MEMORANDUM

TO: City Council

FROM: David J. Deutsch
City Manager

SUBJECT: ***Status Report*** DATE: January 15, 2015

1. <u>BGE Response to City Council Questions from December 1, 2014 Council Meeting</u>
On Friday, January 9th, the City received the following response from Mike Fowler:

"This email responds to several of the questions arising from our December 1st appearance before the Council. I will continue to work toward resolution on the remaining questions.

- BGE to share information with Bowie on internal BGE investigation pertaining to fire on Firtree Lane.

BGE's investigation, conducted with the assistance of an independent consulting engineer, determined that the fire began in the service entrance cable within the meter box and not within the meter or the meter socket. The smart meter was installed in February of 2013 and was largely intact after the fire. The only observable damage to the meter was caused by the fire itself. The service entrance cable is considered customer equipment per the approved PSC tariff.

- BGE provide information regarding protocol during installation of smart meters concerning examination of condition of meter housing and other issues. (Note that these protocols cover the installation of all meter types and are not unique to smart meters)

- Pre-job safety briefings are conducted
- All installers wear proper personal protective equipment including eye protection
- Visual inspections of meter for cracks, indications of overheating or shifting in meter socket
- When meter is removed, a visual check occurs for potential issues of concern including discoloration of the electrical connections, strained terminals, cracked socket blocks, or tampering.
- Meter receptacle is tested to confirm proper voltage

- If any abnormal condition is observed the technician will suspend the installation and refer the issue to a BGE maintenance crew to be addressed

- BGE provide information as to where BGE falls in comparison to other utilities regarding rates.

See the attached charts"

2. Historic Aspect of Golf Course Clubhouse
Recently City Council inquired about the historic aspects of the clubhouse at the Bowie Golf Course. The clubhouse does have historic significance. It's called "Fair Running," and was the home of the Maenner Family. It was built in 1727, added to in 1802, and then enlarged again after 1965. The oldest part was built by Joseph Peach (as in the Peachwalker Drive in Pointer Ridge). His grandson was the one who enlarged it in 1802. Maenners added the wing on the back in the late 19th century. It is listed on the County Historic Sites Inventory (Site 71B-015). The inventory describes it as a rare surviving example of a popular 18th century domestic architectural form.

While staff is not aware of any Maryland Historic Trust (MHT) easements, M-NCPPC's Historic Preservation office does have some purview here. With our main historic structures, we are obliged, since they are on the County Historic Site Inventory, to secure historic area work permits when there is significant maintenance or repair to be done. While this is not the same as an easement, it is fairly close. As with our historic buildings, the City will need to establish parameters for repairs and any future construction at this site.

3. Melford Village Conceptual Site Plan Appeal
On January 7, 2015 several parties of record appealed the Prince George's County Planning Board's approval of Conceptual Site Plan CSP-06002/01 to the District Council. A copy of the appeal letter is included in your package. The appeal was filed by Martha Ainsworth (Chair of the Prince George's Sierra Club), Sally Mitchell, Bruce Pletsch (President of the Sherwood Manor Civic Association), Lauren Ragsac and Fred Tutman (Patuxent Riverkeeper). Following a hearing, on November 13, 2014, the County Planning Board voted to approve the CSP with 23 conditions. A District Council hearing will be scheduled on the appeal in the next few months, most likely in March. A 30-day notice will be published in advance of the hearing.

4. Economic Development Committee (EDC)
The Bowie EDC met Wednesday morning and heard from two experts on various transportation topics. Ms. Erika Young, the director of strategic partnerships for Transportation for America, spoke about transportation and how the various levels of government from Federal to local area and can be involved in transportation planning and funding. Dr. Susan Shaheen, the director of the Transportation Sustainability Research Center at the University of California, provided an introduction to the various kinds of transportation sharing options present and emerging in the US.

The next regular meeting of the EDC is scheduled for Wednesday, March 11, 2015 at 7:30 a.m.

