CITY OF GREENBELT
25 Crescent Road
Greenbelt, MD 20770

CITY COUNCIL REGULAR MEETING AGENDA

JANUARY 28, 2026
7:30 PM

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

1. Call to Order

2. Roll Call

3. Meditation and Pledge of Allegiance to the Flag

   Suggested Action: **<u>Reading of the Greenbelt Community Pledge</u>: 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.**

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

   Suggested Action: Approval of Staff Recommendations (Items on the Consent Agenda [marked by *] will be approved as recommended by Council and staff, subject to removal from the Consent Agenda by Council.)

a. * Committee Reports

   * Advisory Planning Board Report #2026-01 - Draft Prince George's County Master Plan of Transportation

   Suggested Action: It is recommended that Council accepts this report. City staff will present a memo to Council at a future meeting.

6. Approval of Agenda and Additions

II. COMMUNICATIONS - 30 minutes (7:45-8:15 p.m.)

7. Presentations

   a. COG DMVMoves Presentation

   Suggested Action: Tom Harrington, COG Multimodal Program Planning Director, will provide a presentation on Building Bridges for a Stronger DMV Region.

   b. Black History Month Proclamation

   Suggested Action: Since 1976, every American president has designated February as Black History Month and endorsed a specific theme. The 2026 Black History Month theme is "A

Century of Black History Commenmorations." Members of the Black American History Committee will be present to accept the proclamation.

c. International Holocaust Remembrance Day Proclamation

Suggested Action: Mayor Jordan will present a proclamation declaring January 27th, 2026 as International Holocaust Remembrance Day.

8. Minutes

9. Administrative Reports

Suggested Action: This link will display the weekly report for the City Manager and City Departments. [Weekly Reports | Greenbelt, MD]

III. LEGISLATION - 30 minutes (8:15 - 8:45 p.m.)

10. Resolution to endorse the COG DMVmoves Funding Proposal
-1st Reading

Suggested Action: In the Council packet is a resolution supporting the endorsement of the DMVMoves Plan and Funding Proposal along with the Metropolitan Washington Council of Governments Resoulton (R29-2025). This item is presented this evening for an introduction and first reading.

IV. OTHER BUSINESS - 60 minutes (8:45 - 9:45 p.m.)

11. Authorization for City Manager to Approve of Stop Sign Contract

Suggested Action: The City issued a Request for Proposal (RFP) on November 19th, 2025, for proposals for an automated stop sign enforcement system. The City received five (5) proposals prior to the closing date. Staff recommends that the City Council authorize the City Manager to enter into a contract with Obvio Inc. for the operation of Greenbelt's automated stop sign enforcement program.

12. Discussion on Legislative Bills to support at the state level

Suggested Action: Included in Council's packet is the Week 1 legislative summary from Carrington and Associates.

13. Discussion and Acceptance of the report f the Council Retreat

Suggested Action: In the Council's packet is the Final Report from the Greenbelt City Council Retreat that was held on December 10th and 15th, 2025. It is recommended that the Council accept the report. The report was submitted by the facilitator, Tom Reynolds, Maryland Municipal League, Director, Leardership Development.

14. Meetings

15. Council Reports

16. Council Activities

ADVISORY PLANNING BOARD **REPORT NO. 2026-01**

REPORT TO COUNCIL **Date: 01-07-2026**

SUBJECT: **Draft Prince George's County Master Plan of Transportation**

BACKGROUND

On December 3, 2025 Greenbelt Planning Staff presented APB with a draft preliminary review and comments of the "Draft 2025 Go! Prince George's Countywide Master Plan of Transportation" ("the Draft Plan"), which is expected to be released for public hearing and comment in the near future by the Maryland National Capital Park and Planning Commission (MNCPPC). In anticipation of the comment period, Planning Staff prepared a memo summarizing analysis and recommendations of the Draft Plan, and requested input from APB on the memo and any other recommendations to Council.

The new Draft Plan is a welcome change to focus on safety, equity, and multimodal accessibility. Once approved, it will supersede the 2009 MPOT, which prioritized capacity and vehicular throughput, and replace the Transportation and Mobility Element of *Plan Prince George's 2035*. By focusing on 15-minute communities, expanding street typologies to reflect surrounding land use, supporting Growth Activity Areas (Neighborhood Centers and Innovation Corridors), and transit-oriented development, this plan emphasizes land use and community and economic development as major objectives of transportation planning.

Greenbelt has already aligned its development reviews and capital improvement projects with these county-wide goals. For example, Greenbelt's ongoing efforts to transform Cherrywood Lane using the Complete and Green Streets framework are well underway and align with this county priority and connects to the county-designated "Innovation Corridor" which includes Rt. 1 in College Park and MD-193 extending to NASA/Goddard.

Functionally speaking, changes to MD-193 have already been implemented by the City and State that align with the Draft Plan, and others are recommended by various studies and plans already undertaken (e.g. the 193 Corridor study by ULI). Nonetheless, further improvements will be required that encompass more structural changes to the roadway, particularly given the Draft Plan's focus on safety and Vision Zero. These could include leading pedestrian intervals, reduced corner radii, and high-visibility crosswalks at major intersections (e.g. MD-193 at Cherrywood Lane or Kenilworth Avenue). Other improvements might include bioswales and increased tree canopy along MD-193, some of which are proposed as part of existing development plans (i.e. Beltway Plaza sidewalk and green-space improvements along MD-193).

ANALYSIS

The Staff Memo provides a detailed summary and analysis of the Draft Plan with which APB concurs. Following Staff's presentation, APB discussed the Draft Plan and raised questions about its conceptual background and coordination with other existing plans, how best to represent Greenbelt's priorities and needs, and how implementation might affect City staff.

As discussed in the above background section, this plan will supersede existing County-wide policies and plans related to transportation. With that in mind, APB feels that it is critical that City priorities and needs be adequately addressed in our response and feedback to these plans. This includes recognition of the Cherrywood Complete and Green Street project, a connector between Greenbelt Metro and MD-193 both of which are prioritized in the Draft Plan, and APB would strongly advocate for the City to flag and provide notes on each of Greenbelt's roadway entries in comments on the Facilities Recommendations. It is also important that the City support the continuing designation and development of the County's "Innovation Corridor" in this Draft Plan, given the concept is mentioned but appears to be only minimally integrated in a conceptual sense.

Finally, the Monitoring and Evaluation framework for the Draft Plan establishes several new performance measures and tools, which may require increased reporting and interagency coordination by City Planning Staff, particularly with regard to the various state highways which run through the community. City Planning Staff should also continue to ensure alignment of current and future planning with these updated policies to remain competitive for grants.

RECOMMENDATION

In consideration of the above discussion, APB voted in support (5-0, 2 absent) of the Staff memo, and further recommended that Greenbelt Council ensure that the City's interests are well-represented through detailed comment on city-relevant facility improvements, inclusion in the Town Center designation, and full-throated support for the "Innovation Corridor" as an organizing concept for transportation development and investment.

Respectfully submitted,

Benjamin Friedman
Chair

BUILDING BRIDGES FOR A STRONGER DMV REGION

Tom Harrington
COG Multimodal Program Planning Director

City of Greenbelt
January 26, 2026

Metropolitan Washington
Council of Governments

Why Regionalism?

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

Metropolitan Washington Council of Governments

COG by the Numbers

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

Metropolitan Washington Council of Governments

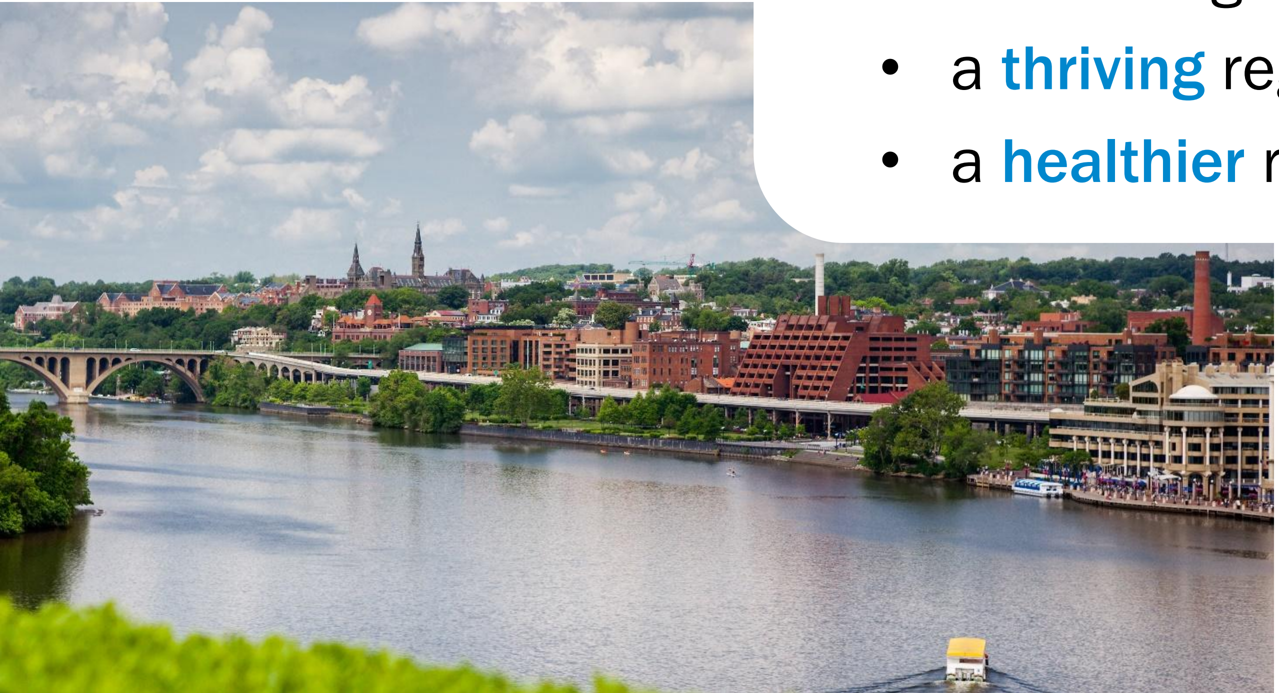
COG is home to the region's Metropolitan Planning Organization (MPO)

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

Metropolitan Washington
Council of Governments

Working together, we’re creating:

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



COG/TPB Technical Assistance/Grants: City of Greenbelt

Fiscal Year	Project Name	COG/TPB Program	Funding Amount
2022	Greenbelt Road Corridor Plan	TLC	$55,000
2022	Greenbelt Metro Hiker-Biker Trail	TAP	$853,837

Metropolitan Washington
Council of Governments

Cooperative Purchasing

Members save money & time through bulk purchasing and contracting opportunities

- **40+** agencies, saving **$2M** annually

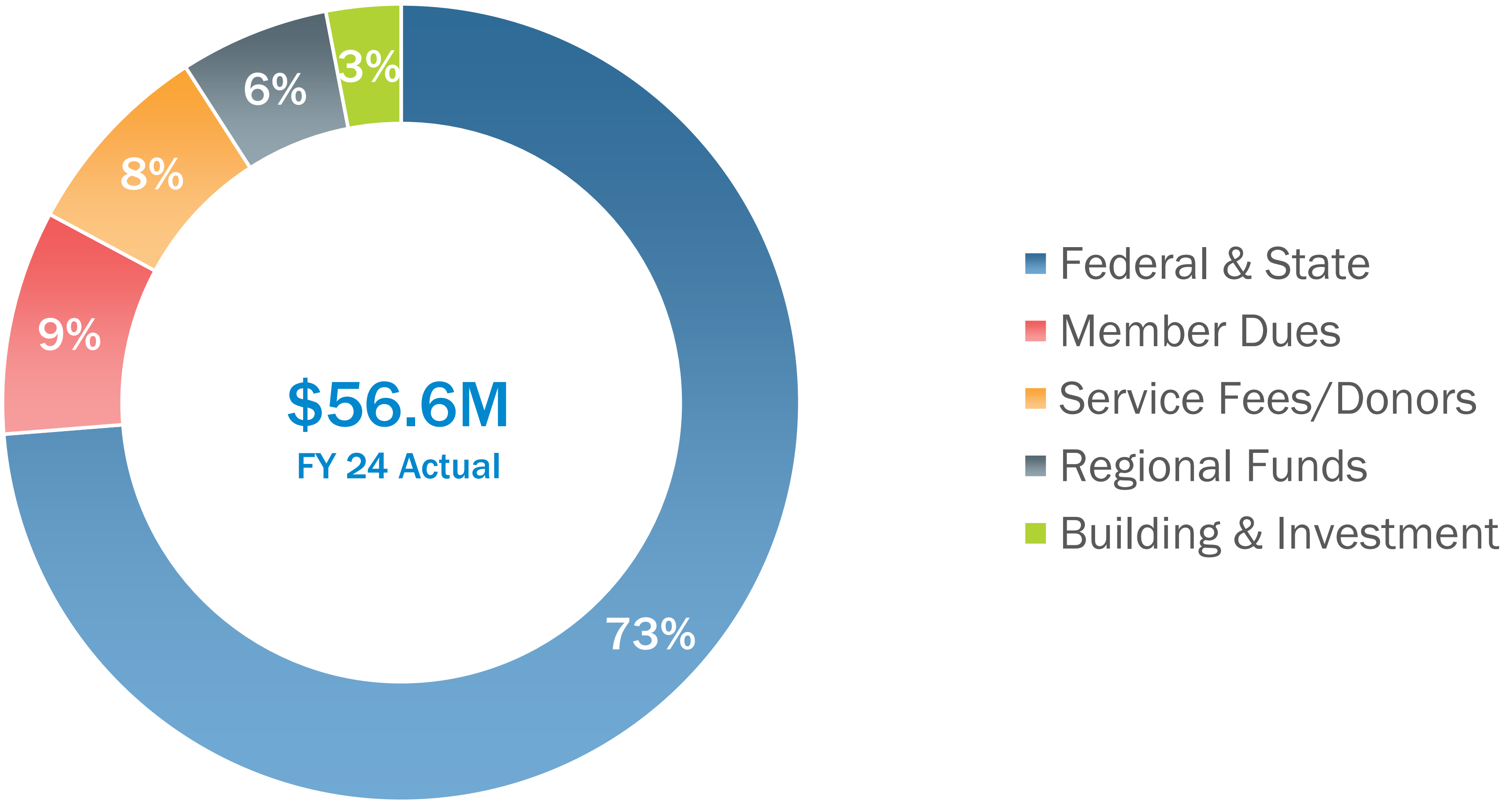
City of Greenbelt participation

- 25,000 gallons/yr of diesel
- 25,000 gallons/yr of unleaded gasoline
- 500 tons/yr of salt

SCBA Gear (Arlington County)

Metropolitan Washington
Council of Governments

COG Revenue by Source



Metropolitan Washington
Council of Governments

Member Dues/Regional Funds

City of Greenbelt	FY 26
Member Dues	$21,350
Regional Water Fund	$5,316
Regional Environmental Fund	$3,882
Regional FARM Fund	$2,849
Regional Public Safety Fund	$6,349
Total Member Dues and Regional Fees	**$39,746**

Region is growing and has aspirational goals

The region is still projected to grow significantly by 2050. That means more people making more trips – and a lot more traffic congestion, worse air quality, and pressures on quality and cost of living. But the region has many aspirational goals to guide that growth to better outcomes.

The region in 2050:

Population 7.2 million
+1.25M people (+21%)

Jobs 4.2 million
+800K jobs (+24%)

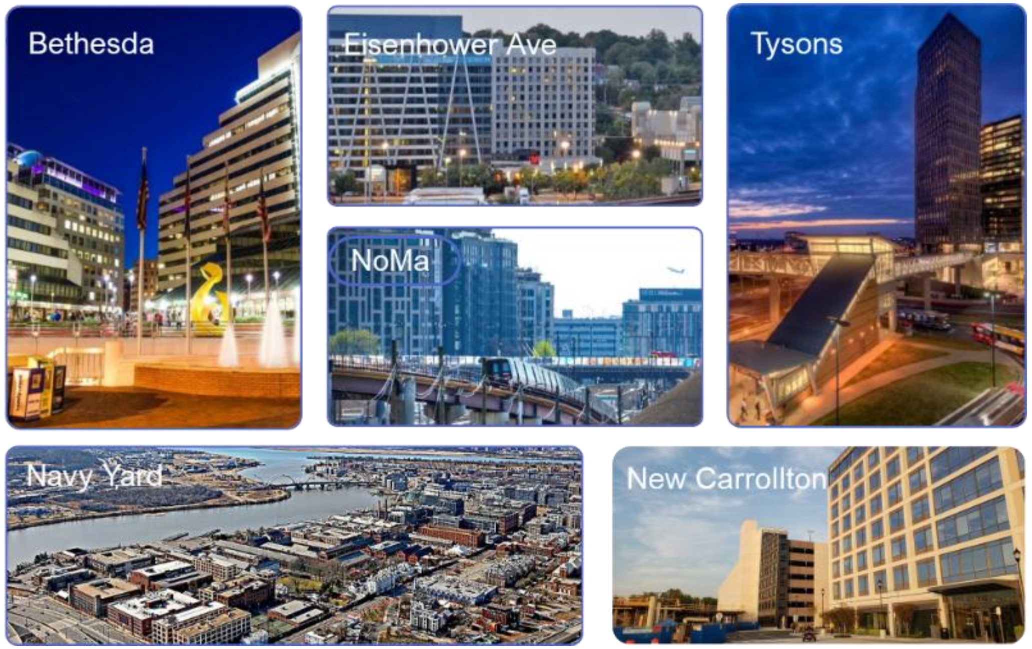
Vehicle miles traveled +15%
Vehicle hours of delay +70%

GHGs
GHGs -24% vs. target -80%

The region's goals & priorities:

World-class transit is critical to the region's goals

In the DMV, transit drives economic



Within half-mile of Metro stations and bus stops:

- **60%** of population • **2.8M** people
- **70%** of jobs • **1.7M** jobs
- **50%** of employers • **134,400 businesses**
- **$9.4B** in business output supported by transit
- **$330B** in property value around Metro stations
- **$3.2B** in tax revenue generated around Metro stations

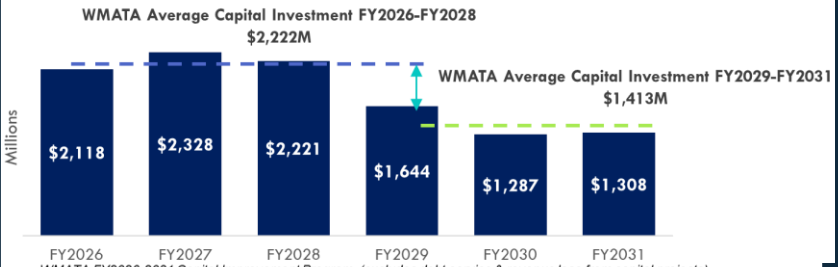
improves mobility & accessibility regionwide

and connects us to the world

DMVMOVES is a joint initiative to develop a unified vision and sustainable funding model for public transit in our region

Transit Funding Crisis:

Metro faces a **serious and permanent capital funding gap starting in FY2029.** State and local systems also have funding shortfalls.



WMATA FY2026-2031 Capital Improvement Program (excludes debt service & revenue loss from capital projects)

Metro's capital program:

- Capital funding sources **not indexed to grow**
- **Inflation** significantly reduced capital buying power
- **Debt capacity will be exhausted** by FY 2029
- Will be forced to **reduce annual capital investments**

DMV Transit Today:

14 transit operators and 12 bus systems each have their own service guidelines, fare policy, signs, fleet, assets and procurement, facilities

DMVMOVES

Regional Transit Task Force

Officials appointed by COG and WMATA Boards

Government Partner Advisory Group
Community Partner Advisory Group

Government, transit, business, and community leaders to provide input, guidance, and recommendations to Task Force

Metropolitan Washington Council of Governments

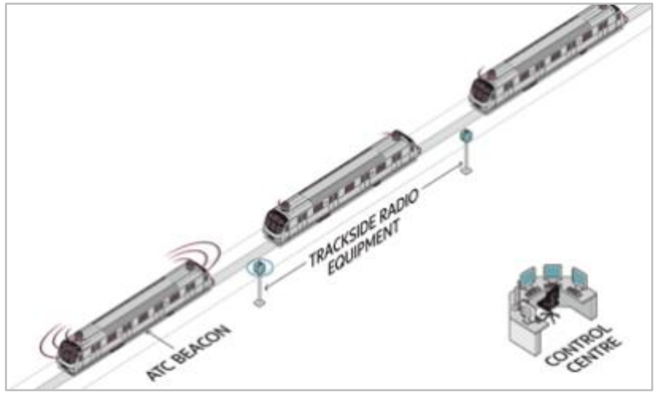
metro

DMV*Moves* Plan summary

Additional Funding for Metro

Reinvesting in/Modernizing Metro

Metrorail Modernization

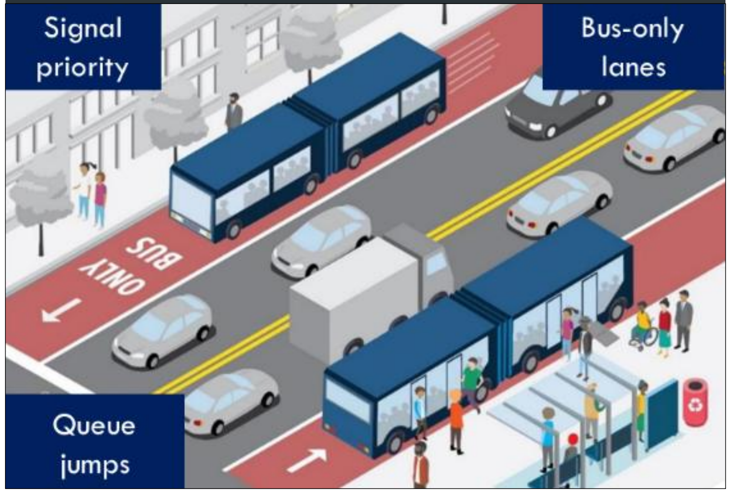


Maintaining and Reinvesting in Metro

$460M before FY29* + 3% per year

Metro + Jurisdictional Partnerships

Regional Bus Priority Network



- Joint project development
- Discretionary and local funding for priority infrastructure
- Metro operates fast, frequent service all day/all week, where Metro is the primary service provider in the corridor

$ To be determined

Separate State and Local Needs

Improved Local Bus Service

Indication of need to implement new, customer-focused regional service guidelines.

