tuesday, May 27, 2025.***

Bonita Anderson

City Clerk

Attachments:

[Closed Session Official Notice 250527.pdf](#)



OFFICIAL NOTICE

In accordance with Section 3-305(b)(7) of the General Provisions Article of the *Annotated Code of the Public General Laws of Maryland*, a closed session of the Greenbelt City Council will be held on Tuesday, May 27, 2025, immediately following the Regular Council Meeting in Council Chambers of the Municipal Building: 1) To consult with counsel to obtain legal advice on a legal matter;

The purpose of this meeting is 1) Obtain legal advice on an annexation matter.

**** The public may attend the Special Meeting of the City Council immediately prior to the closed session and observe the vote of the Council to move into the closed session on Tuesday, May 27, 2025.***

Bonita Anderson
City Clerk