5. Contract Non-Native Invasive Plant Control and Reforestation
The adopted Fiscal Year 2015 Budget has allocated $75,000 towards non-native invasive plant control and reforestation efforts. This will occur at Whitemarsh Park, Popes Creek Park and additional sites if funding remains available for additional City properties. The City intends to "ride" an existing Anne Arundel County contract with Ashton Manor Environmental. That blanket order contract #4144-OB is in force through March 31, 2015. All terms and conditions of this contract remain in place. As provided by Section 62 of the City Charter, this will serve as the required seven (7) day notice of intent to issue a purchase order to Ashton Manor Environmental in the amount of $75,000 for these services.

6. Community Meeting – 10th Street Playground and Railroad Museum Property
On Wednesday, January 14th, a Community Meeting was held at the Bowie Lions Club in Old Town Bowie regarding the park and playground proposed at the western end of 10th Street and additional amenities at the Railroad Museum property. Funding for design and construction is included within the City's Capital Improvements Program. Eleven residents, including several members of the Lions Club, attended the meeting. The City's consultant, Ms. Grace Fielder, described the project, noting that the playground could potentially include: a climber; natural play area; open space for games; a small trestle bridge in the area of a bio-retention feature; and, small, scaled-down replicas of historic buildings found in Old Bowie. At the Railroad Museum, a train-watching platform and a plaza area constructed of hard surface materials in the design of a train roundhouse are envisioned. The playground and Railroad Museum will be linked by an elevated pedestrian connection underneath and adjacent to the MD Route 564 bridge abutment. At the conclusion of Ms. Fielder's presentation, residents had the opportunity to offer comments and ask questions, which included:

What is the future of the caboose? (RESPONSE: The existing caboose is deteriorating, resulting in maintenance problems, and has been purchased by a private individual. It is being replaced by a new caboose that the City has bought and is being refurbished.)

When will construction begin? (RESPONSE: Construction is planned to start this summer.)

Are any improvements proposed on the north side of the railroad tracks? (RESPONSE: No, because the improvements proposed as part of this project are Phase I of the Bowie Heritage Trail, which will run from 12th Street to the 10th Street playground. Future phases of the trail will eventually link Old Bowie with the MARC Station at Bowie State University.)

Is any type of safety railing proposed to separate the playground from the railroad tracks? (RESPONSE: There is no safety railing proposed as part of this project, since

there is presently an 8-foot high chain link fence with barbed wire, running parallel with the tracks, separating abutting properties from railroad property. This fence is owned and maintained by the railroad, since it is on railroad property. Types of thorny landscaping/vegetation could possibly be planted on playground property, in front of the fence, to deter people from getting close to the fence.)

Will there be a pedestrian connection from the park to 11th Street? (RESPONSE: Yes, the existing trail that runs from 11th Street, along the eastern side slope of the MD Route 564 overpass, will be extended around the 10th Street cul-de-sac and connected to the new trial system within the playground property.)

Will bathroom facilities be provided on the playground site? (RESPONSE: No bathroom facilities are proposed at this time.)