$65-80M + 3% per year

Commuter Rail to Regional Rail

Maintaining existing service and systems:

$60M + 3% per year

Leveraging recent investments to provide regional rail service:

$ To be determined

MARC VRE

*In advance of reaching debt capacity limit

+ Implementation of Action Plan for Transit Integration

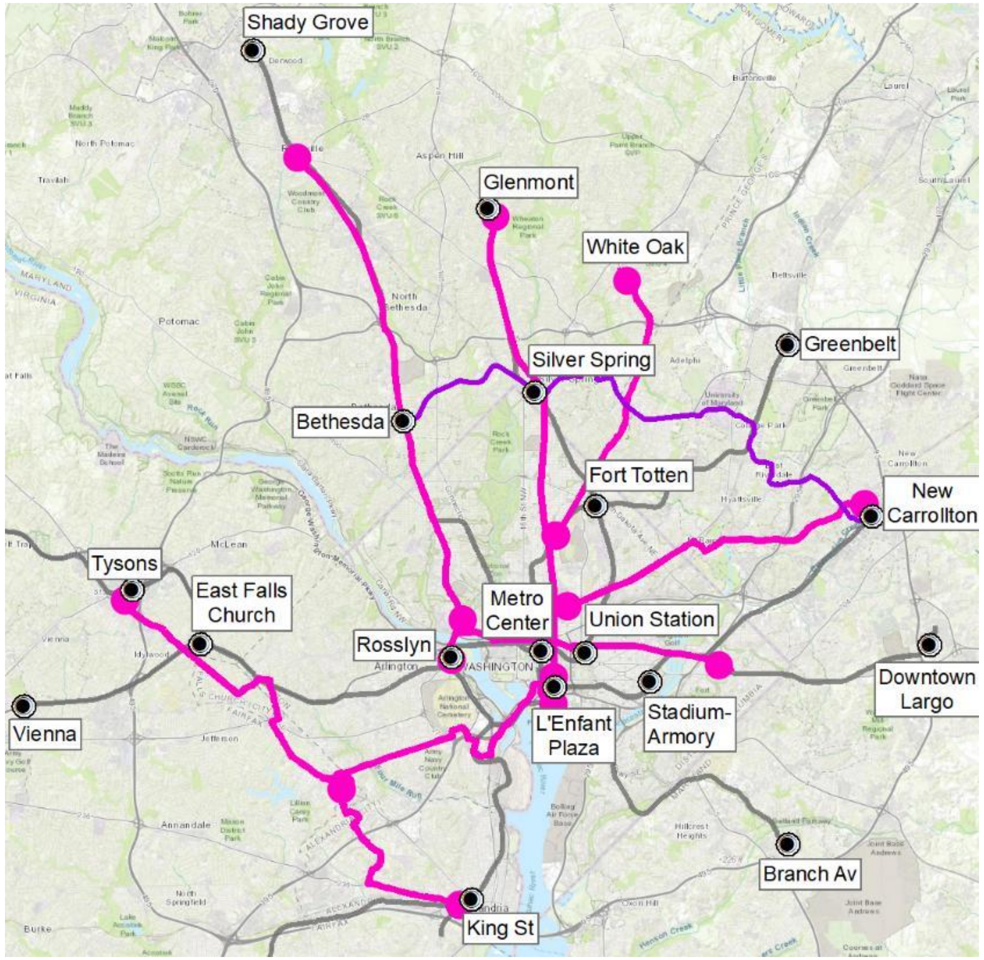
Recommendations for a more integrated and customer-focused regional transit network

Action Area	*Key Actions*	*Regional Benefits*
Regional Bus Priority	Endorse and implement priority bus corridors; Metro and jurisdictions partner on design, funding, and implementation; Metro operates main service in corridors where it is the primary service provider	Faster, more reliable, and more cost-effective service in high-demand corridors
Service Guidelines & Reporting	Adopt common regional service guidelines and performance metrics; report progress annually	Consistent service quality and transparent regional accountability
Fare Integration	Provide transfer credits across modes and consistent fare discounts, adopt free fares for youth, and enable revenue sharing for regional passes	Simpler, more equitable fare experience
Customer Information & Facilities	Standardize bus stop design and common customer information; create a regional bus stop ID system and stop sign design; Metro maintains regional signs	Easier wayfinding, clearer rider information, and more uniform stop experience
Shared Resources	Identify opportunities for pooled purchasing power and shared procurements for vehicles, technology, etc., coordinate contract terms	Reduced duplication, lower procurement costs, stronger negotiating power
Consistent Training & Requirements	Create a working group to share best practices in transit training and collaborate to develop opportunities for shared training and resources; streamline reporting requirements across agencies	Strengthened regional workforce and reduced administrative burden

Proposed DMV*Moves* Regional Bus Priority Plan concept

DMVMoves calls for action on implementing a regional network of seven bus priority corridors

- Jurisdictions commit to designing, funding, and constructing regional bus priority corridors over the next 6-8 years.
- Jurisdictions will work with COG and Metro to identify roles and responsibilities for implementation and partner with Metro on design and engineering, federal grant applications, and community engagement, where appropriate.



Bus Priority Lines

-Crosstown DC

-Georgia Ave & 7th St NW

-Rockville Pike/MD-355 & Wisconsin Ave NW

-New Hampshire Ave to White Oak

-Rhode Island Ave & Annapolis Rd

-Columbia Pike & 14th St Bridge to L'Enfant Plaza

VA Route 7

Metrorail Lines

Purple Line

Call to Action and Path Forward

- Advance necessary legislative and budget actions to raise $460M/year that grows annually and is dedicated for WMATA's capital needs
- Advocate for necessary legislative and budgetary actions to increase PRIIA funds to reflect inflation since 2010
- Work to secure state and local funding to meet the needs of local bus and commuter rail systems
- Commit to work with partners to implement the action plan to better integrate the services of the various transit systems in the region

November 2025 — Joint Boards Meeting
WMATA and COG Boards approved the Plan and issued a Joint Resolution

2026 — Regional Advocacy & Local Actions
Partners coordinate messaging and local councils adopt resolutions

2026 — Legislative Approval
State legislatures enact funding legislation

Before FY29* — Implementation Funding Begins
Dedicated regional funding available for Metro's use

Through a unified vision, a realistic funding solution, and bold leadership, we can build a seamless, modern transit network that powers our economy and enhances the lives of every resident.

*In advance of reaching debt capacity limit

ADDITIONAL SLIDES

Potential funding strategies

WMATA World-Class Transit Investments

$460M before FY29* + 3% per year

Rail Modernization

metro

Reinvesting in and Modernizing Metro

Regional Bus Priority Network – (Partnerships for design, funding, implementation, and service)

+ State/Local investments in priority bus corridors

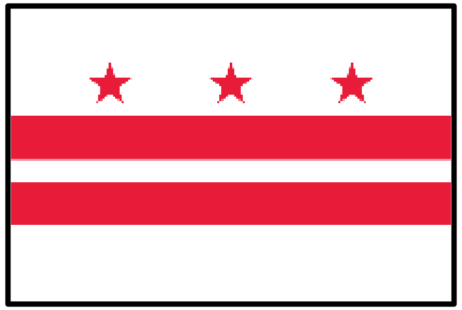
*In advance of reaching debt capacity limit

Potential funding mechanisms discussed by Task Force:

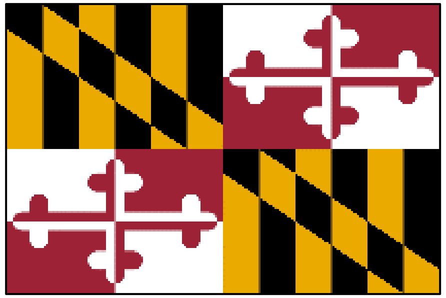
- Sales and use tax increase
- Expansion of sales taxes to services
- Payroll / income tax
- Real property tax
- Real estate transfer tax
- Motor vehicle sales tax
- Motor fuel tax
- Vehicle registration / impact fees
- Hotel / accommodations tax

Estimated jurisdictional shares of Metro investment plan (subject to legislative agreement)

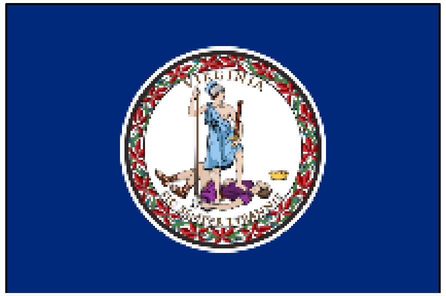
Metro's DMV*Moves* Investment Plan = $460M before FY29 + 3% per year



District of Columbia
$173M



Maryland
$152M



Virginia (Commonwealth and Local)
$136M

Funding sources must be predictable, bondable, and sustainable.

* Totals may not sum due to independent rounding. Totals are *based on share of capital contributions in FY2026; proportional shares are subject to change*

Tom Harrington

COG Multimodal Planning Program Director
tharrington@mwcog.org

mwcog.org

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Washington, DC 20002

Metropolitan Washington
Council of Governments

P R O C L A M A T I O N

WHEREAS*, Black American History Month is observed in February of each year and affords a special opportunity to become more knowledgeable about the heritage of African-Americans, and to honor African-Americans who have contributed to the progress of our nation; and*

WHEREAS*, during Black American History Month, we celebrate the many achievements and contributions made by African-Americans to our economic, cultural, spiritual, and political development; and*

WHEREAS*, the Association for the Study of African American Life and History, founded by Carter G. Woodson in 1915, selects a theme each year for the observation of Black History Month; and*

WHEREAS*, this year, the 2026 theme is "A Century of Black History Commemorations", celebrating 100 years of formally recognizing Black history in the U.S. and exploring how these commemorations have shaped identity, fostered pride, and advanced equality; and*

WHEREAS*, the Greenbelt Black American History and Cultural Committee observes and honors Black American History Month and encourages educators, students, and families to learn about the heritage and achievements of African-Americans through programs and activities; and*

WHEREAS*, the strength of Greenbelt is diverse people living together in a spirit of cooperation and celebrates all people. By sharing together, all are enriched; and*

NOW, THEREFORE*, I, Emmett V. Jordan, by the powers vested in me by the residents and City Council of Greenbelt hereby proclaim the month of February 2026, as*

BLACK AMERICAN HISTORY MONTH

in the City of Greenbelt and urge residents to join together in the celebration by participating in the wide variety of events held in Greenbelt and throughout the Metropolitan Washington DC area.

IN WITNESS WHEREOF*, I have hereunto set my hand and caused the Seal of the City of Greenbelt, Maryland, to be affixed this 26th day of January 2026.*

EMMETT V. JORDAN, Mayor

P R O C L A M A T I O N

WHEREAS*, on November 21, 2005, the United Nations General Assembly adopted Resolution 60/7, which designated January 27th as International Holocaust Remembrance Day; and*

WHEREAS*, International Holocaust Remembrance Day marks the liberation of Auschwitz-Birkenau. It is a time to remember six million Jewish victims of the Holocaust. It also honors millions of others persecuted by the Nazis, and*

WHEREAS*, International Holocaust Remembrance Day is a time for people worldwide to remember the victims, reflect on the lessons of the Holocaust, and commit to preventing such atrocities in the future; and*

WHEREAS*, this year's theme, "Holocaust Remembrance for Dignity and Human Rights," highlights the connection between remembering the Holocaust, honoring its victims, and the ongoing need to defend dignity and human rights. The theme also addresses the dangers of antisemitism and hatred; and*

NOW, THEREFORE*, I, Emmett V. Jordan, by the powers vested in me by the residents and City Council of Greenbelt hereby proclaim January 27, 2026, as*

International Holocaust Remembrance Day

in the City of Greenbelt and urge residents to remember the victims and honor the survivors.

IN WITNESS WHEREOF*, I have hereunto set my*

hand and caused the Seal of the City of Greenbelt,

Maryland, to be affixed this 26th day of January 2026.

EMMETT V. JORDAN, Mayor

Introduced: January 26, 2026
1st Reading: January 26, 2026
Passed:
Posted:
Effective:

RESOLUTION NUMBER XXXX

A RESOLUTION SUPPORTING THE ENDORSEMENT OF THE DMVMOVES PLAN AND FUNDING PROPOSAL

WHEREAS, transit is vital to the success and economic vitality of the City of Greenbelt, and the region's jurisdictions came together in 2018 to guarantee funding for WMATA's capital program after more than a decade of deferred maintenance that resulted in major service disruptions; and

WHEREAS, WMATA's major capital funding sources, including 2018 dedicated funding and federal and matching Passenger Rail Investment and Improvement Act (PRIIA) funding, were not indexed to grow and lost considerable purchasing power over the past five years of historic inflation, rising construction and labor costs, and accelerated capital program needs; and

WHEREAS, the COG and WMATA Boards of Directors appointed the DMVMoves Task Force of regional officials to lead the DMVMoves effort and to develop a shared vision for the future of the region's transit network and identify sustainable, long-term, dedicated funding sources to support it; and

WHEREAS, the culmination of this collaboration is the DMV*Moves* Plan, which outlines both a funding recommendation to address WMATA's long-term capital needs and a Regional Transit Integration Action Plan that calls for coordinated investments and actions to make travel across the region faster, safer, more integrated, and more reliable; and

WHEREAS, the City of Greenbelt recognizes the importance of quality transportation planning and needed funding.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Greenbelt, Maryland, that the City of Greenbelt supports the COG and WMATA Resolution endorsing the DMVMoves Funding Proposal and Plan, (attached hereto).

____
Emmett V. Jordan, Mayor

ATTEST:

Bonita Anderson, City Clerk

Metropolitan Washington
Council of Governments

metro

Resolution R29-2025
November 17, 2025

RESOLUTION COG AND WMATA BOARDS ADOPTING DMV*MOVES* PLAN

WHEREAS, the Metropolitan Washington Council of Governments (COG) is comprised of 24 jurisdictions of the National Capital Region's local governments and their governing officials in the District of Columbia, Maryland, and Virginia, plus area members of the Maryland and Virginia state legislatures, and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA), is an interstate compact agency and instrumentality of the District of Columbia, the State of Maryland, and the Commonwealth of Virginia, established by an Interstate Compact, approved by Congress, to plan, develop, finance, and operate improved transit facilities as part of a balanced regional transportation system, and to coordinate the operation of publicly and privately owned or controlled transit facilities into a unified regional transit system without unnecessary duplication of service; and

WHEREAS, transit is vital to the success and economic vitality of the National Capital Region, and the region's jurisdictions came together in 2018 to guarantee funding for WMATA's capital program after more than a decade of deferred maintenance that resulted in major service disruptions, and the region again built on its long record of support for the Metro system by increasing contributions to WMATA's operating budget when temporary federal operating assistance expired; and

WHEREAS, WMATA's major capital funding sources, including 2018 dedicated funding and federal and matching Passenger Rail Investment and Improvement Act (PRIIA) funding, were not indexed to grow and lost considerable purchasing power over the past five years of historic inflation, rising construction and labor costs, and accelerated capital program needs; and

WHEREAS, without additional, dedicated capital funding WMATA will reach its debt capacity limit in about FY2029 which will cause its approved FY2026-FY2031 Capital Improvement Program to fall from an average annual amount of $2.2 billion to $1.4 billion, severely impacting safety and reliability of the system; and

WHEREAS, without additional, dedicated capital funding that addresses WMATA's debt capacity limit, it will carry a capital backlog averaging $10 billion over the next 25 years, totaling $22 billion by FY2050, but that with additional funding WMATA could responsibly manage a backlog averaging $3 to $4 billion per year; and

WHEREAS, regional rail and local bus providers face deferred maintenance risks, and state and local transit agencies face unsustainable operating gaps, raising the potential for disruptive service reductions that would undercut regional progress on economic growth, environmental goals, and mobility goals (see Attachment C); and

WHEREAS, the region has demonstrated unified leadership through the 2024 launch of the DMV*Moves* initiative, when the COG and WMATA Boards of Directors adopted a joint resolution formally establishing DMV*Moves* as a shared commitment to strengthen long-term coordination and planning for regional transit; and

WHEREAS, the COG and WMATA Boards of Directors appointed the DMV*Moves* Task Force of regional officials to lead the DMV*Moves* effort and to develop a shared vision for the future of the region's transit network and identify sustainable, long-term, dedicated funding sources to support it; and

WHEREAS, the Task Force was supported by two Advisory Groups—the Government Partners Advisory Group, consisting of chief administrative officers, chief financial officers, and senior state and local transportation executives; and the Community Partners Advisory Group, consisting of regional, business, labor, and community leaders and advocates—whose insight and recommendations were critical to the development of the DMV*Moves* Regional Transit Investment and Action Plan ("DMV*Moves* Plan"); and

WHEREAS, over the course of six Task Force meetings and seventeen Advisory Group meetings, participants worked collaboratively to assess regional needs, review detailed technical analyses, consider public feedback, and refine recommendations for a funding and action plan that would strengthen, integrate, and sustain transit across the District of Columbia, Maryland, and Virginia; and

WHEREAS, the Advisory Groups established Working Groups to further evaluate and recommend strategies for enhanced coordination and service improvement for a seamless transit experience that reflect both the practical realities and the collective aspirations of the region's transit providers and customers; and

WHEREAS, through this process, the Task Force and Advisory Groups together have established a shared Vision for an integrated, reliable, and financially sustainable regional transit network that supports economic prosperity, environmental goals, and access to opportunity; and

WHEREAS, the culmination of this collaboration is the DMV*Moves* Plan, which outlines both a funding recommendation to address WMATA's long-term capital needs and a Regional Transit Integration Action Plan that calls for coordinated investments and actions to make travel across the region faster, safer, more integrated, and more reliable; and

WHEREAS, the investments proposed in the DMV*Moves* Plan are critical for delivering the DMV*Moves* Vision, ensuring economic prosperity, meeting the region's goals, and addressing WMATA's capacity, reliability, and safety needs in a more cost-effective manner, including growing ridership and increasing capacity and connectivity for east-west travel across the region's core while being more cost efficient in providing that service; and

WHEREAS, that this funding and action plan is designed to reinforce service reliability and efficiency, unlock underutilized assets, and position the National Capital Region as a leader in mobility and transit innovation; and

WHEREAS, the COG and WMATA Boards of Directors endorse the recommendations for modernization of WMATA's Metrorail System, and acknowledge that additional dedicated funding will support WMATA's ongoing capital program, including investments in the Rail Modernization Program Plan WMATA is developing; and

WHEREAS, the COG and WMATA Boards of Directors endorse the recommendations for a regional, collaborative approach to implementing bus priority infrastructure and strategies on regional priority corridors that advance connectivity, access, performance, and efficiency; and

WHEREAS, the COG and WMATA Boards of Directors encourage jurisdictions to pursue implementation of regional bus priority project corridors collaboratively with WMATA as a partner in project development and federal funding, as appropriate; and

WHEREAS, the COG and WMATA Boards of Directors recognize the importance of regional and local funding commitments in leveraging federal funding opportunities, including through the Capital Investment Grants (CIG) program, to advance implementation of the DMV*Moves* Plan; and

WHEREAS, the COG and WMATA Boards of Directors understand WMATA will produce and make public a 20-year, conceptual capital plan every five years, and that capital plan will include an analysis of capital investments and other opportunities to be more cost efficient; and

WHEREAS, the COG and WMATA Boards of Directors understand COG will convene stakeholders and monitor progress on the implementation of the DMV*Moves* Plan and develop and make public an annual report on the progress of the DMV*Moves* Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS AND THE BOARD OF DIRECTORS OF THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY THAT:

1. Adoption of Vision and Goals

RESOLVED, that the COG and WMATA Boards of Directors adopt the DMV*Moves* Vision and six regional goals as the foundation for regional planning and DMV*Moves* funding investment plan (see Attachment A);

2. Endorsement of DMVMoves Plan

RESOLVED, that the COG and WMATA Boards of Directors endorse the DMV*Moves* Plan and direct WMATA and local agency staff to implement accordingly, (see Attachment B), which:

- Defines a 25-year framework for investment needs and funding targets;
- Supports WMATA's investment plan for world-class transit, including:
    - Ongoing repair, maintenance, and modernization of assets, systems, and technologies;
    - Deployment of rail modernization—modern signaling, compatible fleet upgrades, and selective platform screen doors—to improve safety, reliability, capacity, and

efficiency;
    - A fast and frequent bus network with bus priority, providing all-day, all-week service that is faster, more reliable, and better aligned with regional travel needs and coupled with regional investments in bus priority; and
- Provides an indication of local transit agencies' funding needs to meet proposed service goals;
- Identifies key policy changes and other actions to improve transit service delivery and inter-jurisdictional coordination to make the regional transit system function more like an integrated and seamless network; and
- Advances regional priority corridors for targeted bus priority investment, in partnership with WMATA, jurisdictions, and stakeholders; and

RESOLVED, that the COG and WMATA Boards of Directors urge the National Capital Region Transportation Planning Board at COG to act as lead coordinator for implementation of the DMV*Moves* Plan, responsible for convening stakeholders, monitoring progress, and issuing annual reports to WMATA, state and local partners, and the public, and that such reports will include progress reports on the implementation of the DMV*Moves* Plan, including bus priority corridor advancement, implementation of fare policy changes and regional service guidelines, and uniform reporting of transit system performance; and

RESOLVED, that the COG and WMATA Boards of Directors calls on our federal partners, in recognition of the critical role WMATA plays in supporting the federal government and our national capital, to increase PRIIA funding to restore the purchasing power lost due to inflation since 2010; and

RESOLVED, that WMATA will use reasonable efforts to pursue federal grant, loan, and credit programs to support the DMV*Moves* Plan, including Transportation Infrastructure Finance and Innovation Act (TIFIA) financing opportunities; and

RESOLVED, that the COG and WMATA Boards of Directors request staff to continue their efforts to drive cost efficiencies and to manage a reserve account that enhances financial accountability and provides greater predictability for jurisdictional funding partners;

RESOLVED, that the COG and WMATA Boards of Directors request WMATA to produce and make public a 20-year, conceptual capital plan with initial publication not later than July 2027 and to refresh that plan every five years, and that capital plan will include an analysis of capital investments and other opportunities to be more cost efficient; and

RESOLVED, that the COG and WMATA Boards of Directors request that WMATA deliver an annual report to COG and funding partners on the performance of the WMATA Transit System and its capital program, and the use and outcomes of additional dedicated funding; and be it further

RESOLVED, that the COG and WMATA Boards of Directors calls upon elected officials, agency partners, and regional stakeholders to support and advance the commitments necessary to realize the DMV*Moves* Vision and ensure a stable, integrated, and sustainable future for the region's transit systems;

3. Legislative Need

RESOLVED, that the COG and WMATA Boards of Directors recognize the urgent need for $460 million in additional, predictable, annual and ongoing funding directed to WMATA in advance of reaching its debt capacity limit in FY2029, and calls upon regional leaders to provide that funding (see Attachment C); and

RESOLVED, that legislation is required in each of the Compact Signatories—the District of Columbia, the State of Maryland, and the Commonwealth of Virginia—to:

- Establish additional predictable, multiyear funding for WMATA;
- Ensure that additional funding grows annually; and
- Ensure that additional funding is structured appropriately to maintain flexibility of use to preserve purchasing power and meet long-term financial needs;

RESOLVED, that the COG and WMATA Boards of Directors call upon regional leaders to advance the necessary legislative and budget actions to ensure these commitments are enacted in advance of reaching its debt capacity limit in FY2029, and sustained over time;

RESOLVED, that the COG and WMATA Boards of Directors call upon regional leaders to advance necessary legislative and budget actions to advance actions to support state and local transit operators; and be it finally

RESOLVED*,* that to ensure alignment between these findings and upcoming WMATA decisions this Resolution shall be effective immediately.

Attachment A: DMV*Moves* Vision & Goals

Vision: Transit is the backbone of an integrated, world-class mobility network that makes the National Capital Region a thriving global economy, a preferred home, and a leader in innovation, environmental sustainability, and social equity.

Goals:

1. Make transit a preferred travel choice
2. Provide a seamless, connected, and convenient customer experience
3. Grow ridership through transit-oriented development and expanded connections to economic opportunities
4. Enhance quality of life, economic development, climate resilience, and equity
5. Ensure predictable and sustainable transit funding
6. Establish standard, best-in-class transit workforce policies and skills training

Attachment B: DMV*Moves* Plan

- Attach plan

Attachment C: Regional Transit Investment Needs, Assumptions, Investment Plan, and Accountability & Transparency Measures

Regional Transit Investment Needs & Assumptions

Regional Transit Funding Challenges

- In 2018, the District of Columbia, Maryland, and Virginia committed $500 million annually in Dedicated Funding for WMATA.
- Since then, inflation, rising construction and labor costs, and accelerated capital program needs have significantly reduced the value and impact of that investment.
- Inflation similarly reduced the buying power of WMATA's other capital funding sources, such as federal PRIIA grants and local PRIIA matches, none of which were indexed to grow.
- Without additional, sustained funding that grows over time, WMATA and regional operators face deferred maintenance, service cuts, and unmet regional goals.

25-Year Planning Assumptions

The DMV*Moves* Investment Plan is based on the following assumptions:

- 2% average annual ridership growth
- Fare policies adjusted with inflation
- Continuation of current federal and dedicated capital support
- Additional funding that grows at least 3% annually
- Relatively stable labor, construction, and equipment markets

These assumptions provide a reasonable basis for long-term investment planning while acknowledging that major disruptions (e.g., pandemics, economic recessions) are not included.

Regional Transit Investment Plan

Investment Priorities for WMATA

- Ongoing repair, maintenance, and modernization of WMATA assets, systems, and technologies
- Rail modernization technologies, including modern signaling, compatible fleet upgrades, and selective platform screen doors, to improve safety, reliability, capacity, and efficiency
- Frequent and fast bus network with bus priority, providing fast, reliable, all-day/all-week service
- Revised Blue/Orange/Silver Corridor Strategy, integrating rail modernization, bus priority, and targeted rail station capacity and access improvements as a more cost-effective alternative to Metrorail expansion

Total Estimated Need and Allocation for WMATA

- In addition to existing funding provided to WMATA, $460 million starting in advance of reaching its debt capacity limit in FY2029, and growing at least 3% or by other regionally agreed-upon indexing rate annually, or an estimated $16.8 billion over 25 years

Investment Priorities for Regional Rail and Local Bus Operators

- State and local funding support sufficient for local bus operators to provide service that meets or exceeds the new regional service guidelines established by the DMV*Moves* Plan, as well as capital investments in modern bus fleets, street infrastructure, and supporting facilities required to meet service guidelines.
- State and local funding support sufficient for the Maryland Area Rail Commuter (MARC) and

Virginia Railway Express (VRE) commuter rail systems to implement their long-range growth and system plans.

<u>Accountability and Transparency Measures</u>

- Updating WMATA's 3% operating budget subsidy cap to apply to unit costs of service rather than aggregate subsidy
- 20-year capital plan updated every five years
    - Including analysis of opportunities and capital investments to be more cost efficient
- Major projects with capital cost greater than $300 million must have a publicly available funding/financial plan (dollar threshold adjusted in future for inflation)
- Annual report to COG/TPB on system and capital program performance, core outcomes from funding - published and shared with all partners

I HEREBY CERTIFY THAT Resolution R29-2025 was approved by the COG Board of Directors and the WMATA Board on November 17, 2025

Kayla Joyner
Government Relations Associate

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DMVMOVES
Moving our region forward, together.

DMV*Moves*: Seamless, Integrated, and World-Class Transit for the National Capital Region

Attachment 2

Executive Summary

Transportation is a foundational element of daily life—it shapes how we work, live, and play. A well-functioning transportation system is key to both economic competitiveness and quality of life. In the National Capital Region, where a talented, mobile workforce is essential, access to efficient transit is not a luxury—it's a necessity. Without Metro and regional transit, people could not move efficiently across the region—from Loudoun County to DC and Prince George's County, from Montgomery County to Fairfax, and between countless communities that depend on transit to reach major employment centers and opportunities.

To attract and retain businesses, the region must maintain a high-performing transportation network. The inverse is equally true: without strong transit infrastructure, the region risks losing talent and economic opportunity to areas with better transportations systems.

Metro's Strong Record of Success

100%	bus ridership back to 2019 levels
#1 in U.S.	leading major systems in rail ridership recovery
54 months	consecutive year-over-year ridership growth
82%	decrease in rail fare evasion

The region's transportation system has evolved over decades across a uniquely complex landscape. It spans multiple jurisdictions—D.C., Maryland, Virginia (DMV)—and involves collaboration with the federal government. The 14 separate transit operators and 12 bus systems serving the region provide extensive coverage of service but present major challenges to planning, funding, and delivering an integrated, seamless, and consistent customer experience.

Past efforts to improve regional coordination have often resulted in recommendations that were not implemented. A new initiative, DMV*Moves*, jointly led by Metro and the Metropolitan Washington Council of Governments (COG), seeks to change that. DMV*Moves* is action-oriented, with a commitment to both identify key recommendations and work with the region to implement them.
When DMV*Moves* began in 2024, Metro faced both operational and capital funding shortfalls. Since then, the agency has made major strides on the operating side, listening to regional input and emerging as a national leader in post-pandemic transit recovery:

This work has been recognized nationally with the American Public Transportation Association naming Metro "2025 Transit Agency of the Year." Thanks to these efforts, Metro expects to operate within the revised 3 percent subsidy growth cap and does not require additional operating funds at this time.

However, Metro lacks the financial resources to maintain the system's state of good repair and to make modernization investments that improve safety and reliability. The root cause is that Metro's major capital funding sources are fixed and have lost significant purchasing power over time, 32 percent since 2020. Another factor is that Metro will no longer be able to issue debt by 2029. This will cause Metro's capital program to shrink from $2.2-$2.4 billion annually to $1.3-$1.5 billion annually. If this shortfall is not addressed, the system's condition will decline. The improvements made since 2018 will be reversed, and the condition of the network could fall below pre-2018 levels within a decade. Metro is no longer known for broken escalators, 'hot cars', poor reliability and fires due to the progress that has been made—but that progress is at risk without additional funding.

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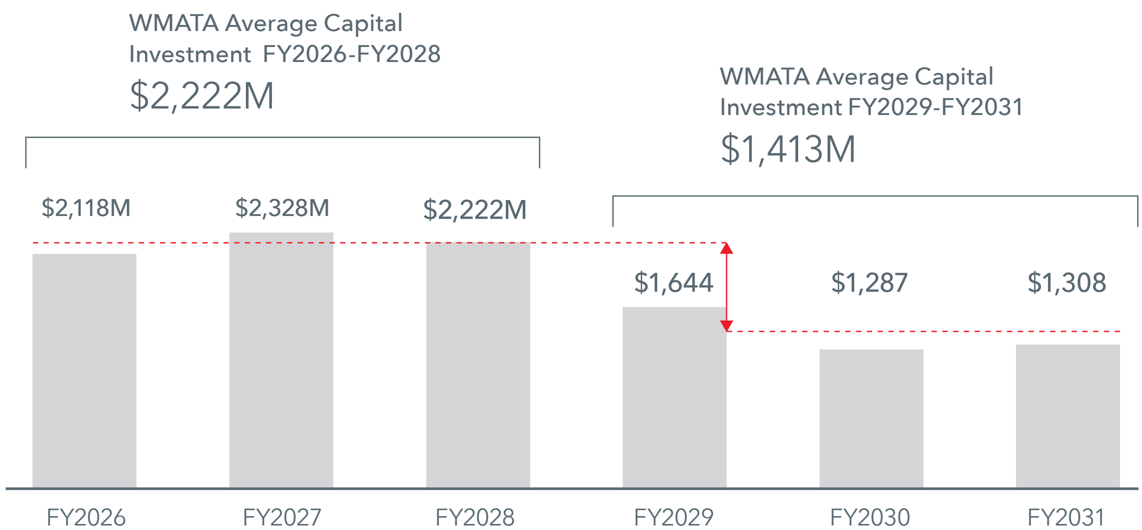
Metro is also missing out on the ability to leverage federal funding for transformative modernization investments, or potential expansion. Because Metro lacks the capacity to guarantee required local match funding, it can't compete for the federal infrastructure dollars other regions and peer systems are winning.

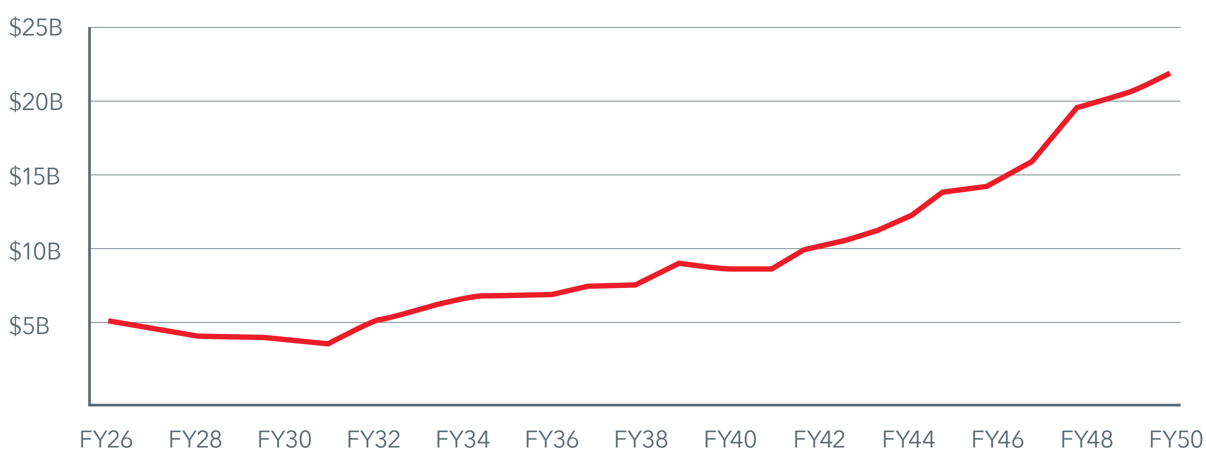
In addition to Metro's budget concerns, the region's local transit operators also experienced pandemic-related ridership and revenue loss leading to operating budget shortfalls. While some progress has been made in regaining ridership, regional economic uncertainty and other external factors could place further pressure on local agencies.

Metro's reduced capital budget without new funding



WMATA FY2026-2031 Capital Improvement Program
(excludes debt service & revenue loss from capital projects)

Estimated capital backlog without adequate funding



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DMV*Moves:* Delivering a World-Class Transit Network

DMV*Moves* Funding for Metro:

Starting in in FY28: $460M

Expected growth per year: +3%

Reinvesting in/ Modernizing Metro

- Metrorail modernization
- Fast, frequent service all day/all week
- Modern vehicles and technology
- Sustained repair and replacement
- Integrated, customer-focused system

Regional Bus Priority Network

- Partner in joint project development
- Coordinate federal funding opportunities
- Metro operates fast, frequent service all day/all week

Separate State/Local Funding

Commuter Rail

Fully fund VRE and MARC long-range plans:

VRE System Plan 2050

MARC Growth and Transformation Plan

Improved Local Bus Service

Achieving new regional service guidelines

~$65-80M FY28

+3% per year

Regional Bus Priority Network

- Partner in joint project development
- Local funding and implementation of roadway investments
- Operate additional service if desired

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DMV*Moves* Plan: Investments and Action to Deliver Vision

To address these urgent needs, the WMATA and COG Boards came together to create the DMV*Moves* Task Force chaired by Charles Allen, Vice-chair of the COG Board, and Paul Smedberg, First Vice-Chair of the WMATA Board. The Task Force is comprised of 22 members from the COG and the WMATA Boards. It is supported by advisory groups of local government executives and regional stakeholders that are co-chaired by Bryan Hill, Fairfax County Executive, and Jack McDougle, President and CEO of the Greater Washington Board of Trade. DMV*Moves* is action-oriented *and* committed to both identifying key recommendations *and* working with regional partners to implement them.

The Task Force adopted a vision for transit in the region:

"Transit is the backbone of an integrated, world-class mobility network that makes the National Capital Region a thriving global economy, a preferred home, and a leader in innovation, environmental sustainability, and social equity."

This vision is guiding the development of actionable recommendations that reflect regional priorities, build accountability, and ensure sustainable implementation.

A Sustainable Solution for Metro's Capital Needs

The Task Force recommends $460 million per year in new, unencumbered funding for Metro capital investments. This investment should grow at 3 percent annually to account for inflation and maintain purchasing power. The combined effect of the funds being predictable, unencumbered, and growing over time will allow Metro to establish a sustainable revolving debt program. This program—unlike the current dedicated capital funding program—will allow the region to avoid another capital funding cliff like we facing are today. For the first time, Metro will have sufficient resources to issue bonds for the next 25 years when the current bond will be paid off – freeing up funds and allowing Metro to issue new bonds.

This funding will:

Support the system's state of good repair, reinvestments in key infrastructure, and Metrorail modernization. It will deliver to the region and riders:

- Improved safety
- Increased reliability of service
- Increased system capacity and when combined with bus priority strategies to address core capacity issues on the Blue, Orange, and Silver lines between Rosslyn and Stadium-Armory Stations
- Faster travel times
- More cost-efficient service

Metro recognizes the significance of this ask and is committed to:

- Creating a sustainable bond program to support long-term investments.
- Making generational upgrades to the system's core infrastructure.
- Ensuring annual growth in the cost of service at or below 3 percent.
- Working with regional partners to help fund and implement the seamless and integrated policy recommendations from DMV*Moves*.

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The region has learned lessons since the 2018 regional funding effort, the DMV*Moves* Plan reflects those learnings. We know that the new Metro funding must be flexible, unencumbered, and grow. We must document the assumptions and anticipated outcomes underpinning the analysis to increase transparency and accountability. Finally, DMV*Moves* recommends an updated and uniform 3 percent cost control measure across all three jurisdictions to replace the patchwork of cost controls in 2018.

The Importance of Bus Priority

This region continues to grow and transform, and there are activity centers throughout that serve as key job centers, healthcare, education, and entertainment sites. Improving bus service on existing high-frequency, high-ridership routes will help connect these activity centers to each other and the Metrorail, VRE, MARC, and Purple Line rail systems.

The DMV*Moves* Task Force has identified bus priority corridors and is recommending that the region commit to working with Metro to advance these investments.

Without bus priority, the region risks having to invest more each year just to maintain current levels of service—all while customers experience slower, less reliable trips.

Bus Priority projects are vital because they:

- Improve travel times and reliability for riders.
- Help reduce long-term operating costs.
- Ensure that growing congestion does not degrade transit service.

Commuter Rail: A Golden Opportunity to be Regional Rail

The National Capital Region currently lags behind peer metro areas in regional rail service. This is due in part to infrastructure bottlenecks—especially the Long Bridge over the Potomac—and the complexities of sharing track with freight railroads.

Now, the region is on the cusp of transformation:

- Construction of a new Long Bridge is underway
- Virginia has purchased the VRE Manassas Line right-of-way
- Union Station is being redeveloped

These new investments create the opportunity to advance concepts such as through-running trains between Maryland, DC, and Virginia. Both MARC and VRE recently released long-term plans outlining visions for future service. DMV*Moves* recommends that the region begin discussions and coordination between these systems to fully realize this opportunity. Expanding regional rail would not only improve access and reliability but would also reduce highway congestion and emissions by offering a viable alternative to driving. With integrated fares and coordinated special event service, regional rail can make travel across jurisdictions more seamless and convenient for riders. By 2030, the transformation of Long Bridge and Union Station will be in place. If we are prepared to act, we can capitalize on that investment starting day one and have a truely regional rail network like peer regions in Boston, Chicago, Philadelphia, and New York.

Enhanced Bus Service

DMV*Moves* calls on jurisdictions and local bus service providers to adopt and use new, shared service guidelines, and for state and local jurisdictions to commit the funding needed for their local operators to implement service improvements.

Toward an Integrated, Seamless Network

Today's transit system—comprising 14 separate operators—can be complicated. If the region were designing the system with a blank slate today, it is unlikely we would have 14 operators. At the same time, these operators provide essential services tailored to the needs of their communities, and many have seen significant improvements in service over the last few years. Coordination between the region's systems can help improve the customer experience and lower barriers to the use of transit, especially beyond the customer's home jurisdiction.

DMV*Moves* proposes the following pillars for a unified system:

- Bus priority strategies and investments to make service more cost-effective and get best value from high-frequency, in-demand corridors.
- More consistent and better integrated fare policy (e.g., consistent low-income discounts, "kids ride free" across systems).
- Shared bus service guidelines to target funding and expansion where it's most needed.
- Performance reporting to assess service effectiveness and identify improvements.
- Improved clarity and consistency in signs, customer information, and amenities at bus stops.
- Use of shared resources and grouped procurements to reduce costs and improve buying power.
- Consistent training and certification programs to improve effectiveness and efficiency.

Conclusion: The Time to Act Is Now

Transportation is not just a utility—it is a strategic asset. The decisions we make today will determine whether the National Capital Region remains competitive, livable, and connected.

We are at a pivotal moment. Metro has stabilized its operations and led the nation in post-pandemic transit recovery. But capital funding remains a ticking clock. Without action, we risk undermining and unraveling the progress we've made.

DMV*Moves* offers a path forward—one that is regional, sustainable, and future-focused. Through a unified vision, a realistic funding solution, and bold leadership, we can build a seamless, modern transit network that powers our economy and enhances the lives of every resident and visitor.

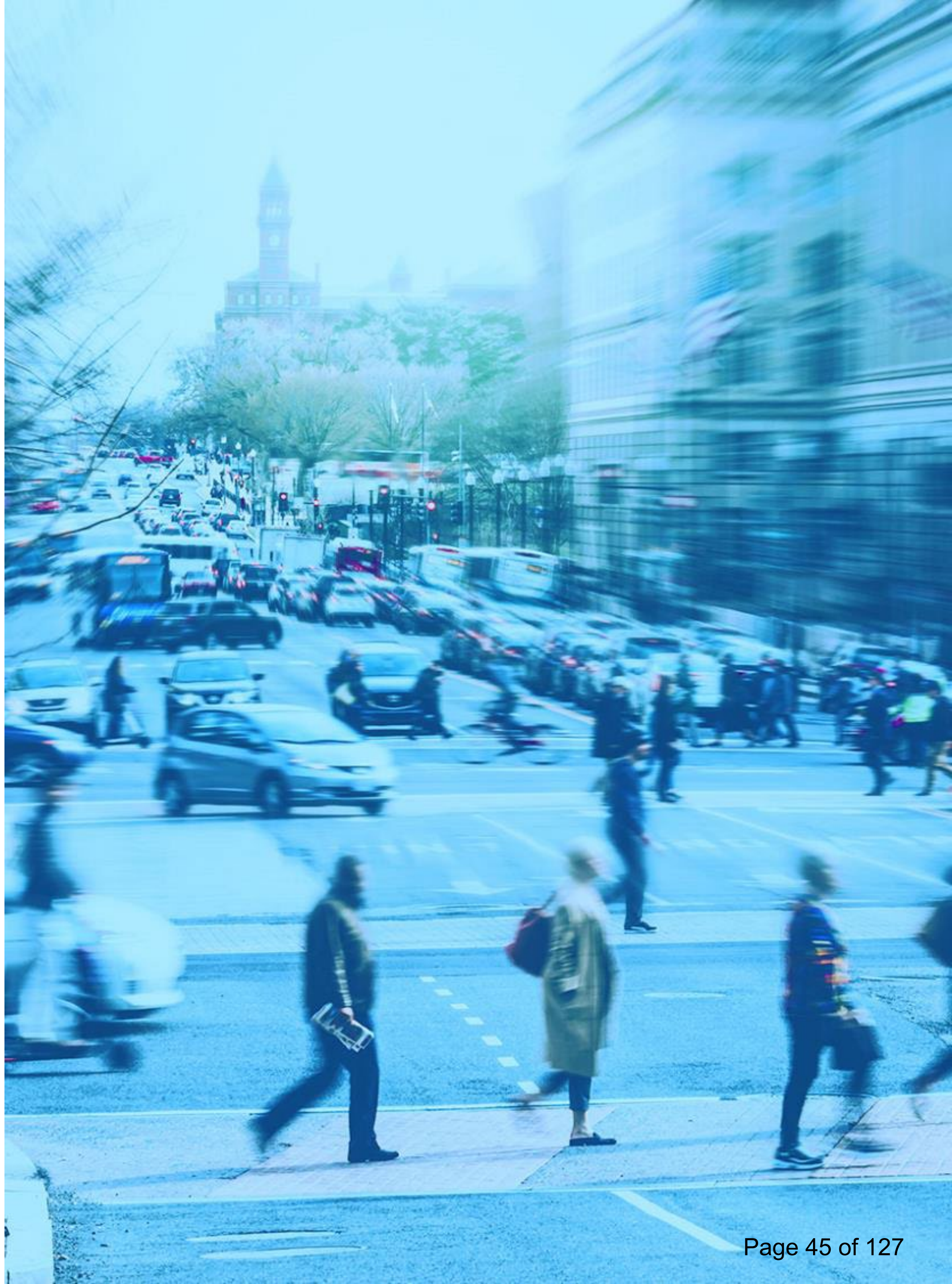
Let's invest in the future we all want to ride.

DMVMOVES
Moving our region forward, together.

Task Force Meeting #6

October 29, 2025

Attachment 3



Agenda

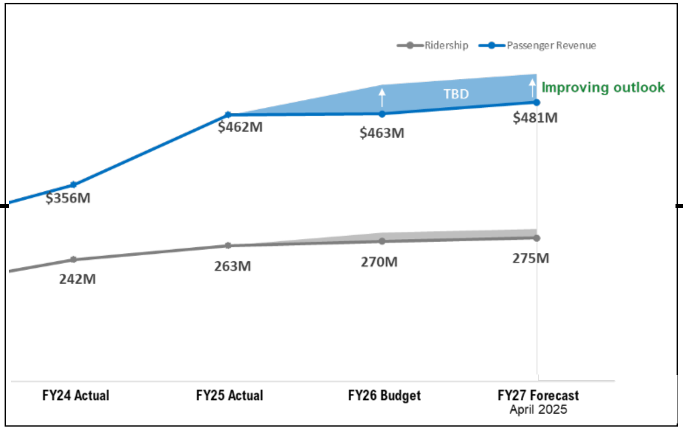
Welcome

1. Public Comment
2. Metro Update
3. Recap of DMVMoves Initiative
4. Transit Investment Plan
5. Actions for Regional Network Integration
6. Recommendation from Advisory Groups
7. DMVMoves Resolution and Recommendations to Joint Boards

Metro's recent successes

Recognizing Success

- **APTA Transit Agency of the Year**
- APTA awards for
  - **Heavy Rail Security** Gold
  - **Outstanding Partnership** in Public Transportation
- **Customer satisfaction of 92% on rail and 83% on bus**



Ridership and Revenue Growth

- **54 consecutive months** of ridership growth
- **Passenger trips +9%** in FY25
- **Crime down 55%,** lowest in 8 years
- 12 days this spring with 1M+ trips
- 24M+ trips each month – **first time in six years**

Financial Stewardship

- **Eliminated a projected $750M budget gap in FY2025** through high ridership growth, cost efficiencies, and regional investment
- FY25 ended in a **surplus – $120M under budget**
- **$480M saved in FY25** to be reinvested in **capital program**

New wins for customers

Better Bus Network

- 7% more service using same resources
- More frequent service, new connections for customers

Safety and Security

- Crime down 55% - an 8-year low
- Fare evasion down 82% on Metro Rail
- Ramped up bus fare enforcement

Tap. Ride. Go.

- Maximum payment convenience
- 4.1M+ trips and $12.6M revenue to date
- Expanding to bus this year

Safer and More Reliable Service

- Restored Automatic Train Operations (ATO)
- 12.5 new miles of bus lanes in FY2025

Escalator & Elevator Availability

- Elevators: 97.3% in FY2026 Q1
- Escalators: 94.6% in FY2026 Q1

Region is growing and has aspirational goals

The region is still projected to grow significantly by 2050. That means more people making more trips – and a lot more traffic congestion, worse air quality, and pressures on quality and cost of living. But the region has many aspirational goals to guide that growth to better outcomes.

The region in 2050:

Population 7.2 million
+1.25M people (+21%)

Jobs 4.2 million
+800K jobs (+24%)

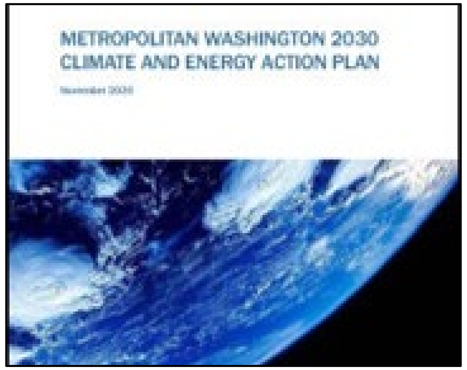
Vehicle miles traveled **+15%**
Vehicle hours of delay **+70%**

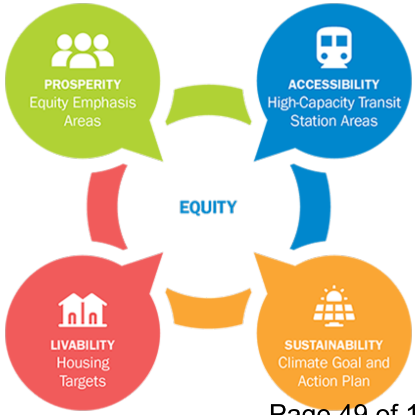
GHGs
GHGs -24% vs. target -80%

The region's plans and goals:

VISUALIZE 2050

Region Forward





World-class transit is critical to the region's goals

Transit drives economic activity

Within half-mile of Metro stations and bus stops:

- **60%** of population • **2.8M** people
- **70%** of jobs • **1.7M** jobs
- **50%** of employers • **134,400 businesses**
- **$9.4B** in business output supported by transit
- **$330B** in property value around Metro stations
- **$3.2B** in tax revenue generated around Metro stations

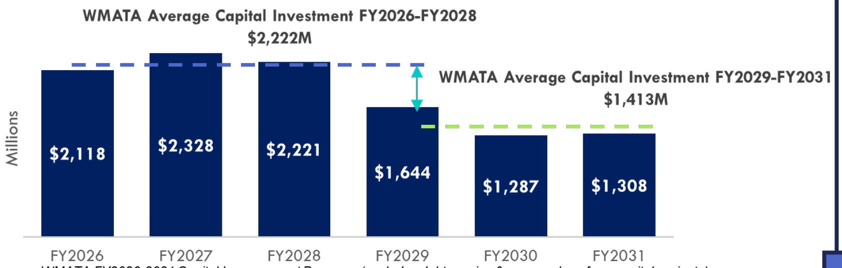
Transit connects the DMV

And connects us to the world

DMVMOVES is a joint initiative to develop a **unified vision** and **sustainable funding model** for public transit in our region

Transit Funding Crisis:

Metro will reach its debt capacity limit, **creating a serious and permanent capital funding gap starting in FY2029**. State and local systems also have funding shortfalls.