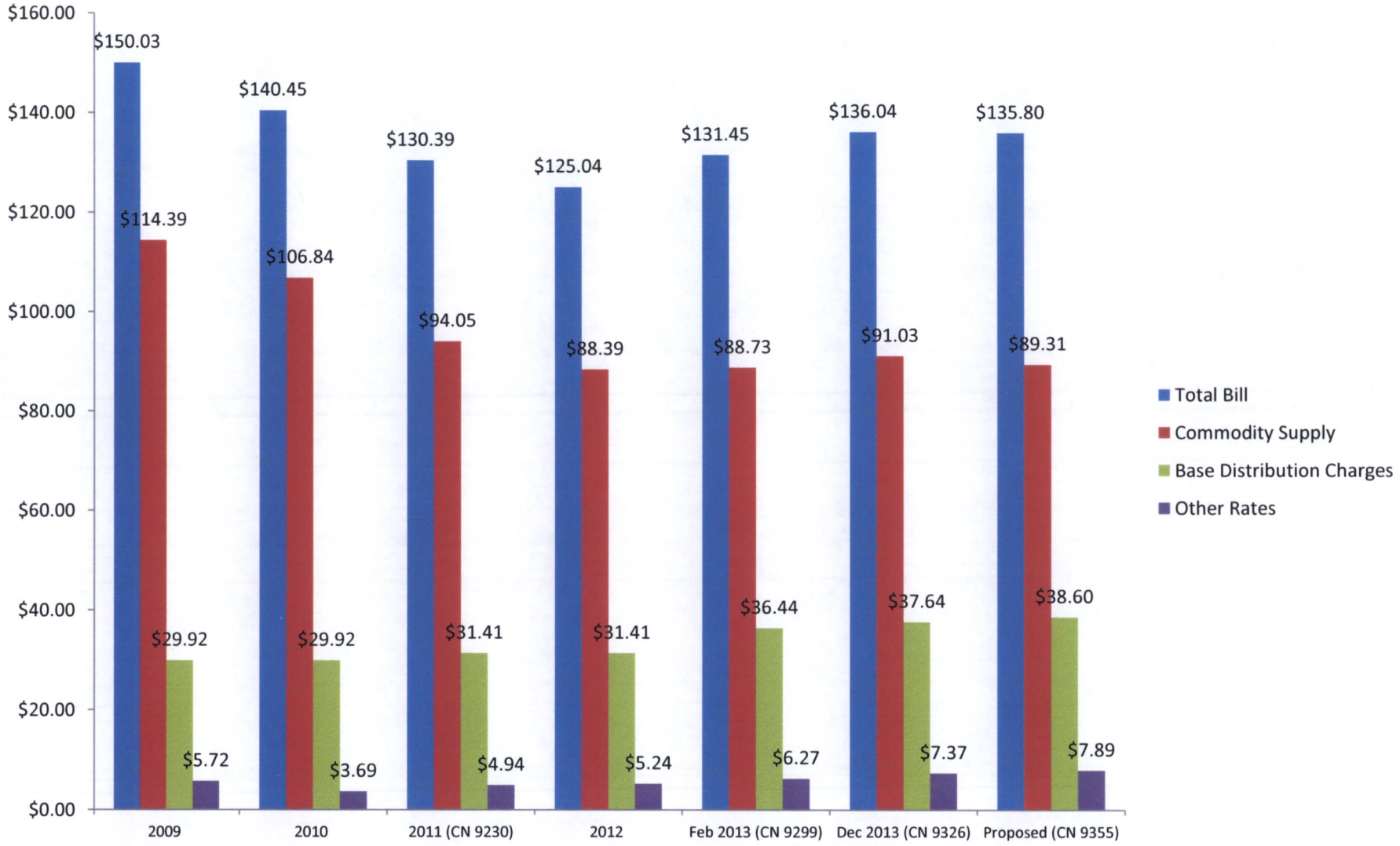
Who will maintain and police the playground site? (RESPONSE: The City will maintain the playground property and equipment, while the City Police Department will patrol the area.)

Was a survey done to determine who will use the playground and how it will be utilized? (RESPONSE: While no survey was done, the City did apply for, and receive a grant for the playground and the Bowie Heritage Trail. In addition, the City Council supports, and has budgeted funding for construction of the trail and playground, and the Railroad Museum property renovation. A requirement of the grant the City received is to provide trailheads, or beginning and end points. The City-owned parking lot on 12th Street, and the proposed 10th Street playground and additional on-street parking, serve to provide trailheads for Phase I of the Bowie Heritage Trail. Purchasing the Garner property allowed the City to expand the 10th Street trailhead site, while providing a passive park amenity for the immediate neighborhood. This park is not intended to be an active park, with ball fields, basketball courts, etc., like Allen Pond Park. The 10th Street playground will complement the existing facilities at the Huntington South Park, located on 11th Street, and owned and maintained by the County.