WMATA FY2026-2031 Capital Improvement Program (excludes debt service & revenue loss from capital projects)

Metro's capital program:

- Capital funding sources **not indexed to grow**
- **Inflation** significantly reduced capital buying power
- **Debt capacity limit will be reached in** FY2029
- Will be forced to **reduce annual capital investments**

DMV Transit Today:

14 transit operators and 12 bus systems each have their own service guidelines, fare policy, signs, fleet, assets and procurement, facilities

DMVMOVES

Regional Transit Task Force

22 regional leaders and elected officials who lead the effort

Government Partner Advisory Group
Community Partner Advisory Group

Government, transit, business, and community leaders to provide input, guidance, and recommendations to Task Force

Metropolitan Washington Council of Governments

metro

DMV*Moves* sets a new Vision and goals for transit

DMVMOVES Vision and Goals

"Transit is the backbone of an **integrated, world-class mobility network** that makes the National Capital Region a thriving global economy, a preferred home, and a leader in innovation, environmental sustainability, and social equity."

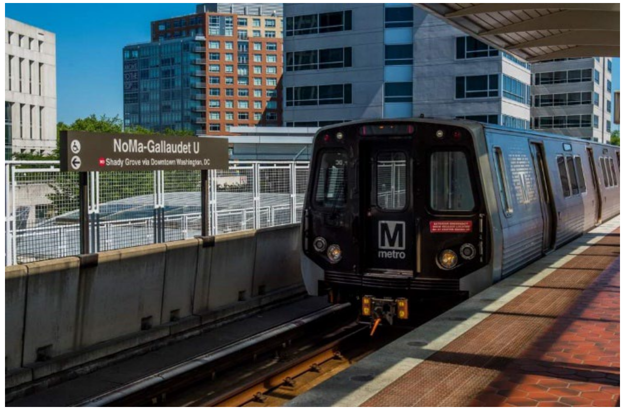
1. Make transit a preferred travel choice
2. Provide a seamless, connected, and convenient customer experience
3. Grow ridership through TOD and expanded connections to economic opportunities
4. Enhance quality of life, economic development, climate resilience, and equity
5. Ensure predictable and sustainable transit funding
6. Establish standard, best-in-class transit workforce policies and skills training

Task Force direction to maximize use and value of existing system before growth and expansion

First get maximum use and value from the existing transit and road network

Existing system in good repair

Frequent, all-day rail and bus service



Modernized, efficient assets

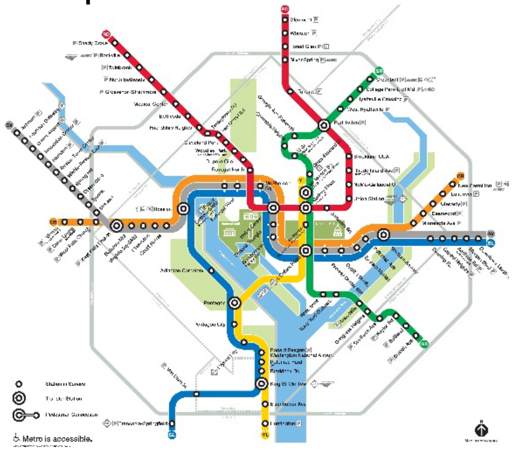
Bus priority network

Then consider long-term growth and expansion plans

Regional rail with all-day, bidirectional service

VRE **VIRGINIA RAILWAY EXPRESS SYSTEM PLAN 2050**

Expand into new markets



Metro worked with partners to revise the funding ask

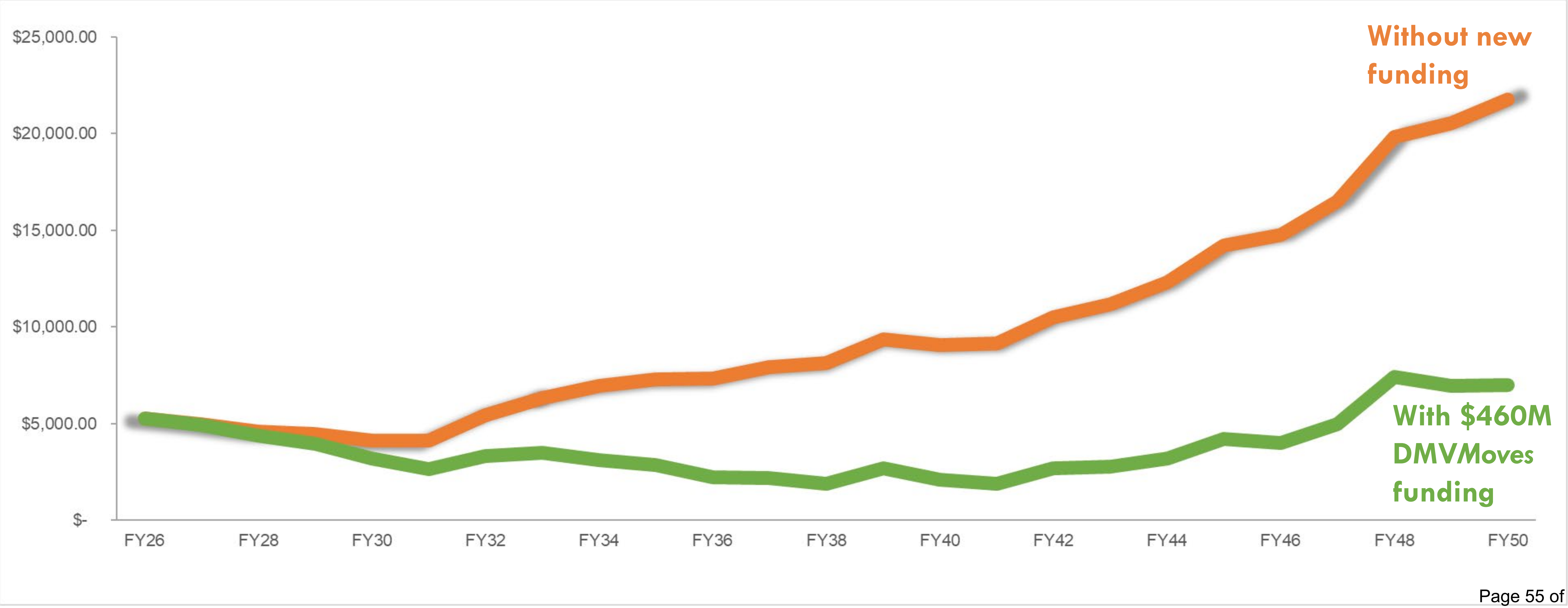
Metro Investment Concept Fall 2024	Metro Investment Concept Spring 2025	Advisory Groups Recommendation
~$700-$750M	**~$500-$600M**	**$460M**
• Close projected operating deficit • Increase bus and rail service • Fully eliminate capital backlog • Rail modernization program • Reinvest in and modernize other assets • Bus priority investments • No system expansions	Same as Fall 2024 except: • No new operating funds • Strategically manage capital backlog • Regional bus priority program	Same as Spring 2025 except: • Larger but manageable capital backlog • More efficient capital delivery program • Minimum needed to secure predictable revolving bond program

Additional funding grows at least 3% per year and starts before Metro reaches its debt capacity limit in FY2029

Additional funding will support Metro's capital program

This graph illustrates how DMVMoves funding will help Metro reduce and manage its capital backlog.

Capital Program Backlog Scenario Comparison

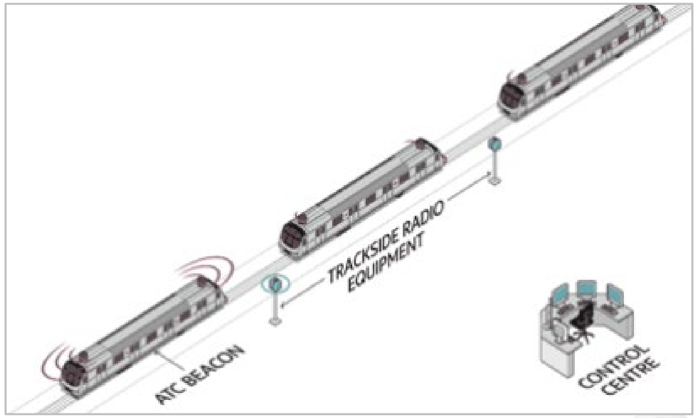


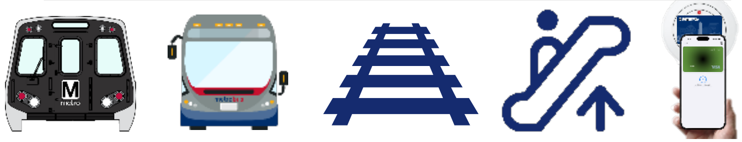
Proposed DMV*Moves* Plan prioritizes maximum use and value of the existing transit and road network

Additional Funding

Reinvesting in/Modernizing Metro

Metro Rail Modernization



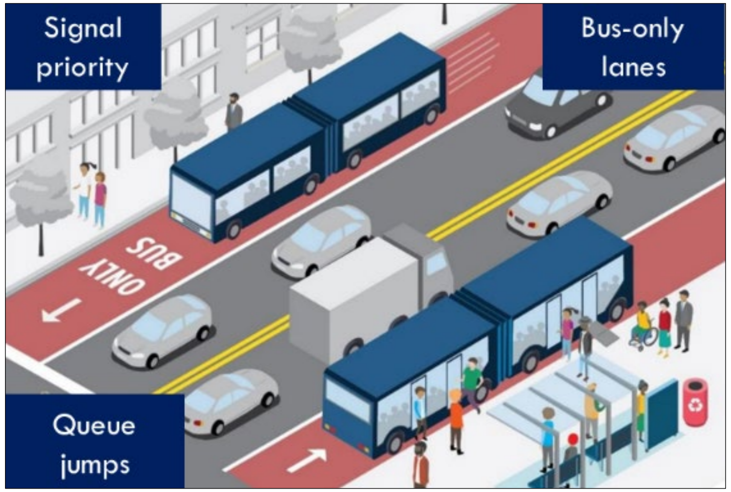


$460M before FY29* + 3% per year

*In advance of reaching debt capacity limit

Metro + Jurisdictional Partnerships

Regional Bus Priority Network



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

Separate State and Local Needs

Improved Local Bus Service

Achieving new, customer-focused regional service guidelines.

$65-80M before FY29 + 3% per year

Commuter Rail to Regional Rail

Fully fund VRE and MARC long-range plans

VRE **System Plan 2050**

MARC **Growth and Transformation Plan**

+ Implementation of Action Plan for Transit Integration

DMV*Moves* calls on service providers to take action to deliver a more integrated, seamless transit network

What a fully integrated and seamless network would look like:

One region, one transit network

Working Groups' proposed Action Plan advances regional integration closer to aspirational vision:

Still 14 service providers,12 bus operators - but providing more consistent policies and better integrated service

- Implement bus priority on initial, high-ROI corridors
- Regional bus service guidelines and consistent performance reporting
- More consistent fare policies
- Unified bus stop signs and improved customer information
- Exploring grouped buying power and shared resources
- Consistent training and certification programs

Potential funding strategies

WMATA World-Class Transit Investments

$460M before FY29* + 3% per year

Rail Modernization

metro

Reinvesting in and Modernizing Metro

Regional Bus Priority Network –
(Partnerships for design, funding, implementation, and service)

+ State/Local investments in priority bus corridors

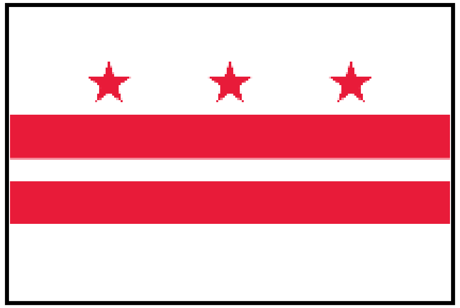
*In advance of reaching debt capacity limit

Potential funding mechanisms discussed by Task Force:

- Sales and use tax increase
- Expansion of sales taxes to services
- Payroll / income tax
- Real property tax
- Real estate transfer tax
- Motor vehicle sales tax
- Motor fuel tax
- Vehicle registration / impact fees
- Hotel / accommodations tax

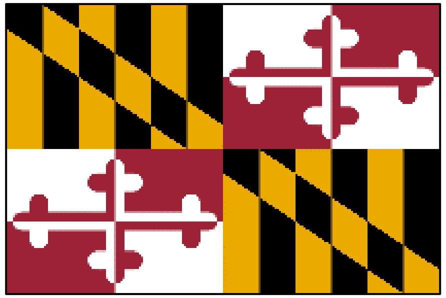
Estimated jurisdictional shares of Metro investment plan (subject to legislative agreement)

Metro's DMVMoves Investment Plan = **$460M** before FY29 + 3% per year



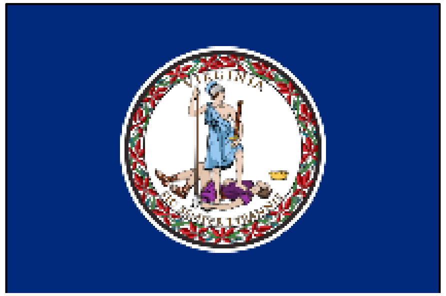
District of Columbia

$173M



Maryland

$152M



Virginia

(Commonwealth and Local)

$136M

Funding sources must be predictable, bondable, and sustainable.

* Totals may not sum due to independent rounding. Totals are *based on share of capital contributions in FY2026; proportional shares are subject to change*

Commitments and transparency

Region's Commitments

- Provide Metro $460M in additional funding growing at 3% annually before Metro's reaches its debt capacity limit in FY2029
- Apply Metro's 3% operating cap to per-unit costs of service
- Implement changes in 6 action areas to advance more integrated and seamless transit service / delivery
- Jurisdictions and Metro to partner to plan, develop, and implement bus priority corridors and continue to invest in bus priority, improving service for customers and reducing unit costs of service
- COG/TPB to deliver and publish an annual report on DMVMoves Plan implementation

Metro's Commitments to the Region

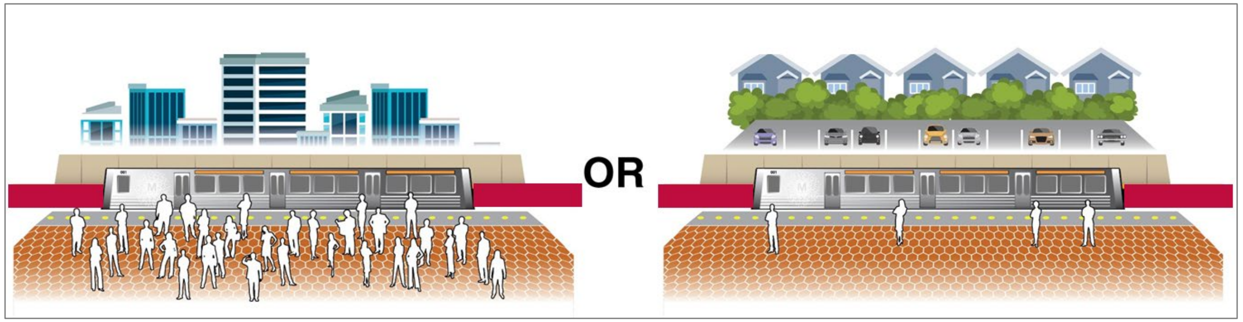
- Use additional funding to (i) reinvest in Metro system, (ii) modernize its rail system (iii) Metro's partnership in regional bus priority program
- Develop and publicize a 20-year capital plan every 5 years, including analysis of potential capital investments that reduce operating costs
- Deliver an annual report to COG/TPB on system performance and use of additional funds

Partnerships across agencies are necessary to grow transit

Increase annual ridership growth over baseline

Examples:

- Improve service to grow ridership
- Explore new non-fare revenue opportunities
- Zone and develop all stations and bus corridors to maximum potential
- Target economic development tools to station areas
- Implement programs that incentivize transit

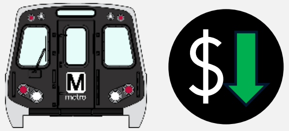


Implement productivity/ efficiency strategies and investments that reduce per-unit costs

Examples:

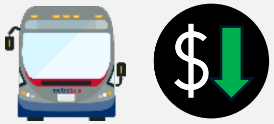
- Make capital investments that reduce per-unit costs
- Increase bus fare enforcement, explore new technologies and partnerships that help
- Continue modernization and efficiency actions
- Deploy an extensive network of bus lanes / bus priority
- Enact uniform bus fare policies and rates

Rail Modernization



~10% minimum estimated operating cost reduction

Bus Priority



~15% minimum estimated reduction in service hours

→ ***Reinvest cost savings into better service***

Advisory Groups recommend key actions for a more integrated and customer-focused regional transit network

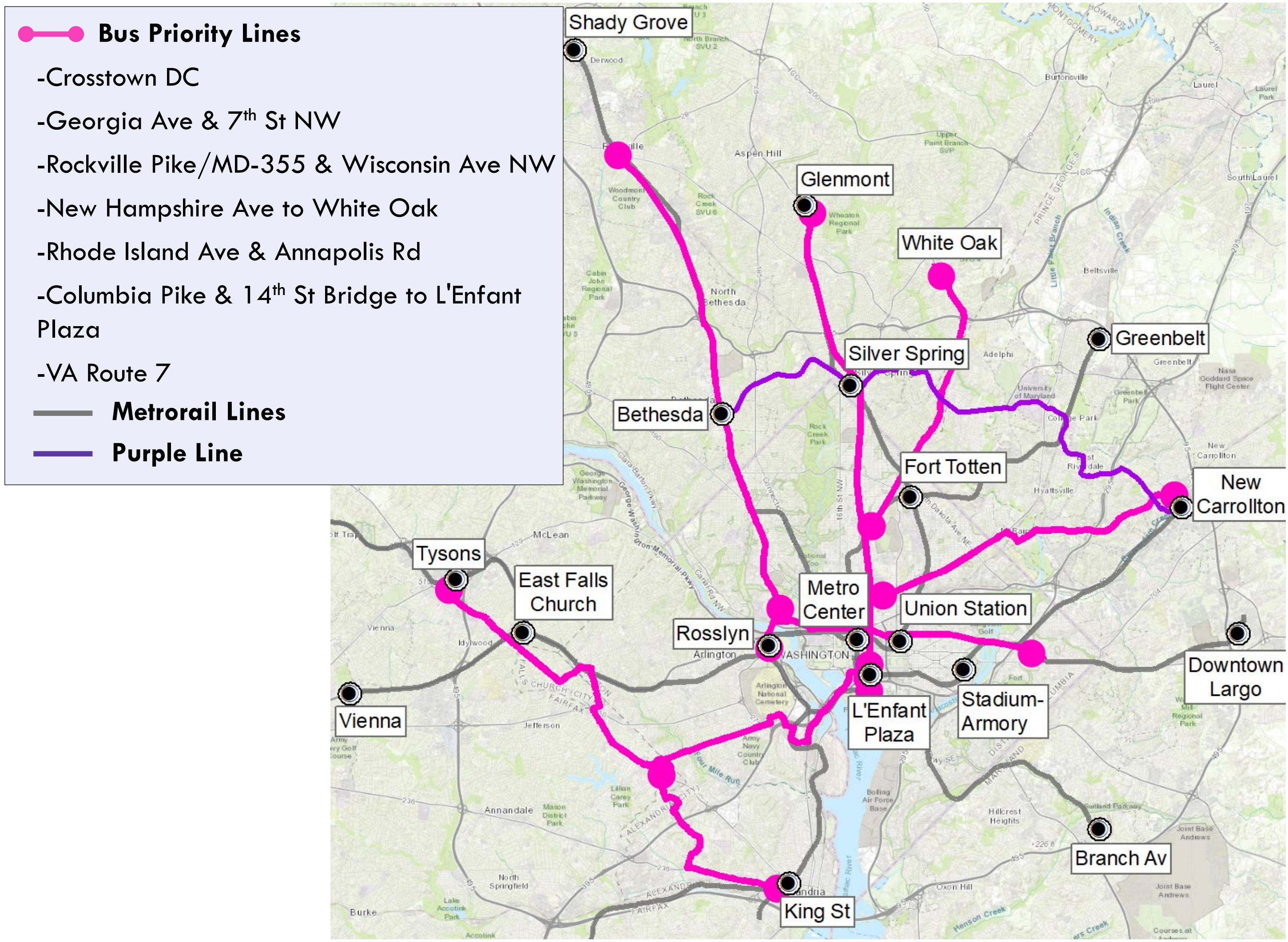
Action Area	*Key Actions*	*Regional Benefits*
Regional Bus Priority	Endorse and implement priority bus corridors; Metro and jurisdictions partner on design, funding, and implementation, Metro operates main service	Faster, more reliable, and more cost-effective service in high-demand corridors
Service Guidelines & Reporting	Adopt common regional service guidelines and performance metrics; report progress annually	Consistent service quality and transparent regional accountability
Fare Integration	Provide transfer credits across modes and consistent fare discounts, adopt free fares for youth, and enable revenue sharing for regional passes	Simpler, more equitable fare experience
Customer Information & Facilities	Standardize bus stop design and common customer information; create a regional bus stop ID system and stop sign design; Metro maintains regional signs	Easier wayfinding, clearer rider information, and more uniform stop experience
Shared Resources	Pool purchasing power for vehicles and technology, share procurement opportunities, and coordinate contract terms	Reduced duplication, lower procurement costs, stronger negotiating power
Consistent Training & Requirements	Expand participation in Metro's training programs, create a working group to explore potential skilled trade training partnerships, and streamline reporting requirements across agencies	Strengthened regional workforce and reduced administrative burden

Proposed DMV*Moves* Regional Bus Priority Plan concept

Current DMVMoves investment plan does not fully address bus priority needs but defines a path for coordinated regional action on high-priority corridors

Proposed action plan for next 6-8 years:

1. **Identify limited set of top-priority, high-ROI corridors** based on objective criteria
2. **Set ideal outcomes and performance targets** that service and priority investments need to achieve
3. **Project development:** Metro and jurisdictions partner on designing investments to meet targets
4. **Implement:** Fund, build, and operate
   - Metro coordinates federal funding strategy, lead applicant when appropriate
   - Jurisdiction builds / implements roadway treatments
   - Metro operates "mainline" service; other bus providers may also operate service in corridors



Why the region needs DMV*Moves*

Benefits

- Faster, safer, more reliable, and more cost-effective rail and bus service
- Higher ridership and revenue
- Enhanced customer experience and convenience
- Expanded access and faster trips to jobs, shopping, healthcare, and other needs
- Sets the stage for regional growth and potential future transit expansion

Safety

Reliability

Capacity

Efficiency

Convenience

Access to Opportunity

Risks of No Action

- Capital program and good repair backlog increases
- Declining reliability and customer experience, increased safety risk
- Reduced access to jobs and other opportunities
- Worse traffic and congestion, longer travel times

Recommendations from Advisory Groups

Community Partners Advisory Group
Chair: Jack McDougle,
President & CEO, Greater Washington Board of Trade

Government Partners Advisory Group
Chair: Bryan Hill
County Executive, Fairfax County

Discussion

Thoughts on the proposed Plan

- Key takeaways from the proposed Plan and its recommendations
- Opportunities to build momentum toward implementation

Your perspectives will help shape how we communicate the Plan’s next steps and demonstrate regional alignment moving forward.

Resolution

Call to vote on a resolution adopting the DMVMoves Plan and recommending approval by the WMATA and COG Boards of Directors

Procedure

- Quorum: 50% plus 1 member
- Co-chairs call a motion to vote, must be seconded
- Discussion and questions

Amendments

- Any member may offer amendments during discussion
- Friendly amendments: minor changes that do not alter content/goals added by direction of Co-Chair
- Other amendments: must be approved by voice vote

Vote

- Vote by voice / show of hands
- YES / NO / ABSTAIN
- Results determined by Co-Chairs
- Requires majority of 50% + 1 member to pass

Path forward

October 2025 — Task Force Recommendation
Members discuss and endorse advancing DMVMoves recommendations to the Boards

November 2025 — Boards Review
WMATA and COG Boards consider the Plan and Joint Resolution

2026 — Regional Advocacy & Local Actions
Partners coordinate messaging and local councils adopt resolutions

2026 — Legislative Approval
State legislatures enact funding legislation

July 1, 2028 — Implementation Funding Begins
Dedicated regional funding available for Metro's use

Call to action

We are at a pivotal moment. WMATA has stabilized its operations and led the nation in post-pandemic transit recovery. But the system will always require ongoing capital investment. Without action, we risk undermining the very progress we've made.

DMVMoves offers a path forward—one that is regional, sustainable, and forward-looking. Through a unified vision, a realistic funding solution, and bold leadership, we can build a seamless, modern transit network that powers our economy and enhances the lives of every resident.

Thank you for your collaboration, leadership, and continued commitment to strengthening our region's transit future.

APPENDIX: ACTION PLAN

Regional bus priority

Aspirational Vision: *One regional plan for bus priority on major corridors. Jurisdictions commit to partnering with Metro to plan, design, fund, and build these corridors. Metro provides service.*

What We're Recommending:

Adopt regional bus priority plan

Region develops a plan and commitments to design, fund, and construct regional corridors over the next 6-8 years.

Develop plans and implement regional priority corridors

Local jurisdictions and roadway owners will partner with Metro to develop plans for bus priority on the 6 identified corridors. Partners would then work together to implement plans to improve speed and reliability while providing service more cost-effectively. Metro would operate most service, other operators including commuter bus would also use priority corridors.

Regional Benefits:

- Reduces operating costs; improves efficiency
- Improves rider experience by improving travel times (faster buses) and reliability (fewer delays)
- Grows ridership by improving travel experience

DMV*Moves* Regional Bus Priority Plan concept

Proposes a regional, collaborative approach to vastly improve bus service in key corridors while making that service more cost-effective.

Regional Bus Priority Plan facilitated by COG/TPB

Post-Plan Implementation progress reported by COG/TPB

1. Identify limited set of top-priority, high-ROI corridors

based on objective criteria:

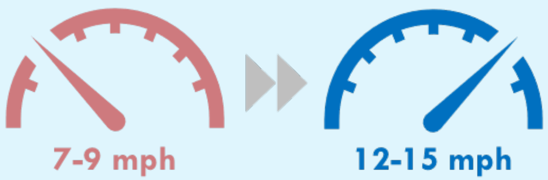
- High bus ridership
- Slow bus speeds / delays
- High densities of people and jobs (2050)

2. Set ideal outcomes and performance targets

that the service + priority investments need to achieve

Illustrative examples:

- Service **at least** every 12 minutes, all day, 7 days
- 95%+ on-time performance
- Average bus speed 12–15 mph



3. Project development:

Metro and jurisdictions partner on investment plan that would meet targets in each corridor

- Bus only lanes
- Signal priority
- Queue jumps
- Floating bus stops
- Project delivery plan and schedule

4. Implement:

Fund, build, and operate:

- Metro coordinates federal funding strategy, lead applicant when appropriate
- Jurisdiction builds / implements roadway treatments
- Metro operates "mainline" service; locals might operate additional service

Service guidelines and performance reporting

Aspirational Vision: *One set of service guidelines and metrics for all local bus operators—consistent quality across regions, with flexibility for local needs.*

What We're Recommending:

Regional Service Guidelines

COG/TPB and region's transit agencies adopt regional service guidelines, creating consistent expectations for customers across jurisdictions.

Annual Performance Reporting with Common Measures

Transit agencies use a common set of performance measures to improve transparency in transit decision-making across the region. COG/TPB reports system results through the annual State of Public Transportation Report.

Regional Benefits:

- Sets clear, consistent expectations for riders across the region, with flexibility to meet local needs
- Supports more seamless, coordinated service planning
- Enhances customer understanding and confidence in the system and encourage increased ridership
- Enhances transparency and accountability

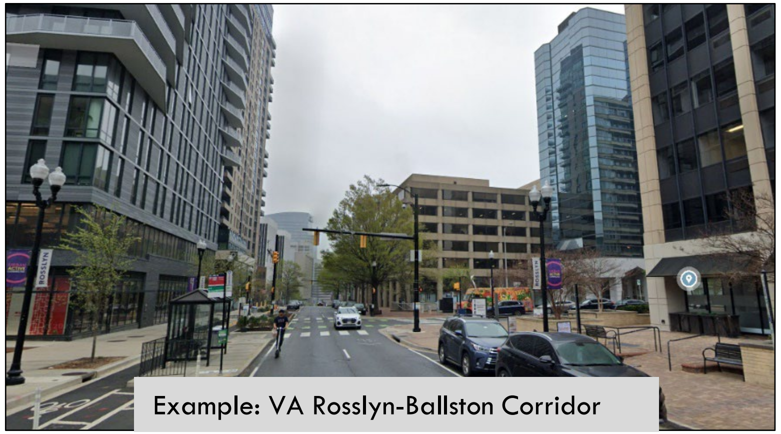
Service guidelines

This framework ensures that customers in similar communities receive consistent, high-quality service regionwide

Service Levels (Defined by Route Class + Activity Tier)

Activity Tier 1

Route class	Minimum service levels
Core	**15 mins, 16-18 hours/day**
Coverage	**30 mins, 14-18 hours/day**
Peak	**As needed, 5 days, 4-8 hours**



Example: VA Rosslyn-Ballston Corridor

Activity Tier 2

Route class	Minimum service levels
Core	**20 mins, 14-16 hours/day**
Coverage	**30 mins, 12-14 hours/day**
Peak	**As needed, 5 days, 4-8 hours**

Example: DC Military Rd / McKinley St area

Activity Tier 3

Route class	Minimum service levels
Core	**30 mins, 12-14 hours/day**
Coverage	**60 mins, 10-12 hours/day**
Peak	**As needed, 5 days, 4-8 hours**

Example: MD Finns Lane / Riverdale Rd

Route Class Definitions

- **Core**: Serve major corridors with moderate frequency and service all day. Routes tend to be more direct.
- **Coverage**: Serve lower-density residential communities and connect them to higher-density areas, activity centers, transit hubs.
- **Peak**: Provide connections to transit hubs, central business districts, or employment centers. Operate primarily weekday peaks.

Fare policy integration

Aspirational Vision: *One regional fare policy framework and system—uniform fare types, rates, and passes, supported by shared payment technology across the network.*

What We're Recommending:

Universal Transfer Credit

Implement a universal bus and bus-rail transfer credit for all transferring customers, regardless of originating transit agency.

Expanded Regional Transit Passes

Establish revenue-sharing agreements to enable the sale and use of regional Unlimited Pass products valid across all participating systems.

Low-Income Discount

All agencies join Metro Lift low-income fare program with a 50% discount.

Free Rides for Youth/Students Regionwide

All agencies adopt "18 & under ride buses for free" policy

Regional Benefits:

- Improves rider experience by eliminating surprise fares and making transfers seamless
- Potentially grows ridership by reducing transit costs
- Makes transit even more cost-competitive with driving
- Promotes regional connections and system-wide coordination

Consistent bus stop design, wayfinding, and information

Aspirational Vision: *One regional standard for bus stops—shared design guidelines, a single customer service number, one stop flag, and one ID system.*

What We're Recommending:

One flag, one stop ID, one number

Unified Bus Stop Flags

Local agencies agree to have a consolidated bus stop flag; WMATA coordinates sign design and manages production, install and maintenance.

Regional Bus Stop ID System

All agencies transition to using a consistent stop ID numbering system– a required step for unified bus stop flags.

Customer Service One-Stop Number

Include Metro's customer service number on shared stops and, as needed, add capability to field customer inquiries related to every transit operator in the region.

Regional Guidelines for Bus Stop Design and Amenities

Agencies use common regional bus stop guidelines, starting with WMATA's 2023 Bus Stop Guidelines, and continue to coordinate on unified regional guidelines with flexibility for local conditions if needed.

Regional Benefits:

- Improves rider experience with consistent, accessible stops
- Makes transit easier to understand and navigate
- Ensures more uniform amenities and standards across the region
- Creates a more cohesive regional transit identity
- Improves efficiency through centralized call routing with flexibility for agencies to integrate or keep their own call centers

Joint procurements and shared resources

Aspirational Vision: *One regional approach to procurement—with a single entity purchasing buses, fare equipment, and other supplies.*

What We're Recommending:

Joint Bus Procurement

WMATA and local transit agencies explore potential cost efficiencies by leveraging their combined purchasing power for revenue vehicle procurement via joint contracts. COG serves as a facilitator to assist agencies with identifying and accessing purchasing opportunities via a permanent regional transit procurement clearinghouse database and joint contracts as necessary.

Other Joint Procurements (e.g., IT software)

Following its first meeting in July 2025, COG will continue to convene a regional working group of transit agency procurement representatives semi-annually that shares updates on local procurement activities, informs members of purchasing opportunities, and serves as a medium to coordinate joint purchases. This group will develop a 24/7 list-serv for everyday communication and will advise on the contents of the regional transit procurement clearinghouse database. COG will also analyze transit procurement contract terms and conditions from across the region and convene agency legal representatives to discuss streamlining requirements. Projected outcomes include easier joint purchasing, cost reductions, and less administrative burdens.

Regional Benefits:

- Make transit administration and operations even more efficient and cost-effective by facilitating cooperative and grouped procurement/purchasing.
- Improve customer experience by enabling investments in facilities, equipment, and technology.

Shared training and consistent reporting

Aspirational Vision: *One regional standard for training—shared programs and facilities for all providers. One regional approach to accountability—consistent reporting, auditing, permitting, and inspections.*

What We're Recommending:

Shared Training Programs

Transit Training Working Group meets regularly to strengthen transit training across region. Representatives from local and state governments, transit agencies, WMATA, and labor partners collaborate to develop consistent, best-practice programs. The group identifies opportunities for shared training, works with community colleges on transit-focused curricula, promotes knowledge sharing, explores joint procurement, and assesses expanded apprenticeship opportunities.

Consistent Reporting, Auditing, Permitting, and Inspection Programs

State agencies work with Metro to streamline Metro auditing and reporting requirements.

Regional Benefits:

- Deliver world-class transit and customer service by incorporating best-practice transit employee training programs.
- Reduce administrative and cost burdens by streamlining and making more consistent job qualifications and requirements, WMATA audits, and the inspection, certification, and permit requirements for transit assets.

INTERDEPARTMENTAL MEMO

GREENBELT POLICE
DEPARTMENT
550 Crescent Road
Greenbelt Maryland 20770
(301) 474-7200

To: Josué Salmerón, City Manager

From: Richard Bowers, Chief of Police

Date: January 23, 2026

Re: Stop Sign Camera Contact

The City issued a Request for Proposal (RFP) on November 19th, 2025, for proposals for an automated stop sign enforcement system. The City received five (5) proposals prior to the closing date.

After reviewing and scoring each proposal based on the matrix provided in the RFP, the staff recommends the proposal submitted by Obvio Inc. to operate the City's automated stop sign enforcement program in accordance with Maryland law, specifically HB 364 and the Maryland Transportation Article.

Under the proposed terms, the cost is $1,000 per camera site per month and $8.50 per violation processed. The department will use movable equipment in the program's operation. The proposed contract is for an initial one (1) year term with four (4) one-year renewal periods for a total of five (5) years if the contract is renewed each year.

Staff recommends that the City Council authorize the City Manager to enter into a contract with Obvio Inc. for the operation of Greenbelt's automated stop sign enforcement program.

OBVIO INC.
AUTOMATED TRAFFIC LAW ENFORCEMENT AGREEMENT

This Automated Traffic Law Enforcement Agreement **("Agreement")** is made on this [____] day of [________], 202[_] ("**Effective Date**")

By and Between

Obvio Inc. a Delaware Corporation having its address as 388 El Camino Real, San Carlos, CA 94070 (hereinafter referred to as the "**Obvio**", which expression shall, unless repugnant to the context or meaning thereof, deem to mean and include its executors, administrators and permitted assignees).

AND

[_____], the ______ municipal corporation, having their address as (hereinafter referred to as "**Municipality**" which expression shall, unless repugnant to the context or meaning thereof, deem to mean and include its executors, administrators and permitted assignees).

Obvio and Municipality are hereinafter individually referred to as "**Party**" and collectively referred to as "**Parties**".

WHEREAS:

A. Obvio is in the business of providing and implementing automated traffic law enforcement systems and the collection of any citations issued pursuant thereto.

B. The Municipality desires to engage Obvio to provide equipment, cameras hardware, software, and maintenance crew (either itself or through its subcontractors) to identify and enforce violations of the traffic control devices within the Municipality.

C. The Parties desire to enter into this Agreement for the implementation of an automated traffic law enforcement system and collection of citations for violations thereto, for certain locations within the Municipality pursuant to this Agreement.

NOW THEREFORE, in consideration of the mutual covenants contained herein, the above recitals which are by this reference incorporated herein, and for other valuable consideration received, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. Definitions and Interpretation: In the Agreement: (i) capitalized terms defined by inclusion in quotations and/or parenthesis have the meanings so ascribed; and (ii) the following capitalized terms shall have the following meanings elucidated hereunder:

a. **"Active Enforcement Camera"** means an Operational Camera that, at a given point in time, is configured through software or other technical means to capture Potential Violations and generate Violations Data for purposes of Citation issuance at a Designated Location.

b. **"Authorized Agent"** means the designated employee from the Police Department of the Municipality, the Traffic Control Administrator or such other individual(s) as the Municipality shall designate to review Potential Violations and to authorize the Issuance of Citations.

c. **"Authorized Violation"** means each Potential Violation in the Violation Data for which authorization to issue a citation in the form of an Electronic Signature is given by the Authorized Agent through the Automated Traffic Law Enforcement System provided by Obvio.

d. **"Automated Traffic Law Enforcement System"** means, collectively, all of the other equipment, applications, back office processes and traffic enforcement cameras, sensors, components, products, software and other tangible and intangible property relating including but not limited to the process by which the monitoring, identification and enforcement of Violations is facilitated by the use of certain equipment, applications and back office processes of Obvio, including but not limited to cameras, central processing units which, collectively, are capable of measuring Violations and recording such Violation data in the form of photographic images and videos of motor vehicles for automated traffic law enforcement.

e. **"Citation"** means the notice of Violation, which is mailed or otherwise delivered by Obvio (either by itself or its appointed sub-contractors) to the violator on the appropriate Enforcement Documentation in respect of each Authorized Violation.

f. **"Confidential or Private Information"** means, with respect to any Person, any information, matter or thing of a secret, confidential or private nature, whether or not so labeled, which is connected with such Person, such Person's business or methods of operation or concerning any of such Person's suppliers, licensors, licensees, Municipalities or other with whom such Person has a business relationship, and which has current or potential value to such Person or the unauthorized disclosure of which could be detrimental to such Person, including but not limited to: Matters of a business nature, including but not limited to information relating to development plans, costs, finances, marketing plans, data, procedures, business opportunities, marketing methods, plans and strategies, the costs of construction, installation, materials, or components, the prices such Person obtains or has obtained from its clients or Municipalities, or at which such Person sells or has sold its services; and Matters of a technical nature, including but not limited to product information, trade secrets, know-how, formulae, innovations, inventions, equipment, discoveries, techniques, formats, processes, methods, specifications, designs, patterns, schematics, data, access or security codes, compilations of information, test results and research and development projects. For purposes of this Agreement, the term "trade secrets" shall mean the broadest and most inclusive interpretation of trade secrets. Notwithstanding the foregoing, Confidential or Private Information will not include information that: (i) was generally available to the public or otherwise part of the public domain at the time of its disclosure; (ii) became generally available to the public or otherwise part of the public domain after its disclosure and other than through any act or omission by any Party hereto in breach of this Agreement; (iii) was subsequently lawfully disclosed to the disclosing Party by a person other than a Party hereto; (iv) was required by a court of competent jurisdiction to be disclosed; or (v) was required by applicable state law to be disclosed.

g. **"Designated Location"** means the Locations set forth in Exhibit A (Services, Description and Maintenance) attached hereto, and such additional locations as mutually agreed between the Parties from time to time.

h. **"Enforcement Documentation"** means the necessary and appropriate documentation related to the Automated Traffic Law Enforcement System, including but not limited to Citation notices (using the specifications required by the Maryland Vehicle Code, and by any specific ordinance(s), a numbering sequence for use on all Citation notices (in accordance with applicable court rules), instructions to accompany each issued Citation, chain of custody records, criteria regarding operational policies for processing Citations (including with respect to coordinating with the Department of Motor Vehicles), and technical support documentation for applicable court and judicial officers.

i. **"Equipment"** means any and all cameras, sensors, equipment, components, products, software and other tangible and intangible property relating to the Automated Traffic Law Enforcement System(s), including but not limited to all camera systems, and poles.

j. **"Fine"** means monetary sums assessed for Citation.

k. **"Governmental Authority"** means any domestic or foreign government, governmental authority, court, tribunal, agency or other regulatory, administrative or judicial agency, commission or organization, and any subdivision, branch or department of any of the foregoing.

l. **"Intellectual Property"** means, with respect to any Person. any and all now known or hereafter known tangible and intangible: (a) rights associated with works of authorship throughout the world, including but not limited to copyrights, (b) trademark and trade name rights and similar rights, (c) trade secrets rights, (d) patents, designs, algorithms and other property rights. (e) all other intellectual and property rights (of every kind and nature however designated), whether arising by operation of law, contract, license, or otherwise, and (f) all registrations, initial applications, renewals, extensions, continuations, divisions or reissues hereof now or hereafter in force.

m. **"Intersection"** means a conduit of travel (e.g., northbound, southbound, eastbound or westbound) on which at least one (1) system has been installed by Obvio for the purposes of facilitating Automated Traffic Law Enforcement System by the Municipality.

n. **"Operational Camera"** means a camera that has been installed, is functional and capable of performing digital captures of traffic in the Intersection, whether or not such camera is at that time configured as an Active Enforcement Camera.

o. **"Operational Period"** means the period of time during the Term, commencing on the “GO LIVE” Date, during which the Automated Traffic Law Enforcement System is functional in order to permit the identification and prosecution of Violations at the Designated Intersection Approaches and the issuance of Citations for such approved Violations using the Automated Traffic Law Enforcement System, including during any period when only a subset of installed cameras are configured as Active Enforcement Cameras.

p. **"Person"** means a natural individual, company, Governmental Authority, partnership, firm, corporation, legal entity or other business association.

q. **"Potential Violation"** (generally referred to as an event) means, with respect to any motor vehicle passing through a Designated Location, the data collected by the Automated Traffic Law Enforcement System with respect to such motor vehicle, which data shall be processed by the Automated Traffic Law Enforcement System for the purposes of allowing the Authorized Agent to review such data and determine whether a Traffic Violation has occurred.

r. **"Proprietary Property"** means, with respect to any Person. any written or tangible property owned or used by such Person in connection with such Person's business, whether or not such property is copyrightable or also qualifies as Confidential Information, including without limitation products, samples, equipment, files, lists, books, notebooks, records, documents, memoranda, reports, patterns, schematics, compilations, designs, drawings, data, test results, contracts, agreements, literature, correspondence, spreadsheets, computer programs and software, computer printouts, other written and graphic records and the like, whether originals, copies, duplicates or summaries thereof, affecting or relating to the business of such Person, financial statements, budgets, projections and invoices**.**

s. **"Violation"** means a violation of the Maryland Vehicle Code, captured by an Automated Traffic Law Enforcement System, or an automated traffic law violation as defined therein.

t. **"Violation Criteria"** will be as per written in Maryland state law

u. **"Violations Data"** means the images and other Violations data gathered by the Automated Traffic Law Enforcement System at the Designated Location(s).

v. **"Traffic Compliance Administrator"** means the Traffic Compliance Administrator described in the municipal code of the Municipality.

2. **Services.** Obvio will provide Automated Traffic Law Enforcement System and Program by installing Automated Traffic Law Enforcement Systems at Designated Locations in the Municipality, as set forth in Exhibit A attached here, along with the maintenance of such Automated Law Enforcement Systems.

3. **Change Request.** The Municipality may from time-to-time request changes to the services required to be performed or the addition of products or services to those required pursuant to the terms of this Agreement by providing written notice thereof to Obvio. Upon Obvio's receipt of the requested change, Obvio shall deliver a written statement describing the effect, if any; the proposed changes would have on the pricing of this Agreement. Following the Municipality's receipt of the new pricing, the Parties shall negotiate to implement the proposed changes, the time, manner and amount of payment or price increases or decreases, as the case may be, and any other matters relating to the proposed changes. If the Municipality and Obvio fail to reach an agreement with respect to any of the proposed changes it shall not be deemed to be a breach of this Agreement.

4. **Term, Termination.**

a. **Term.** The Term of this Agreement shall commence on the Effective Date and shall continue for a period of twelve (12) months from the date of installation of the Equipment (the "**Initial Term**"). The Agreement can be renewed for successive twelve (12) month periods (each a "**Renewal Term**") by written notice of its intent to renew at least sixty (60) days prior to the expiration of the then-current Term. The Term shall not exceed a total of five (5) years, inclusive of the Initial Term and all Renewal Terms.

b. **Termination.**

i. Either Party shall have the right to terminate this Agreement, without cause or cost, upon sixty (60) days' written notice to the other Party. Provided, however, notwithstanding the foregoing, if the Municipality terminates this Agreement without cause during the Initial Term, except as otherwise provided below, the Municipality shall reimburse Obvio for the pro-rated portion of the direct labor costs and direct material costs (but excluding equipment costs and salvageable material costs) solely associated with the installation of the Designated Locations installed prior to termination (the "**Cost**"). The reimbursable Cost for each Designated Location shall be calculated by dividing the total installation Cost for such Designated Location by twelve (12) and multiplying that amount by the number of whole months remaining from the effective date of termination through the end of Initial Term under this Agreement.

By way of example only, if the total installation Cost for a Designated Location is twelve thousand dollars ($12,000) and the Municipality terminates this Agreement after six (6) months, the reimbursable Cost shall be calculated as follows: $12,000 ÷ 12 = $1,000 × 6 = $6,000.

- Obvio shall provide the Municipality with an itemization of such Costs, together with supporting invoices and reasonable labor expense documentation. The installation Cost is expected to be in the range of ten thousand dollars ($10,000) to twelve thousand dollars ($12,000) per Designated Location, but in no event shall the reimbursable Cost exceed twelve thousand dollars ($12,000) per Designated Location.

- After the Initial Term of the Agreement, the Municipality shall not be liable or responsible to Obvio for any costs in the event it terminates this Agreement without cause, including, without limitation, costs for labor, installation, removal of the Equipment, or restoration of the Designated Locations.

ii. Either Party shall have the right to terminate this Agreement immediately by written notice to the other if (x) the applicable laws are amended to prohibit or substantially change the operation of automated traffic law enforcement systems; or (y) any court having jurisdiction over the Municipality rules, or state or federal statute declares, the results from Obvio's automated traffic law enforcement systems are inadmissible in evidence; or (z) the other Party commits any material breach of any of the provisions of this Agreement which breach is not remedied within fourteen (l4) days after written notice from the Party setting forth in reasonable detail their reasons for the alleged breach. If the Agreement is terminated due to change in applicable law or decisions of the court, the Municipality shall not be liable to Obvio for any reimbursement costs or expenses as provided in this Agreement.

iii. The termination of this Agreement shall not relieve either Party of any liability that accrued prior to such termination. Any terms that by their nature should survive the termination/ expiry of this Agreement shall survive the termination/expiry of the Agreement.

iv. On termination and/or expiry of this Agreement, the Municipality shall immediately cease using the Automated Traffic Law Enforcement system provided pursuant to this Agreement and also immediately stop using any other Intellectual Property of Obvio, deliver to Obvio any and all Proprietary Property of Obvio provided to the Municipality pursuant to this Agreement and promptly approve payment of any and all fees, charges and amounts due to Obvio for services performed prior to the termination.

v. Within one hundred and twenty (120) days of termination, or such other time as the Parties mutually agree, Obvio shall remove any and all Equipment, hardware and software Obvio installed in connection with Obvio's performance of its obligations under this Agreement and shall restore the Designated Locations to substantially the same condition they were in prior to this Agreement.