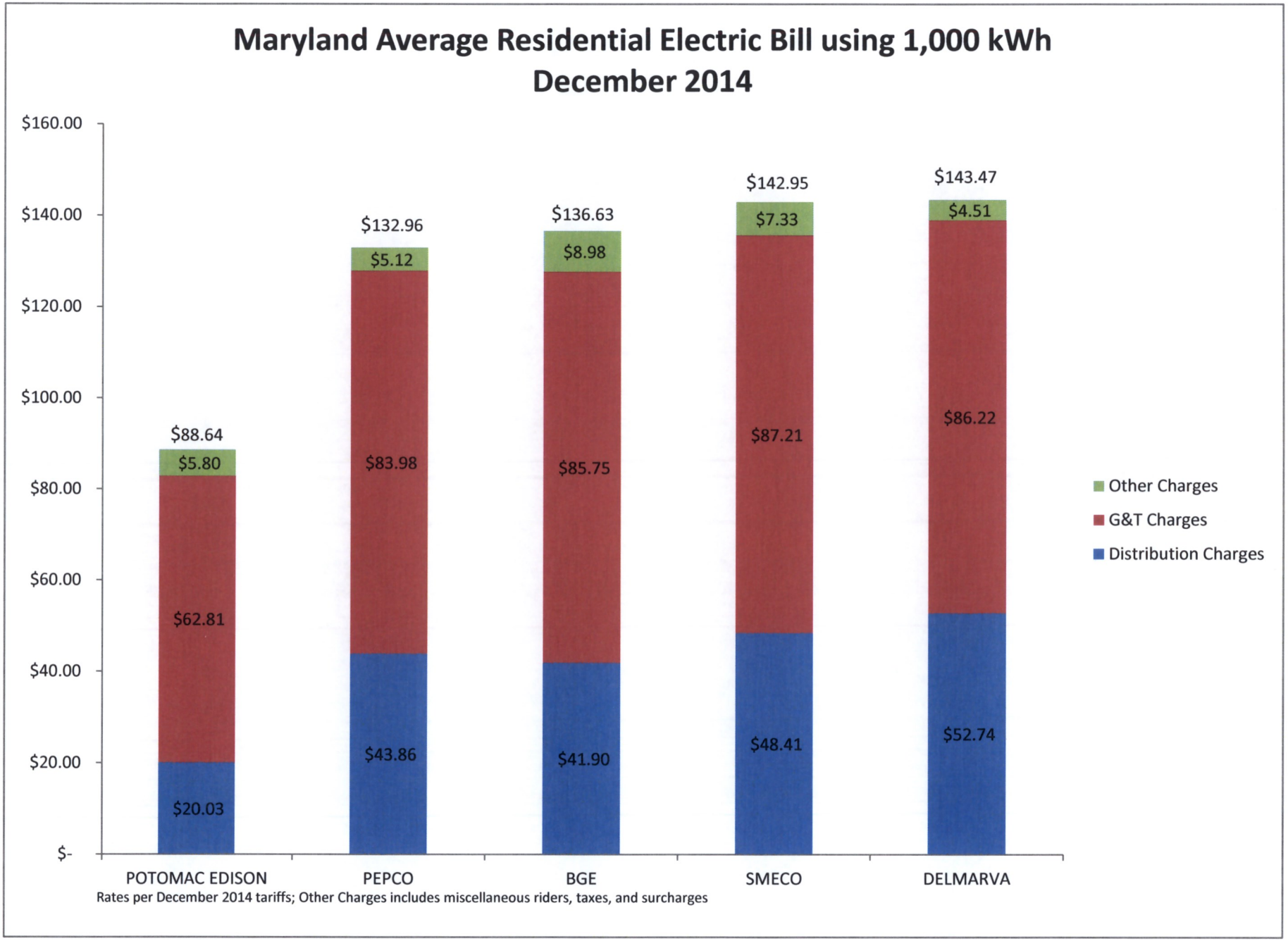
Staff will continue working with the consultant to complete the design, with the goal of advertising for bids before the end of the fiscal year.

Attachment

Change in Electric Supply and Distribution Rates
2009 - 2014 (based on usage of 946 kWh)



(a) 2009 to 2012 Commodity Supply rates are the weighted 12 month average for the calendar year (weighted by sales)
(b) 2013 to Proposed, Commodity Supply rates are the Supply Price Comparison for the test year


Maryland Average Residential Electric Bill using 1,000 kWh
December 2014
$160.00
$140.00
$120.00
$100.00
$80.00
$60.00
$40.00
$20.00
$-
$88.64
$5.80
$62.81
$20.03
$132.96
$5.12
$83.98
$43.86
$136.63
$8.98
$85.75
$41.90
$142.95
$7.33
$87.21
$48.41
$143.47
$4.51
$86.22
$52.74
POTOMAC EDISON
PEPCO
BGE
SMECO
DELMARVA
Other Charges
G&T Charges
Distribution Charges
Rates per December 2014 tariffs; Other Charges includes miscellaneous riders, taxes, and surcharges