5. Compensation, Payment Terms. Compensation and Payment terms shall be as per Exhibit B attached here.

6. License to access the Automated Traffic Law Enforcement System.

a. Subject to the terms and conditions of this Agreement, Obvio hereby grants to the Municipality, a non-exclusive, non-transferable license during the Term of this Agreement to: (i) solely within the Municipality, access and use of the Obvio Automated Traffic Law Enforcement System for the sole purpose of reviewing Potential Violations and authorizing the issuance of Citations pursuant to the terms of the Violations Processing Service Agreement that the parties intend to enter into (the "**Service Agreement**"), the terms of which shall be included herein by way of reference upon execution, a sample of which is attached here as Exhibit C and (ii) use the name Obvio, with the approval by Obvio, on or in marketing, public awareness or education, or other publications or materials relating to the Automated Traffic Law Enforcement System.

b. The Municipality hereby acknowledges and agrees that Obvio is the sole and exclusive owner of the Automated Traffic Law Enforcement System provided by Obvio, the name Obvio, the mark and any and all Intellectual Property arising from or relating to the System.

c. The Municipality hereby covenants and agrees that it shall not make any modifications to the Automated Traffic Law Enforcement System provided by Obvio, alter, remove or tamper with any Obvio trademarks, or any other Intellectual Material; use any trademarks or other Intellectual Material in connection without first obtaining the prior written consent of Obvio, or perform any type of reverse engineering to the Obvio Automated Traffic Law Enforcement System.

d. Obvio shall have the right to take whatever action it deems necessary or desirable to remedy or prevent the infringement of any Intellectual Property of Obvio, including without limitation the filing applications to register as trademarks in any jurisdiction any of the Obvio Marks, the filing of patent application for any of the Intellectual Property of Obvio, and making any other applications or filings with appropriate Governmental Authorities. The Municipality shall not take any action to utilize its own name or make any registrations or filings with respect to any of the Obvio Marks or the Intellectual Property of Obvio without the prior written consent of Obvio.

7. Non-Productive Cameras; Rotational Use.

a. A camera will be declared as a "***Non-Productive Camera***" if, based on a feasibility report prepared by Obvio, Obvio determines that such camera (a) is not economical (i.e., does not cover the cost of the Program), and/or (b) has not reached the desired safety goals. In such event, a new location for that camera will be selected through mutual consultation between Obvio and the Municipality, subject to applicable legal requirements for approving such locations. Any costs that may be associated with moving such Non-Productive Camera to a new location shall be mutually discussed and agreed between the Parties. In the event no feasible location is identified and agreed upon between the Parties for a Non-Productive

Camera, such camera will be removed from the Municipality within one hundred and twenty (120) calendar days after Obvio's receipt of the Municipality's written notice requesting removal.

b. Notwithstanding the foregoing, the Parties acknowledge and agree that Obvio may install up to seven (7) cameras within the Municipality, while enabling and operating only up to four (4) cameras as active enforcement cameras at any given time, through software configuration or similar technical means. The Municipality may, in its discretion and in consultation with Obvio, request that active enforcement be rotated or moved from one installed camera location to another installed camera location from time to time. Any such rotation, deactivation or reactivation of cameras among already installed locations, achieved through software or other configuration (and without a physical change in the location of the camera unit), shall (i) not be treated as "Non-Productive Use of the Camera," (ii) not be deemed a "move" or "relocation" of a camera for purposes of any fees, costs, penalties or minimum performance or productivity commitments under this Agreement, and (iii) not, by itself, give rise to any right to declare a camera as a Non-Productive Camera or to remove a camera.

c. For the avoidance of doubt, only a change in the physical location of a camera unit from one approved and installed site to a different site (other than among the originally approved and installed locations) shall be considered a "move" or "relocation" of a camera for purposes of this Agreement, and where such move is due to non-productivity, it shall be subject to the provisions of this Section relating to Non-Productive Cameras.

8. LIMITED WARRANTY (SYSTEM). EXCEPT AS OTHERWISE PROVIDED IN THIS AGREEMENT, OBVIO MAKES NO WARRANTIES OF ANY KIND, EXPRESS OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, WITH RESPECT TO THE OBVIO AUTOMATED TRAFFIC LAW ENFORCEMENT SYSTEM OR ANY RELATED EQUIPMENT OR WITH RESPECT TO THE RESULTS OF THE MUNICIPALITY'S USE OF ANY OF THE FOREGOING. NOTWITHSTANDING ANYTHING TO THE CONTRARY SET FORTH HEREIN, OBVIO DOES NOT WARRANT THAT ANY OF THE DESIGNATED INTERSECTION EQUIPMENT OR THE AUTOMATED TRAFFIC LAW ENFORCEMENT SYSTEM WILL OPERATE IN THE WAY THE MUNICIPALITY SELECTS FOR USE, OR THAT THE OPERATION OR USE THEREOF WILL BE UNINTERRUPTED. THE MUNICIPALITY HEREBY ACKNOWLEDGES THAT THE OBVIO PHOTO AUTOMATED TRAFFIC LAW ENFORCEMENT MAY MALFUNCTION FROM TIME TO TIME, AND SUBJECT TO THE TERMS OF THIS AGREEMENT, OBVIO SHALL DILIGENTLY ATTEMPT TO CORRECT ANY SUCH MALFUNCTION IN A TIMELY MANNER.

9. Representation and Warranties.

a. **Representation and Warranties of Obvio.** Obvio hereby represents and warrants that (i) it has all right, power and authority to execute and deliver this Agreement and perform its obligations hereunder; (ii) any and all services provided by Obvio pursuant to this Agreement shall be performed in a professional and workmanlike manner and with respect to the installation and operation of the Obvio Automated Traffic Law Enforcement System, subject to applicable law, in compliance with all specifications as agreed to between the Parties.

b. **Representation and Warranties of the Municipality.** The Municipality hereby represents and warrants that (a) it has all right, power and authority to execute and deliver this Agreement and perform its obligations hereunder (i.e. the passing of a Resolution or ordinance to enter into this Agreement); and (b) any and all services provided by the Municipality pursuant to this Agreement shall be performed in a professional and workmanlike manner.

10. Sub-Contractors. Municipality understands and agrees that Obvio shall use sub-contractors for execution of the Services as described in this Agreement, upon prior intimation to the Municipality. Obvio fully understands and agrees that it shall not be relieved from any of its obligations or liabilities which have accrued towards the Municipality, hence Obvio covenants to be liable for the acts or omissions of its employees, associates, partners, agents etc. In the event, any specific agreement and/or document that needs to be executed by such sub-contractors, then, the same will be routed through Obvio.

11. Confidentiality. To the extent allowed by law, during the term of this Agreement and for a period of two (2) years thereafter, unless information has already been released in the public domain, neither Party shall disclose to any third person, or use for itself in any way for pecuniary gain, any Confidential Information obtained from the other Party during the course of the negotiations for this Agreement or during the Term of this Agreement. Upon termination of this Agreement, each Party shall return to the other all tangible Confidential Information of such party. Neither Party shall disclose to any third party any Confidential Information without the other Party's express written consent. Exceptions are limited to its employees who are reasonably required to have the Confidential Information, agents, representatives, attorneys and other professional advisors that have a need to know such Confidential Information, and where disclosure is required pursuant to laws relating to disclosure of public records by governmental authorities.

12. Indemnification, Limitation of Liability.

a. Municipality hereby agrees to defend and indemnify and hold harmless Obvio and its affiliates, shareholders or other interest holders, managers, officers, directors, employees, agents, representatives and successors, permitted assignees and all persons acting by, though, under or in concert with them (including but not limited to the supplies of equipment, installers and any other subcontractors) (collectively the "Obvio Parties"), or any of them against, and to protect, save and keep harmless from, and to pay on behalf of or reimburse the as and when incurred for, any and all Losses which may be imposed on or incurred by any Obvio Party or equipment provided and/or installer arising out of or in any way related to: (a) any material representation, inaccuracy or breach of any covenant, warranty or representation of the Municipality contained in this Agreement; (b) the wilful misconduct of the Municipality, its employees', contractors or agents which result in bodily injury to any natural person (including third parties) or any damage to any real or tangible personal property (including the personal property of third parties), except to the extent caused by the wilful misconduct of any Obvio Party.

b. Any claim, action or demand not caused by Obvio's failure to perform its obligations under this Agreement; or any claim, action or demand challenging the Municipality's use of the Automated Traffic Law Enforcement System or any portion thereof, the validity of the results of the Municipality's use of the Automated Traffic Law Enforcement System or any portion thereof; validity of the Citations issued, prosecuted and collected as a result of the Municipality's use of the Automated Traffic Law Enforcement System provided by Obvio.

c. Obvio hereby agrees to defend and indemnify and hold harmless the Municipality, its former and current appointed and elected officials, Mayor, Council Members, employees, engineers, volunteers, managers, officers, directors, representatives and successors, permitted assignees and each of their affiliates, and all persons acting by, through, under or in concert with them or any of them (the "Municipality Parties"), against, and to protect, save and keep harmless the Municipality Parties from, and to pay on behalf of or reimburse the Municipality Parties as and when incurred for, any and all liabilities, obligations, losses, damages, penalties, demands, claims, actions, suits, judgments, settlements, costs, expenses and disbursements (including reasonable attorneys' fees and court costs) of whatever kind and nature, which may be imposed on or incurred by any Municipality Party arising out of or related to: (a) any material misrepresentation, inaccuracy or breach of any covenant, warranty or representation of Obvio contained in this Agreement; (b) the wilful misconduct of Obvio, its employees or agents which result in death or bodily injury to any natural person (including third parties) or any damage to any real or tangible personal property (including the personal property of third parties), except to the extent caused by the willful misconduct of any Municipality or any of its agents; or (c) any claim, action or demand not caused by the Municipality's failure to perform its obligations under this Agreement.

d. Notwithstanding anything to the contrary in this Agreement, neither Party shall be liable to the other, by reason of any representation or express or implied warranty, condition or other term or any duty at common or civil law, for any lost profits; indirect, incidental, or consequential damages, however caused.

e. In the event of any claim, action or demand in respect of which any Party hereto seeks indemnification from the other, the Party seeking indemnification shall give the Party from whom indemnification is being sought written notice of such Claim promptly after the Indemnified Party first becomes aware. The Party from whom indemnification is being sought shall have the right to choose counsel to defend such Claim (subject to approval of such counsel by the other Party, whose approval shall not be unreasonably withheld, conditioned or delayed), and to control, and settle such Claim. The Party from whom indemnification is being sought shall have the right to participate in the defense at its sole expense.

f. During the term of this Agreement, Obvio shall procure and maintain, at Obvio's sole cost and expense, the insurance coverages set forth in Exhibit D attached hereto and made a part hereof.

13. <u>Violation Processing</u>. Under this Agreement, Violation shall be processed as follows:

a. All Violations Data shall be stored on the Obvio Automated Traffic Law Enforcement System.

b. Obvio shall process the Violation Data gathered from the Designated Intersection(s) into a format capable of review by the Authorized Agent.

c. Obvio shall provide the Authorized Agent with access to the Obvio System for the purposes of reviewing the pre-processed Violations Data within fourteen (14) days of the gathering of the Violations Data from the applicable Designated Intersection(s).

d. Thereafter, the Municipality shall cause the Authorized Agent to review the Violations Data and to determine whether a citation shall be issued with respect to each Potential Violation captured within such Violation Data and transmit each such determination using the software or other applications or procedures provided by Obvio on the Automated Traffic Law Enforcement System.

e. Obvio hereby acknowledges and agrees that the decision to issue a citation shall be the sole, unilateral and exclusive decision of the Authorized Agent and shall be made in such Authorized Agent's sole discretion (a "Citation Decision"), and in no event shall Obvio have the ability or authorization to make a citation decision, and the Municipality shall indemnify Obvio for any Citation Decision taken by the Authorized Agent. Further, the Municipality shall be obligated to execute all violations (citations) sent out on the Municipalities behalf.

14. Dispute Resolution. Upon the occurrence of any dispute or disagreement between the Parties hereto arising out of or in connection with any terms or provision of this Agreement, the subject matter hereof, or the interpretation or enforcement hereof (the "**Dispute**"), the Parties shall engage in informal, good faith discussions and attempt to resolve the Dispute. In connection therewith, upon written notice of either Party, each of the Parties will appoint a designated officer whose task it shall be to meet for the purpose of attempting to resolve such Dispute. The designated officers shall meet as often as the Parties shall deem to be reasonably necessary. Such officers will discuss the Dispute. If the Parties are unable to resolve the Dispute within ninety (90) calendar days, and in the event that either of the Parties concludes in good faith that amicable resolution through continued negotiation with respect to the Dispute is not reasonably likely, then the Parties may submit to the dispute resolution through the courts of competed jurisdiction located at [________]. The Parties hereto waive their right to a jury-based trial.

15. Relationship between the Parties. Nothing in this Agreement shall create, or be deemed to create a partnership, joint venture or the relationship of principal and agent or employer and employee between the Parties. The relationship between the Parties shall be that of independent contractors, and nothing contained in this Agreement shall create the relationship of principal and agent or otherwise permit either Party to incur any debts or liabilities or obligations on behalf of the other Party (except as specifically provided herein). The payment obligations as set forth in this Agreement shall not create any "revenue sharing" arrangements between the Parties.

16. Force Majeure. Neither Party will be liable to the other or be deemed to be in breach of this Agreement for any failure or delay in rendering performance arising out of causes beyond its reasonable control and without its fault or negligence. Said causes may include but are not limited to, acts of God, or the public enemy, terrorism, significant fires, floods, earthquakes, epidemics, quarantine restrictions, strikes, freight embargoes, or Governmental Authorities approval delays which are not caused by any act or omission by Obvio, and unusually severe weather. The Party whose performance is affected agrees to notify the other promptly of the existence and nature of any delay.

17. Miscellaneous.

a. **Notices.** All notices under this Agreement will be in writing and will be deemed to have been duly given when received, if personally delivered; when receipt is electronically confirmed, if transmitted by email; the day after it is sent, if sent for next day delivery by recognized overnight delivery service; and upon receipt, if sent by certified or registered mail, return receipt requested. All notices will be provided to the email or mailing address listed in this Agreement.

b. **Assignment.** Neither Party may assign all or any portion of this Agreement without the prior written consent of the other, which consent shall not be unreasonably withheld or delayed. Provided, however, the Municipality hereby acknowledges and agrees that delivery and performance of Obvio's rights pursuant to this Agreement may require Obvio to engage certain sub-contractors, and further, may require a significant investment by Obvio, and that in order to finance such investment, Obvio may be required to enter into certain agreements or arrangements including, but not limited to, acknowledgments and/or consents with equipment lessors, banks, financial institutions or other similar persons or entities. Municipality hereby agrees that Obvio shall have the right to assign, pledge, hypothecate or otherwise transfer its rights to the equipment. Municipality further acknowledges and agrees that in the event that Obvio provides written notice to the Municipality that it intends to Transfer all or any of Obvio's rights pursuant to this Agreement, and in the event Municipality fails to provide such approval or fails to object to such Transfer within thirty (30) calendar days after its receipt of such notice from Obvio, then for the purposes of this Agreement, the Municipality shall be deemed to have consented to and approved such Transfer.

c. **Audit.** Each of the Parties hereto shall have the right to audit the books and records of the other Party hereto (the “Audited Party") solely for the purpose of verifying the collection of Citation payments, the payment of compensation to Obvio and the payment of fines to the Municipality. Any such audit shall be conducted upon not less than three (3) business days prior notice, at mutually convenient times and during the normal business hours. In the event any such audit establishes any underpayment of any payment by the Audited Party, payable pursuant to this Agreement, the Audited Party shall promptly pay the amount of the shortfall. In the event any such audit establishes any overpayment by the Audited Party, the non-Audited Party shall promptly pay the amount of the excess to the Audited Party. The Party requesting the audit shall be solely responsible for the expenses of any audit it requests, except that, in the event that such an audit establishes that the Audited Party has underpaid any amount owed for a particular month by more than five percent (5%), the cost of such audit shall be borne by the Audited Party.

d. **Injunctive Relief; Specific Performance.** The Parties hereby agree and acknowledge that a breach of License, Restricted Use or Confidentiality of this Agreement would result in severe and irreparable injury to the other Party, which injury could not be adequately compensated by an award of money damages, and the Parties therefore agree and acknowledge that they shall be entitled to injunctive relief in the event of any breach of any License, Restricted Use or Confidentiality provisions of this Agreement

e. **Remedies Cumulative.** Each and all of the several rights and remedies provided for in this Agreement shall be construed as being cumulative and no one of them shall be deemed to be exclusive of the others or of any right or remedy allowed by law or equity, and pursuit of any one remedy shall not be deemed to be an election of such remedy, or a waiver of any other remedy.

f. **Jurisdiction.** Subject to the Dispute Resolution, any Dispute arising out of or in connection with this Agreement shall be submitted to the exclusive jurisdiction and venue of the State Courts of the State of Maryland located in Prince George's County, and both Parties specifically agree to be bound by the jurisdiction and venue thereof.

g. **Entire Agreement**. This Agreement along with violation processing agreement, Exhibits, schedules, represents the entire Agreement between the Parties, and there are no other agreements whether written or oral, which affect its terms. This Agreement may be amended only by a subsequent written agreement signed by both Parties.

h. **Severability.** If any provision of this Agreement is held by any court or other competent authority to be void or unenforceable in whole or party, this Agreement shall continue to be valid as to the other provisions thereof and the remainder of the affected provision.

i. **Waiver.** Any waiver by either Party of a breach of any provision of this Agreement shall not be considered as a waiver of any subsequent breach of the same or any other provision thereof.

j. **Headings.** The headings of the sections contained in this Agreement are included herein for reference purposes only, solely for the convenience of the parties hereto, and shall not in any way be deemed to affect the meaning, interpretation or applicability of this Agreement or any term, condition or provision hereof.

k. **Binding Effect.** This Agreement shall incur to the benefit of and be binding upon all of the Parties hereto and their respective executors, administrators, successors and permitted assigns.

l. **Compliance with Laws.** Nothing contained in this Agreement shall be construed to require the commission of any act contrary to law, and whenever there is a conflict between any term, condition or provision of this Agreement and any present or future statute, law, ordinance or regulation contrary to which the Parties have no legal right to contract, the latter shall prevail, but in such event the tenet, condition or provision of this Agreement affected shall be curtailed and limited only to the extent necessary to bring it within the requirement of the law, provided that such construction is consistent with the intent of the Parties as expressed in this Agreement.

m. Execution and Counterparts. This Agreement may be executed in any number of counterparts, each of which when so executed and delivered shall be deemed an original, and all of which together shall constitute one and the same agreement. Execution of a facsimile or scanned copy or via an e-signing platform will have the same force and effect as execution of an original, and a facsimile or scanned signature will be deemed an original and valid signature.

Execution page follows

IN WITNESS WHEREOF the parties hereto have caused this Agreement to be duly executed on the day, and year first above written

FOR OBVIO INC.	**FOR [MUNCIPALITY]**
By:	By:
Name: Dhruv Maheshwari	Name:
Title: President	Title:

***

EXHIBIT A
Services, Description, Maintenance

1. Feasibility Studies. Obvio will perform certain feasibility studies (at no cost to the Municipality) to study specific intersection(s). This study is a tool to localize the data for a particular municipality in order to optimize the designated locations and start the Automatic Traffic Violation Program in the said Municipality.

2. Designated Locations. Obvio and the Municipality, through its Police Chief or his/her designee, will mutually agree upon the Identification Locations to be enforced pursuant to this Agreement, which Locations will be based on community safety and traffic needs as determined by the Municipality. The Designated Locations shall be set forth on a supplement to this Exhibit A, which shall be read by way of reference in this Agreement.

3. Construction and Installation.

a. Obvio will install and activate the Automated Traffic Law Enforcement System at Designated Locations in accordance with an implementation plan to be mutually agreed to by Obvio and the Municipality.

b. Obvio will use reasonable commercial efforts to install the system in accordance with the schedule set forth in the implementation plan that will be formalized at the time of project commencement.

c. Obvio will use reasonable commercial efforts to install and activate the first specified intersection within the first ninety (90) days. The Municipality agrees that the estimated timeframe for installation and activation is not guaranteed.

d. The Municipality will use good faith efforts to assist in the timely approval of permit requests made by Obvio. The Municipality will provide municipality engineers to review Obvio permit requests and all documentation within ten (10) business days after receipt. Obvio will make any necessary revisions to such permit applications and resubmit to the Municipality or other issuing agencies within five (5) business days after receipt of comments by the Municipality.

4. Training. Obvio shall provide training for personnel of the Municipality, including but not limited to the persons who Municipality shall appoint as Authorized Agents and other persons involved in the administration of the Automated Traffic Law Enforcement System. Training shall include training with respect to the Obvio Automated Traffic Law Enforcement System and its operations, presenting Violations Data in court and judicial proceedings and a review of the Enforcement Documentation. Training for individuals other than the Originally Trained Officers or their replacements may be an extra cost to be agreed to by the Parties before training shall be provided.

5. Repair and Maintenance.

a. All repair and maintenance and related costs of the Automated Traffic Law Enforcement System shall be the sole responsibility of Obvio as they are the sole owner of all of the related equipment utilized in the Automated Traffic Law Enforcement System. Such maintenance shall include but not be limited to maintaining the casings of the cameras included in the Obvio System and all other equipment in functional condition. Any damage to the Automated Traffic Law Enforcement System due to vandalism, traffic accidents etc shall not be the liability of Obvio, and all repair and maintenance cost for the same shall be paid from the Program.

b. The provision of, and all costs associated with, all necessary communication, broadband and telephone services and equipment to the Designated Intersection shall be the sole responsibility of Obvio.

c. Obvio aims to respond to any notice of a non-functioning system within 48 hours. Obvio will assess and provide maintenance services in a commercially reasonable timeframe.

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EXHIBIT B
Payment Terms & Compensation

1. Automated Traffic Violation Program. Subject to the installation and maintenance costs, the Automatic Traffic Violation Program ("Program") is a cost neutral program that is set up for the Municipality. The costs for the Program shall be recovered from the tickets that are issued pursuant to the Violation Processing Agreement. In the event, the fee for the Program exceeds the collections from the tickets, then, only the revenue so generated and recovered shall be charged to the Municipality, and the remaining fee shall be rolled over to the following month. If it is the last month of the contract, the fee will be waived. The Fee shall be exclusive of any taxes. Each Party shall bear their own taxes.

2. Calculation for Automated Traffic Violation Fee

a. Within the cost neutral program, payment is to be made as per the payment terms stated below:

i. **Hardware Leasing Fee: $1,000 monthly,** per Active Enforcement Camera (i.e., per camera that is configured as an Active Enforcement Camera at any time during the applicable monthly billing period), up to a maximum of four (4) Active Enforcement Cameras operating at any given time. No Hardware Leasing Fee shall be charged for installed cameras that are not configured as Active Enforcement Cameras at any time during the applicable monthly billing period. **This cost includes the maintenance of the camera system**; and

ii. **Violation Processing Charge:** $8.50 per Processed Violation shall be charged to the Municipality, where:

- A processed violation is a violation that is prepared and ready for Law Enforcement Approval

- This charge covers all costs associated with:

  - ■ Pre-citation Tasks/Services:
    - Capture and Review of Evidence
    - Registered Owner Name/Address Retrieval
    - Submittal of Violation Evidence Package for Police Approval
- Post-citation Tasks and Services:

    - ■ Printing & mailing of citations.
    - ■ Payment processing, including check/credit card processing
    - ■ Digital Evidence Retention of all notices, recipient correspondence and court proceedings.
    - ■ Support of adjudication in all court proceedings

- Customer Services:

  - Client services offered by Obvio including a toll-free number, call center hearing scheduling, live operator violation status, and payment support services.
  - This fee only applies if a violator calls for assistance - one-time fee, assessed only at the time of first call registered for each citation
  - Flagging Services: Flagging of unpaid Citations with MVA and removal of flags upon receipt of payment

- Delinquency Collection Fee: Collections agency will take 25% for each citation it is able to collect on.

b. In the event of a non-functioning system, where the system is not appropriately performing the services as described above:

i. If an Active Enforcement Camera is non-functioning, due to equipment or software malfunctions, Obvio will provide a credit in the amount of $50 per day, per non-functioning Active Enforcement Camera (up to fourteen (14) calendar days per non-functioning incident for such camera). If the non-functioning period for a particular Active Enforcement Camera extends beyond fourteen (14) days in a monthly billing period, the entire monthly maintenance and hardware fee for that Active Enforcement Camera will be waived for that billing period.

ii. To the extent no tickets are processed and issued from a non-functioning Active Enforcement Camera during such period, there will be no Violation Processing Charges in respect of that camera during such period. Any balance due from previous months will roll over until that Active Enforcement Camera is functioning again.

3. Payment Terms: Program fees will be calculated on a monthly basis pursuant to the above and shared with the municipality before the 15th calendar day of the following month. Monthly Fees will be charged to the municipality and applied prior to fund disbursement on the 15th of the following month.

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EXHIBIT C

VIOLATION PROCESSING SERVICE AGREEMENT

This Violation Processing Service Agreement (the “Service Agreement”) is made as of this ________, _______, 2024 by and between [Obvio] a company licensed to do business in the State of [______], located at [_____________] (“Obvio”), and the [__________], an _______ municipal corporation, with offices at ___________________ (the “Municipality”).
This Service Agreement is being entered into between the Parties as a part of the Automated Traffic Law Enforcement Agreement of the even date (“Principal Agreement”) and the terms of this Service Agreement shall be read in conjunction with the terms of the Principal Agreement.

RECITALS

WHEREAS, the Municipality has requested this Service Agreement to ensure that Violations, as defined herein, are processed efficiently and with minimal administrative burden on the Municipality’s resources and personnel; and

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and for other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

AGREEMENT

1. **Capitalized Terms**. All capitalized terms used here shall have the meaning ascribed to it in the Principal Agreement. The definitions from the Principal Agreement are incorporated herein by reference as if set forth in full. As used in this Service Agreement, “Transaction” means, cumulatively, all correspondence sent by Obvio to the registered owner (or lessee, where applicable) of a vehicle resulting from a single Violation.

2. Violation Processing. During the Operational Period, Violations shall be processed as follows:
   a. All Violations Data shall be stored on the Obvio’s Automated Traffic Law Enforcement System.
   b. The Obvio’s Automated Traffic Law Enforcement System shall process Violation Data gathered from the Designated Intersections into a format capable of review by the Authorized Officer within three (3) days of the gathering of the Violation Data in one of the following ways. The method of review shall be in the discretion of the Municipality:
      i. The Obvio Automated Traffic Law Enforcement System shall be accessible by the Authorized Agent through a virtual private network in encrypted format by use of a confidential password on any computer equipped with a high-speed internet connection and a web browser; or Obvio shall provide the Authorized Agent with access to the Obvio Automated Traffic Law Enforcement System for the purposes of reviewing the pre-processed Violations Data.
      ii. Obvio will apply violator name and address details to Citations according to the information supplied by the Secretary of State.

iii. The Municipality shall cause the Authorized Agent to review the Violation Data and to determine whether a Citation shall be issued with respect to each Potential Violation captured within such Violation Data, and transmit each such determination in the form of an Electronic Signature to Obvio using the software or other applications or procedures provided by Obvio on the Obvio Automated Traffic Law Enforcement System for such purpose, and

iv. OBVIO HEREBY ACKNOWLEDGES AND AGREES THAT THE DECISION TO ISSUE A CITATION SHALL BE THE SOLE, UNILATERAL AND EXCLUSIVE DECISION OF THE AUTHORIZED AGENT AND SHALL BE MADE IN SUCH AUTHORIZED AGENTS SOLE DISCRETION (A "CITATION DECISION"), AND IN NO EVENT SHALL OBVIO HAVE THE ABILITY OR AUTHORIZATION TO MAKE A CITATION DECISION AND MUNICIPALITY SHALL INDEMNIFY OBVIO AGAINST ALL SUCH CITATION DECISIONS.

c. With respect to each Authorized Violation, Obvio shall print and mail a Citation within four (4) days after Obvio's receipt of the Citation Decision. The following information will be included on all Citations:

i. Registered owner's name and address
ii. Copies of the recorded images depicting the Violation.
iii. A statement that the recorded images are evidence of a traffic violation.
iv. License plate of vehicle.
v. Violation description; Date, time and location of Violation.
vi. Vehicle make (if readily discernible).
vii. Information regarding the availability of a hearing to contest the Violation on its merits.
viii. The fine imposed, the date of required payment and penalty assessed for late payment.
ix. A warning that a failure to pay the penalty imposed, or to timely contest it, is an admission of liability and may result in registration being flagged.
x. A statement that the owner may proceed by paying the fine or challenging the fine, and
xi. A statement that payment of the fine and any applicable late payment penalty shall dispose of the Violation with finality

d. Obvio will obtain approval from the Municipality on the form of Citation to be used.

e. Obvio shall provide a toll-free telephone number for the purposes of answering citizen inquiries for at least [________] business hours per week.

f. Obvio will provide a full turnkey lock box banking service. Obvio will contract with a bank for the provision of lockbox services incorporating the collection and banking of fine payments by means of check. money order or credit card transaction. Obvio will provide a full monthly accounting of fine receipts and associated transactions to the Municipality and remit fine proceeds, as determined in Exhibit B of the Principal Agreement, to the Municipality by check or Automated Clearing House transaction no later than the 15th day following each month end.

g. Obvio will provide a secure website Letsdrivesafer.com offering violators the ability to view still and video images of their violation and an online credit card payment facility.

h. Obvio will mail such Transaction notices as may be required by applicable law.

i. Obvio will provide the Municipality with hearing evidence packages in line with requirements of the Law.

j. Obvio will, at the request of the Municipality and at Obvio's sole expense, establish a file transfer process with the appropriate hearing facility or other Municipality departments as the Municipality requires.

k. Upon Obvio's receipt of a written request from the Municipality and in addition to the reports, Obvio shall provide, without cost to the Municipality, reports regarding the processing and issuance of Citations in such format and for such periods as the Municipality may reasonably request; provided. however. that Obvio shall not be obligated to provide in excess of twelve (12) such reports in any given twelve (12) month period without cost to the Municipality.

l. During the six (6) month period following the Installation Date and/or upon Obvio's receipt of a written request from the Municipality at least fourteen (14) calendar days in advance of an administrative hearing (or court proceeding, if applicable), Obvio shall provide expert witnesses for use by the Municipality in prosecuting Violations; provided, however, that the Municipality shall either: (i) use reasonable best efforts (using pleadings provided by Obvio), to seek judicial notice, or in lieu of requiring Obvio to provide such expert witnesses; or (ii) provide evidence to Obvio that a trial court in Prince George's County has already ruled in favor of a Defendant on the issue of judicial notice.

3. Obvio shall provide training, as per the terms of the Principal Agreement.

4. **Prosecution and Collection Compensation**. The Municipality shall reasonably prosecute Citations and the collection of all fines and penalties in respect thereof, and Obvio shall have the right to receive, and the Municipality shall be obligated to pay, the compensation set forth in Exhibit B of the Principal Agreement.

5. **Procedure upon Termination**. Upon termination of this Service Agreement, Obvio shall, in addition to complying with its duties and obligations in Section 5 of the Principal Agreement, (i) deliver to the Municipality within fourteen (14) days of such termination a final report regarding the issuance of Citations, (ii) promptly deliver to the Municipality a final statement reporting all fees and charges properly owed by the Municipality to Obvio under this Agreement, including Citations issued prior to the termination, and (iii) provide such assistance as the Municipality may reasonably request from time to time in connection with prosecuting and enforcing Citations issued prior to the termination of the Service Agreement Obvio shall retain its compensation, as provided in Exhibit B of the Principal Agreement, from the fines it collects and the balance shall be promptly paid to the Municipality. Upon the Municipality's collection of unpaid Citations issued by Obvio prior to the termination, the Municipality shall promptly pay Obvio any compensation owed under the Principal Agreement, if any; provided, however, that, effective twelve (12) months after the termination of this Agreement, Obvio shall no longer be entitled to any compensation under this Agreement and all fines collected thereafter shall be retained by the Municipality.

****Execution Page Follows****

IN WITNESS WHEREOF the parties hereto have caused this Agreement to be duly executed on the day, and year first above written

FOR OBVIO INC.

By:
Name: Dhruv Maheshwari
Title: President

FOR [MUNCIPALITY]

By:
Name:
Title:

EXHIBIT D
Insurances

During the Term, and any extension thereof, Obvio shall procure and maintain, at Obvio's sole cost and expense, the following insurance coverage with respect to claims for injuries to persons or damages to property which may arise from or in connection with the performance of work or services pursuant to this Agreement by Obvio, and each of Obvio' s subcontractors, agents, representatives and employees:

1. **Commercial General Liability Insurance.** Commercial General Liability Insurance with coverage of not less than one million dollars ($1,000,000) per occurrence and two million dollars ($2,000,000) in aggregate for bodily injury and property damage.

2. **Workers' Compensation and Employer's Liability Insurance.** Workers' Compensation Insurance with coverage of not less than the limits required by applicable Law, Employer's Liability Insurance with coverage of not less than One Million Dollars ($1,000,000); and

3. **Umbrella General Liability Coverage of not less than Two Million Dollars ($2,000,000).**

a. With respect to the insurance described in this Exhibit D, any deductibles or self-insured retentions must be declared to the Municipality, and any changes to such deductibles or self-insured retentions during the Term will be sent to the Municipality in writing within thirty days of such change(s).

b with respect to the Commercial General Liability Insurance described above, the following additional provisions shall apply:

i. The Municipality Parties shall be covered as named additional insureds and loss payees with respect to any liability arising from any act or omission by Obvio.

ii. The insurance coverage procured by Obvio and described above shall be the primary insurance with respect to the Obvio Parties in connection with this Agreement, and any insurance or self-insurance maintained by any of the Municipality Parties shall be in excess, and not in contribution to, such insurance. Any failure to comply with the reporting provisions of the various insurance policies described above shall not affect the coverage provided to the Municipality Parties, and such insurance policies shall state that such insurance coverage shall apply separately with respect to each additional insured against whom any claim is made or suit is brought, except with respect to the limits set forth in such insurance policies.

iii. With respect to the insurance described in this Exhibit D, each such insurance policy

shall be endorsed to state that the coverage provided thereby shall not be canceled except after thirty (30) calendar days' prior written notice to the Municipality. If any of the Obvio Parties are notified by any insurer that any insurance coverage will be canceled, Obvio shall immediately provide written notice thereof to the Municipality and shall take all necessary actions to correct such cancellation in coverage limits and shall provide written notice to the Municipality of the date and nature of such correction.

iv. Obvio shall provide certificates of insurance and copies of each insurance policy evidencing the insurance required pursuant to the terms of this Agreement, which certificates shall be executed by an authorized representative of the applicable insurer, and which certificates shall be delivered to the Municipality prior to Obvio commencing any work pursuant to the terms of this Agreement.

***

CITY OF GREENBELT, MARYLAND

OFFICE OF THE CITY MANAGER

25 CRESCENT ROAD, GREENBELT, MD. 20770

TO: City Council

From: Josue Salmeron, City Manager
Tim George, Assistant City Manager

Date: January 26, 2026

RE: Legislative Update

Attached to this memo is the Week 1 legislative summary from Carrington and Associates. The Week 2 report, ending January 23, will be submitted to Council as soon as it is received, and added to the online Council packet. Staff has set a standing weekly meeting with our legislative consultants and the results of those meetings will be presented in this regular Council update memo going forward.

Given that the County Council session has yet to get underway, at this time there is no County legislation to report on. The MD General Assembly is off to a quick start, as shown in the Week 1 report, and there is one bill of note from the week:

Key General Assembly Bills

SB245: Immigration Enforcement Agreements. Senate Bill 245 appropriately clarifies the role of state and local governments with respect to immigration enforcement by prohibiting state agencies, local governments, county sheriffs, and their officers or employees from entering into agreements that authorize participation in federal civil immigration enforcement. The bill also establishes a clear and reasonable timeline for the termination of any existing agreements.

Bill #	Title	Sponsor(s)	Summary	Greenbelt Impact	Key Provisions	Status	Recommendation
HB0010 / SB0064	Legal Advertisement or Legal Notice - Digital Newspapers	Del. Foley / Sen. West	Authorizes legal advertisements and legal notices to be published in qualifying digital newspapers or newspapers of general circulation with digital editions, modernizing notice requirements.	Could reduce costs and expand reach for City public notices if digital publication qualifies; may raise concerns about accessibility for residents without reliable internet.	Defines eligible digital newspapers; updates publication standards for legal notices; preserves requirements for public availability and recordkeeping.	First Reading – Judiciary	Support with amendment: ensure clear accessibility standards, archival permanence, and an option for print in limited-internet communities.
HB0031	Police Discipline - Order to Show Cause	Del. Cardin	Revises police discipline procedures by establishing or modifying an order to show cause process for certain disciplinary actions.	Could change internal discipline timelines and documentation for Greenbelt Police; may affect labor relations, training, and administrative workload.	Creates a formal show cause step before specified actions; sets notice, response, and decision requirements; may align with LEOBR replacement framework.	First Reading – Judiciary	Monitor: confirm impacts on municipal police operations, costs, and consistency with existing disciplinary systems.
HB0032	Local Law Enforcement Vehicles - AED Requirements	Del. Simmons	Requires local law enforcement vehicles to carry automated external defibrillators and establishes related compliance standards.	Potential new equipment and maintenance cost for Greenbelt Police; improved public safety response for cardiac events at incidents and public gatherings.	Mandates AED placement in vehicles; sets training and maintenance expectations; may include phased compliance dates.	First Reading – Judiciary	Support: modest cost, strong life safety benefit; seek state aid or bulk purchasing if available.

HB0034 / SB0189	Municipalities - Open Drainage Inlets (Mason's Law)	Del. Bouchat / Sen. Lewis Young	Requires grating systems on open drainage inlets in municipalities to reduce pedestrian and cyclist hazards and prevent entrapment.	Direct municipal infrastructure obligation for stormwater assets; could reduce liability exposure and improve safety near sidewalks and trails.	Defines covered open inlets; requires compliant grates for new installs and specified retrofits; may set timelines and exemptions based on feasibility.	First Reading – E&T	Support with amendment: secure state cost-sharing, realistic retrofit schedule, and alignment with MS4 and roadway standards.
HB0035	Local Government - Regulation of Tree of Heaven	Del. Foley	Authorizes or clarifies local government power to regulate the invasive Tree of Heaven to support eradication and land management.	Helps Greenbelt manage invasive species in parks, streetscapes, and private property contexts; could support forest health and reduce pest spread.	Expands local regulatory authority; may allow enforcement or nuisance designation; encourages best practices for removal and disposal.	First Reading – E&T	Support: aligns with environmental management and tree canopy goals; ensure enforcement tools are practical.
HB0071	Youth Psychiatric Rehabilitation Parity Act of 2026	Del. Sample-Hughes	Adjusts Medicaid reimbursement for youth psychiatric rehabilitation program services to establish parity and improve provider sustainability.	Indirect but meaningful: improves local access to youth behavioral health services for Greenbelt families; potential downstream reductions in crisis calls and school disruptions.	Requires updated reimbursement methodology; may direct DHMH to adjust rates and report on implementation; targets PRP youth services.	First Reading – Health	Support: expands behavioral health capacity; monitor fiscal note for budget impacts.

HB0079	Climate Solutions Affordability Act of 2026	Del. Chisholm	Comprehensive climate and affordability package intended to reduce emissions while addressing household cost impacts through programs and incentives.	Could expand grants or programs supporting municipal energy upgrades, building efficiency, and resident affordability; potential compliance or reporting impacts.	Sets climate policy targets or program expansions; may create incentives, fees, or funding streams; may include consumer protections for affordability.	First Reading – E&T	Support with amendment: prioritize municipal grant access, equity, and predictable funding; watch for mandates without funding.
HB0088	Bulk Purchasing Pools for Prescription Drugs	Del. Taveras	Authorizes or expands bulk purchasing pools for prescription drugs to reduce costs through aggregation and negotiated pricing.	Indirect: could lower costs for City employees and residents using public plans; may support broader state cost containment affecting local budgets.	Creates or expands purchasing authority; sets governance, participation rules, and contracting standards; may allow multi-state pooling.	First Reading – Health	Support: aligns with cost containment; ensure transparency and safeguards for supply continuity.
HB0091	Neonicotinoid Pesticides - Prohibitions	Del. Healey	Prohibits or restricts use and sale of specified neonicotinoid pesticides to protect pollinators and ecosystems.	May affect City landscaping and contracted grounds maintenance practices; supports sustainability and biodiversity goals.	Defines covered neonicotinoids; restricts retail and application uses; may include exemptions for agriculture or emergencies.	First Reading – E&T	Support with amendment: ensure practical exemptions for public health emergencies and clear guidance for municipal operations.

HB0092	Plastic Beverage Ring Restrictions	Del. Schindler	Restricts sale of beverage containers connected by plastic rings to reduce plastic pollution and wildlife harm.	Supports environmental goals; limited direct municipal impact beyond outreach and procurement standards at City events.	Prohibits specified plastic ring packaging; may require alternative connectors; sets enforcement and effective date.	First Reading – E&T	Support: low municipal burden, clear waste reduction benefit.
HB0099	Municipalities - Annexed Land - Land Use and Density	Del. Schindler	Addresses land use and density rules applicable to land annexed by municipalities, potentially limiting or clarifying zoning authority after annexation.	High relevance: could constrain Greenbelt's ability to manage density, zoning transitions, and service planning for annexed parcels.	Sets state standards for density or land use on annexed land; may restrict downzoning or require consistency with prior county approvals.	First Reading – GLE	Monitor closely: protect municipal home rule and comprehensive planning authority; consider amendments safeguarding municipal zoning discretion.
HB0104 / SB0049	Unhoused Individuals - Rights and Affirmative Defense	Del. Mireku-North / Sen. Muse	Establishes rights and an affirmative defense for unhoused individuals, likely relating to enforcement of certain public space offenses.	Could affect municipal enforcement tools, policing practices, and public space management; may shift service-first approaches and require training.	Creates specified rights; provides affirmative defense in prosecutions; may encourage referral to services and limits on enforcement under certain conditions.	First Reading – Judiciary	Monitor: evaluate operational impacts and balance with public safety and parks use; support service expansion if included.

HB0119	Energy Performance Contracts - Navigators & Funding	Del. Vogel	Creates or strengthens energy performance contract navigator support, funding mechanisms, and requirements to help public entities deliver efficiency projects.	Direct opportunity: could help Greenbelt finance and implement building upgrades, streetlighting, and HVAC efficiency with technical assistance.	Establishes navigator role; expands funding or revolving support; standardizes contracting requirements and reporting.	First Reading – E&T	Support: strong fit for municipal energy modernization; pursue amendments ensuring municipal eligibility and streamlined procurement.
HB0155 / SB0001	Law Enforcement Officers - Face Coverings Prohibition	Del. Williams / Sen. Augustine	Prohibits law enforcement officers from wearing face coverings while performing official duties, with defined exceptions.	Direct impact on Greenbelt Police policies, officer safety protocols, and public trust; potential labor and operational considerations.	Prohibition with exceptions for safety, medical, undercover, or tactical needs; sets enforcement and disciplinary consequences.	First Reading – Judiciary	Monitor: ensure exceptions adequately protect officer safety and legitimate operations; avoid unintended limits during hazardous conditions.

HB0167	Gasoline-Powered Leaf Blowers - Prohibitions	Del. Foley	Prohibits purchase and use of gasoline-powered leaf blowers, likely with phased dates and possible exemptions.	Direct operational impact on Public Works and contractors; potential cost for equipment transition; aligns with noise and air quality goals.	Purchase and use bans by date; may include exemptions for emergency cleanup or certain equipment classes; enforcement provisions.	First Reading – GLE	Support with amendment: phased implementation, state funding assistance, and clear contractor compliance rules.
HB0172	Municipal Enforcement Officers - Body-Worn Cameras	Del. Schindler	Requires body-worn cameras for municipal enforcement officers and sets related policies and retention requirements.	Potential cost and administrative burden for code enforcement or other municipal enforcement staff; may improve transparency and reduce disputes.	Defines covered officers; sets activation, retention, training, and privacy rules; may include grant funding eligibility.	First Reading – Judiciary	Support with amendment: state grants for municipalities, flexible retention rules, and privacy protections for sensitive encounters.
HB0197 / SB0118	Comprehensive Community Safety Funding Act	Del. Mireku-North / Sen. Benson	Creates a comprehensive community safety funding framework to support local violence prevention and safety initiatives through dedicated funds or grants.	Potential new funding source for Greenbelt community safety programs, youth engagement, and prevention partnerships; may require local match or reporting.	Establishes funding program; defines eligible uses; sets allocation criteria, reporting, and oversight.	First Reading – W&M / B&T	Support: pursue Greenbelt eligibility and ensure funding is accessible to municipalities and local partners.

HB0220 / SB0130	Environment - Water - Individual Unit Meters	Del. Charkoudian / Sen. Henson	Addresses individual unit water meters, generally to require or expand metering at the unit level in multi-unit residential properties.	Affects multi-family properties in Greenbelt served by WSSC; potential equity and affordability implications for tenants; limited direct City operational role.	Defines when individual unit metering is required; addresses billing and implementation; may include timelines and exemptions for retrofits.	First Reading – E&T / EEE	Monitor: assess tenant protection, retrofit costs, and applicability to existing buildings; support if paired with consumer safeguards and reasonable timelines.
HB0224 / SB0097	Reentry and Reintegration Support Program	Appropriations Chair / JPR Chair	Establishes a Reentry and Reintegration Support Program to fund or coordinate services for returning citizens, including employment, housing, and support services.	Indirect local benefit: reduced recidivism and improved stability for residents; potential partner opportunities with county providers and nonprofits.	Creates program, eligibility, and grant mechanisms; may require reporting and evaluation; coordinates with corrections and workforce agencies.	Hearing Scheduled / First Reading	Support: aligns with community stability; encourage inclusion of municipal and nonprofit partnerships.

HB0235 / SB0047	Neighborhood Business Development Program - Local Approval	Economic Matters Chair / EEE Chair	Requires or conditions Neighborhood Business Development Program awards on local approval, changing how DHCD or state programs coordinate with local governments.	Could increase City leverage over state economic development assistance within Greenbelt; may also slow projects if approvals add friction.	Defines local approval requirement; establishes process and timing; may clarify municipal role in project endorsement.	First Reading	Support with amendment: ensure timelines prevent bottlenecks and clarify what constitutes approval for municipalities.
HB0239 / SB0036	Starter and Silver Homes Act of 2026	Economic Matters Chair / EEE Chair	Limits certain zoning restrictions to facilitate smaller, more affordable starter homes and downsizing-friendly housing, constraining local minimum lot or similar requirements.	Could preempt municipal zoning standards and affect planning autonomy; may expand housing options but requires careful integration with Greenbelt comp plan and infrastructure.	Preempts local minimum lot size or related limitations; defines qualifying housing; may set statewide standards and exemptions.	First Reading	Monitor and engage: support affordability goals but protect municipal planning authority; seek amendments preserving local design, infrastructure, and

HB0240	Local Comprehensive Plans - Guidance & Notification	Economic Matters Chair	Requires guidance materials and notification to the Department of Planning for local comprehensive plan activities, strengthening state visibility and coordination.	Potential additional administrative steps for Greenbelt planning updates; could improve consistency and access to state guidance and data.	Mandates distribution of guidance; requires local notification to the Department; may set deadlines and reporting requirements.	First Reading	Support with amendment: keep reporting light, provide technical assistance, and avoid duplicative requirements for small municipalities.
HB0243 / SB0197	Comprehensive & General Plans - Alteration	Economic Matters Chair / EEE Chair	Alters required elements or procedures for comprehensive and general plans, potentially expanding mandated components or updating timelines.	Could require Greenbelt to revise planning documents, add elements, or adjust update schedules; may increase costs for planning and consultant support.	Modifies plan elements; updates adoption and amendment procedures; may add state review or metrics.	First Reading	Monitor: support modernization but insist on funding and flexibility for municipalities; avoid unfunded planning mandates.

HB0249 / SB0173	Automated Enforcement - Reciprocal Agreements	E&T Chair / JPR Chair	Authorizes automated enforcement reciprocal agreements across jurisdictions and establishes rules for arrangements and declarations supporting cross-border enforcement.	Direct relevance: supports interoperability of automated enforcement programs, potentially benefiting Greenbelt's traffic safety strategies and fine processing.	Enables reciprocal agreements; sets requirements for jurisdictional declarations; addresses data sharing, adjudication, and revenue allocation.	Hearing Scheduled / First Reading	Support with amendment: protect due process, clarify revenue sharing, and ensure municipalities can participate without excessive administrative burden.
HB0254	Supporting Inclusive Community Adaptation Act	E&T Chair	State climate adaptation initiative focused on inclusive community adaptation planning, likely through programs, standards, or funding administered by DNR/MDOT or related agencies.	Potential grants and technical assistance for flooding, stormwater, heat mitigation, and resilience planning; alignment with municipal sustainability objectives.	Establishes adaptation framework; may create grant programs or planning requirements; emphasizes equity and community engagement.	First Reading	Support: prioritize municipal eligibility and flexible implementation; watch for mandates without funding.
HB0256	Speed Monitoring Systems - Safety Corridors	E&T Chair	Establishes or expands speed monitoring systems in designated safety corridors to protect vulnerable road users.	Direct traffic safety implications for corridors in or near Greenbelt; could provide enforcement tools and reduce crashes; may require signage, data reporting, and coordination.	Defines safety corridors; authorizes camera use; sets operating standards, penalties, and notice requirements.	First Reading	Support: strong safety case; ensure municipal participation options and clear corridor designation process.

HB0260 / SB0011	Fair Campaign Financing Fund - Distributions	GLE Chair / EEE Chair	Adjusts distributions from the Fair Campaign Financing Fund under Maryland's public financing framework.	Limited direct municipal impact unless tied to local public financing programs; could influence broader state election financing environment.	Revises distribution formulas or eligibility; may adjust reporting and administration; may affect availability of matching funds.	First Reading	Monitor: confirm any downstream impacts on local election administration or municipal public financing options.
HB0263 / SB0100	Early Voting Centers - Bus Stops	GLE Chair / EEE Chair	Requires or encourages early voting centers to be accessible by bus stops, improving transit access to voting locations.	May influence placement of early voting sites serving Greenbelt residents; supports voter access for transit-dependent populations.	Sets bus stop proximity or access standards; applies to designated early voting centers; may require coordination with transit agencies.	First Reading	Support: improves access and equity; ensure standards are practical in suburban contexts.
SB0059	Transportation & Climate Alignment Act of 2026	Sen. Hettleman	Requires impact assessments for major highway capacity expansion projects and aligns transportation planning with climate goals.	Could affect regional projects impacting Greenbelt commuters, including assessment requirements, project timing, and mitigation; may support emissions and congestion management strategies.	Defines major capacity projects; requires climate and impact assessment; integrates findings into MDOT decision making.	First Reading – B&T	Support with amendment: maintain balanced approach to mobility, safety, and climate; ensure assessments are transparent and not purely procedural.

SB0121	Personal Information - Public Servant Protections	Sen. Hester	Protects personal information of public servants, likely limiting disclosure of certain data and strengthening privacy safeguards.	Direct benefit for City officials and employees; may require changes to public records practices and redaction workflows.	Defines covered personal information; limits public disclosure; sets procedures for removal or shielding; may create penalties for misuse.	First Reading – EEE	Support: improves safety and privacy; ensure public records compliance guidance is clear for municipalities.

Maryland Municipal League
The Association of Maryland's Cities and Towns

Greenbelt City Council Retreat
December 10 & 15, 2025
Final Report

<u>Greenbelt Officials Present</u>
Emmett Jordan, Mayor
Kristin Weaver, Mayor Pro Tem
Jenni Pompi, Council Member
Danielle McKinney, Council Member
Frankie Santos Fritz, Council Member
Amy Knesel, Council Member
Silke Pope, Council Member
Josue Salmeron, City Manager

<u>Maryland Municipal League Facilitator</u>
Tom Reynolds, Director, Leadership Development

Initial Request from the City

This was the second Greenbelt retreat facilitated by MML and involved a slightly different approach as the most recent city council election saw greater continuity in council membership. The city's elected leadership was also building on an existing City Council Planning Framework, which would serve as the basis for much of the council's work going forward.

Retreat Goals Based on Participant Interviews

Prior to the retreat, members of the City Council participated in individual interviews with the facilitator to share thoughts on what they wished to achieve during the retreat. This feedback was used to generate the Retreat Goals and the Town Council Retreat Agenda. (See Attachment #1). The four goals established for the Council Retreat were:

- Improve trust and communication
- Identify how everyone can contribute to the Council/City's success
- Review City Council Planning Framework and develop a shared understanding of 2-year goals
- Prioritize existing goals and make them actionable

Day One: Team Building

The December 10 session began with establishing ground rules, which were generated by consensus and gave the group a helpful reference for maintaining respectful and productive conversations. Next the group engaged in an icebreaker, responding to a question asking, "what's the best advice you ever received with respect to being an elected official." The responses were varied, drawn from sources ranging from conference keynote speakers to former council colleagues to constituents on the campaign trail. The responses included:

- Listen more than you talk
- Have faith that the right decision explained clearly and calmly will outlast anger
- Take the time to understand the city budget
- Be honest with yourself and your constituents.
- Don't be reactionary
- First and foremost, do your job
- Be responsive, not reactionary

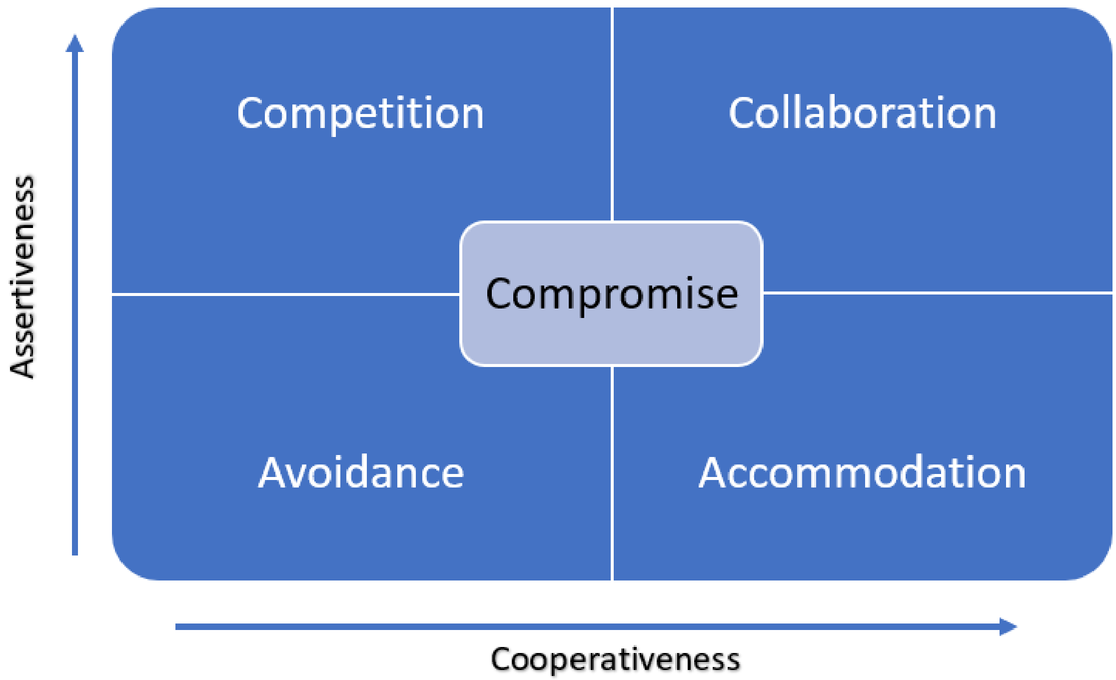
Exercise 1: Identifying Conflict Styles

Pre-retreat interview findings suggested that members believed each individual on the City Council each brought unique and valuable traits to Greenbelt's governing body. They also noted that this diversity of experience made council deliberations richer and strengthened their ability to accomplish great things. These varied backgrounds and experiences, including the representation of a diverse constituency, often lead to conflict among policymakers.

In this instance, conflict is defined as a situation where two or more parties' concerns appear incompatible. To help navigate conflict, retreat participants were introduced to the concept of conflict styles and the value of recognizing, understanding and managing those styles when navigating difficult conversations. A popular tool for assessing conflict styles is the Thomas-Kilmann model, which assesses styles across two dimensions: assertiveness and cooperativeness. Those dimensions are used to generate a grid highlighting five conflict style modes:

- ❖ Avoiding

- ❖ Accommodating
- ❖ Competing
- ❖ Collaborating
- ❖ Compromising



In this exercise, council members completed a short, single-page assessment to see where on the grid each person landed. Participants then discussed how the results resonated with and surprised them, and how those insights might impact ongoing working relationships. The group also observed that understanding conflict styles can help with determining how best to approach conflict situations and may be adjusted in accordance with different circumstances.

Exercise 2: Challenges Facing the Greenbelt City Council

The second exercise in the teambuilding section of the retreat required the group to work in pairs and share their thoughts on "the greatest challenge facing the Greenbelt City Council." During this exercise participants were asked to spend two minutes listening to their partner and reflecting back what they heard. Everyone was encouraged to listen, not only for the expression of challenges, but also the feelings and values that accompanied them. Once the exercise was complete, each participant was asked to share what they heard from their discussion partner regarding council challenges. In several instances, participants referred to the same challenges. Those duplicated references are noted below:

- Budget choices (cited twice)
- Dealing with uncertainty, especially federal policies (cited twice)
- Economic development to grow the tax base and economy (cited four times)
- Workforce development (cited twice)
- Rising costs, generally

An ancillary part of this exercise involved identifying the values attached to those descriptions of city council challenges. During the course of sharing this feedback with fellow participants, three values permeated the listening activity:

- Caring for people
- Collaboration
- Self-sufficiency and self-determination

City Council Planning Framework

Over the course of a two-part council retreat on January 27 and April 2, 2024, the Greenbelt City Council drafted a 2024 Greenbelt City Council Planning Framework document "to capture priorities and goals to guide the council's focus over the 2-year elected term." In the December 2025 retreat, members of the council endeavored to make updating and refining those priorities and goals a principal focus of the remaining retreat time.

The ten Framework priorities were:

- Improve and enhance public safety
- Expand activities, access, and opportunities to quality education, recreation, youth development, and workforce development programs for young adults
- Enhance a sense of community and belonging
- Promote quality of life for all residents
- Preserve and enhance the legacy of Greenbelt as a planned and environmentally proactive community
- Improve transportation opportunities
- Encourage economic development and ensure sustainability
- Provide excellent constituent services by improving communication and engagement with residents
- Maintain and invest in infrastructure

- Improve and enhance council communication, cooperation, efficiency, and workflows with city staff. Enhance council's ability to advocate for Greenbelt residents at the state and federal level.

To conclude the first half of the retreat, members of the City Council worked collaboratively to develop Day Two goals. This discussion yielded four:

- Finetune the existing Planning Framework priorities
- Review and pare existing Framework goals
- Organize constituent/election feedback using updated priorities
- Discuss and prioritize updated goals

Day Two: Priorities & Goals

The December 15 session began with restating the retreat ground rules and Day 2 goals and developing a process for finetuning existing City Council Planning Framework priorities.

Review and editing of Framework priorities involved simplifying existing phrasing, making priorities more specific and achievable, and better aligning others with recent developments including goals accomplished over the past year. Edits were made by consensus – i.e., all council members accepted resultant phrasing – and documented.

After updating the Framework priorities, participants shifted to reviewing, editing and paring the forty-three individual goals within those priorities. During the first phase of this exercise, participants assessed existing goals and labeled them as "keep," "discard," or "hold for future discussion."

Then council members shared feedback they received from constituents during the recently completed Greenbelt city election. This feedback was posted on flip chart pages organized by Framework priority creating an opportunity for participants to consider this feedback in the form of additional or updated goals. The ***updated priorities and associated goals*** are (goals in italics were added during constituent feedback discussion):

<u>Enhance public safety</u>

- Explore funding sources to expand the crisis intervention team
- *Review efficacy of police resource allocation and plan for future needs*
- Expand the use of smart technology to support public safety efforts (held for additional review)

- Expand efforts to expand community policing and safety education, including programs for young people (held for additional review)
- Review public safety workforce to meet needs as the city grows in population (held for additional review)

<u>Maintain and improve opportunities for youth and young adults</u>

- Build partnerships with local businesses to expand access to internships and apprenticeships
- Educate youth on career options across a variety of business sectors
- Increase youth involvement in city government and civic issues that impact the community
- Promote better communication and transparency PGCPS and Greenbelt residents around school construction
- Expand access to recreation programs (held for additional review)

<u>Cultivate a sense of community and belonging</u>

- Explore ways to increase and diversify community engagement in advisory boards and committees
- Conduct a community visioning process to refine a shared vision for the community
- Increase engagement in municipal elections
- *Create equitable distribution of services and programs across city*

Note: City Council asked that "Improve wayfinding and placemaking throughout the city" goal be changed to an objective. However, the Council should consider that objectives are typically seen as actionable steps in the accomplishment of an individual goal.

<u>Advance health and wellbeing of all residents</u>

- Create greater equity and access to recreational facilities, ballfields, and greenspaces throughout the city
- Provide physical and mental health resources through Greenbelt CARES, etc.
- Expand local partnerships to increase resources and support for mental and physical health
- Ensure city services and programs provide accommodations for residents with disabilities
- Provide resources and support to residents experiencing food insecurity
- Promote programs that help seniors and children (held for additional review)

Promote environmental sustainability and resilience

- Expand access to community gardening throughout the city
- *Waste reduction and diversion*
- *Stormwater management resources and who to contact*
- Save the forest preserve (held for additional review)
- Expand EV charging stations (held for additional review)
- Expand EV and hybrid vehicle fleet (held for additional review)

Improve connectivity and transportation

- Expand and enhance bike lanes, infrastructure and pedestrian accessibility throughout the city
- *Cross-neighborhood connection; enhancing multi-modal options*
- Move Vision Zero plan forward to prepare for infrastructure grants (held for additional review)
- Advocate for continued service of Metro and bus routes through Greenbelt that were identified as at risk for termination (held for additional review)

Encourage economic development and fiscal sustainability

- Ensure the economic sustainability and vitality of commercial centers and small businesses
- Explore new non-tax revenue sources
- Create strategic partnerships with existing and new businesses
- *Workforce development*

Broaden and enrich engagement with residents

- Codify minimum standards for communication
- Broaden citizen involvement through technology
- Ensure greater accessibility to activities, documents, and city information
- *Strengthen communication channels for responding to residents*

Maintain and invest in infrastructure

- Explore additional affordable housing options
- *Assess land use needs and options*
- *Maintain and advance city facilities*
- Address the shortage of space for city services and organizations (held for additional review)
- Explore best options for the armory building (council determined that this item fit better as an objective under the prior shortage of space goal)

Improve and enhance council communication, cooperation, efficiency, and workflows with city staff

- Conduct a thorough review of the Greenbelt City Charter and identify opportunities that support the vision of the city

Other/Miscellaneous

- Enhance council's ability to advocate for Greenbelt residents at the state and federal levels

During the review and update process, the council was also able to remove existing goals that had either been accomplished or were no longer relevant, such as updating and enhancing the city's website and opposing the Maglev train. However, the council reserves the opportunity to revisit these and related issues should circumstances change.

Next Steps

Over the course of the two-day retreat, Greenbelt City Council Members gained a better understanding of how their colleagues' approach to interpersonal conflict impacts council interactions as well as their perspectives on challenges facing the council and the Greenbelt community. Retreat participants also successfully refined existing City Council Planning Framework priorities and goals, incorporating constituent feedback received during the most recent city council election.

Moving forward, the council is encouraged to continue building out the revised goals to include updated objectives, actions, responsibilities and timelines. The City Council noted that there are plans in the coming year to engage in a strategic planning process, which will allow the city to actualize the work completed during the December 2025 retreat. During that process, MML encourages the city to continue focusing on goals that are most achievable and impactful as the City Council may otherwise run the risk of failing to achieve goals and objectives critical to the community they serve.

The Maryland Municipal League will follow up with a short survey of retreat participants to get feedback on council's progress related to retreat goals of improving trust and communication and ensuring contributions from each Greenbelt City Council member. MML is also available to assist with future council and/or staff retreats, as well as guidance on emerging best practices and connecting the City with best practices and resources needed to achieve its goals and objectives.

Budget Work Session Schedule proposal by Mayor Pro Tem Weaver:

3/23 – Regular Meeting, Budget Introduction

3/25 – Legislative Priorities Update (following crossover)

3/30 – no meeting (PGCPS Spring Break)

4/1 – no meeting (PGCPS Spring Break/Passover)

4/4 – no meeting (Easter Monday)

4/8 - Overview, Revenues & General Government/Other Funds/Non-Departmental & Fund Transfers/Economic Development (originally scheduled for 3/30) plus Planning & Community Development (originally scheduled for 4/15)

Written questions to staff by 3/31 for inclusion in packet on 4/3

4/13 – Regular Meeting

4/15 – Public Works/Capital Projects (originally scheduled for 4/8)

Written questions to staff by 4/7 for inclusion in packet on 4/10

4/20 - Misc. – Grants & Contributions/CARES/Greenbelt Cinema

Written questions to staff by 4/14 for inclusion in packet on 4/17

4/22 – Recreation

Written questions to staff by 4/14 for inclusion in packet on 4/17

4/27 – Regular Meeting/First Public hearing

4/29 – Public Safety

Written questions to staff by 4/21 for inclusion in packet on 4/24

5/4 – Green Ridge House

Written questions to staff by 4/28 for inclusion in packet on 5/1

5/6 – Recognition Groups (Group 1)

5/11 – Regular Meeting/Second Public Hearing

5/13 – Recognition Groups (Group 2)

5/18 – Final Budget Review

5/26 – Regular Meeting, Budget Adoption

THE CITY OF GREENBELT
A NATIONAL HISTORIC LANDMARK

City Council Meetings & Work Sessions
January – June

Regular Meeting	Mon.	01/26	7:30 pm
Work Session – Advisory Board/Committee Interviews	Wed.	01/28	7:30 pm
Work Session – ATHA / City Manager Quarterly Update (Public Works)	Mon.	02/02	7:30 pm
Special Meeting - Closed Session	Mon.	02/02	Immediately Following WS
Work Session – Large Unfunded Capital Needs	Wed.	02/04	7:30 pm
Regular Meeting	Mon.	02/09	7:30 pm
Work Session – Legislative Priorities Discussion	Wed.	02/11	7:30 pm
No Meeting – President's Day	Mon.	02/16	
Work Session – TBD	Wed.	02/18	7:30 pm
Regular Meeting	Mon.	02/23	7:30 pm
Work Session – Board of Elections 2025 Election Update (tent)	Wed.	02/25	7:30 pm
Work Session – TBD	Mon.	03/02	7:30 pm
Work Session – TBD	Wed.	03/04	7:30 pm
Regular Meeting	Mon.	03/09	7:30 pm
Work Session – Advisory Board/Committee Interviews (tent)	Wed.	03/11	7:30 pm
No Meeting – NLC Conference	Mon.	03/16	7:30 pm
ACE Educator Awards	Wed.	03/18	7:00 pm
Regular Meeting (FY2027 Proposed Budget Presentation)	Mon.	03/23	7:30 pm
No Meeting - (Council Budget Prep)	Wed.	03/25	
Budget Work Session – Overview, Revenues & General Government/Other Funds/Non-Departmental & Fund Transfers/Economic Development	Mon.	03/30	7:30 pm
No Meeting – Passover	Wed.	04/01	
Easter Monday	Mon.	04/06	
Budget Work Session – Public Works/Capital Projects	Wed.	04/08	7:30 pm
Regular Meeting	Mon.	04/13	7:30 pm
Budget Work Session – Planning & Community Development	Wed.	04/15	7:30 pm
Budget Work Session – Budget Work Session – Misc. – Grants & Contributions/CARES/Greenbelt Cinema	Mon.	04/20	7:30 pm
Budget Work Session – Recreation	Wed.	04/22	7:30 pm
Four Cities Coalition Meeting (Greenbelt)	Thur.	04/23	7:00 pm
Regular Meeting/1st Public Hearing	Mon.	04/27	7:30 pm
Budget Work Session – Public Safety	Wed.	04/29	7:30 pm
Budget Work Session – Green Ridge House	Mon.	05/04	7:30 pm
Budget Work Session – Recognition Groups (Group 1)	Wed.	05/06	7:30 pm
Regular Meeting / 2nd Public Hearing	Mon.	05/11	7:30 pm
Budget Work Session – Recognition Groups (Group 2)	Wed.	05/13	7:00 pm
Budget Work Session – Final Budget Review	Mon.	05/18	7:00 pm

ACE Student Awards	Wed.	05/20	7:00 pm
City Holiday – Memorial Day	Mon.	05/25	
Regular Meeting – Budget Adoption	Tue.	05/26	7:30 pm
No Meeting – (Eid al-Adha – PGCPS Closed)	Wed.	05/27	7:30 pm
Work Session - TBD	Mon.	06/01	7:30 pm
Work Session - TBD	Wed.	06/03	7:30 pm
Regular Meeting	Mon.	06/08	7:30 pm
Work Session - TBD	Wed.	06/10	7:30 pm
Work Session - TBD	Mon.	06/15	7:30 pm
Work Session - TBD	Wed.	06/17	7:30 pm
Regular Meeting *(may move date due to MML Summer Conf.)*	Mon.	06/22	7:30 pm
Work Session - TBD	Wed.	06/24	7:30 pm
Work Session – TBD	Mon.	06/29	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:

Wala Blegay, County Council At-Large Member & County Executive Aisha Braveboy
Greenbelt Road Corridor
Greenbelt East HOA/COA
BARC
Greenbelt National Park
NASA
WMATA (Real Estate) - combine w/VIA Transportation

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
Quantum Properties (Beltway Plaza)
Zoning Enforcement

Annual													**Follow-Up Letter Sent**
Advisory Group Chairs	7/22	7/23	8/24	6/25									
Franklin Park at Greenbelt Station Mgmt.	12/21	12/22	2/24										3/21/24
Greenbelt Center HOAs	3/23	5/24											
Greenbelt East HOAs and COAs/Greenbelt East Advisory Coalition	4/22	6/23											
Greenbelt Homes, Inc.	8/22	8/23	9/24	10/25									
Greenbelt Station HOA/Verde Apts.	8/22	8/23											
Motiva													
School Board Member	9/21	2/23	8/23	9/24									
State Highway Administration	11/20	11/22	12/23	4/25									4/25/25
Biennial													
Beltsville Ag. Research Center	8/18	11/22	11/23										
Beltway Plaza	9/22	9/24											
NASA/GSFC	3/22	4/23											
Greenbelt Business Alliance	10/22												
Greenbelt Park NPS	1/22	3/23											
Greenway Shopping Center	12/20	2/23											
Religious/Spiritual Organizations	6/22	2/24											
Twice a Year													
County Council Person and At Large Members	5/23	3/24											3/19/24
Meetings as Needed													
Apartments	4/21												
Comcast/Verizon	3/21												
Greenbelt Office Parks													
Greenbelt Watershed Groups	10/19												
Hotels	8/23												
PEPCO	2/22	9/23											
WSSC	2/22	6/23	10/23	5/24									
Washington Gas	8/23												
Prince George’s Economic Development Corp.	11/21												
Prince George’s Planning Board	10/19												
Roosevelt Center Owner	8/20												
University of Maryland	4/15												
WMATA/PGDPW&T (Semi-Annual)	5/22												
Newly Elected/Appointed Officials (Presentation of a Council Regular Meeting)													
County Executive													
School Board CEO	1/24	2/25											1/17/24
State’s Attorney	1/23												

(Rev. October 9, 2025)