



City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

REGULAR CITY COUNCIL MEETING MINUTES

MONDAY, JULY 10, 2017

CALL MEETING TO ORDER:

The Regular Meeting of the Bowie City Council was held on Monday, July 10, 2017 in the Council Chambers at City Hall. Mayor Robinson called the meeting to order at 8:00 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG:

Mayor Robinson led the Pledge of Allegiance to the Flag.

QUORUM:

In attendance were Mayor Robinson, Councilmembers Esteve, Gardner, Glass, Marcos, Polangin, and Truth; City Manager Lott, Assistant City Manager Fitzwater, Executive Assistant Ransom, Staff, the Press, and the Public.

CONSENT AGENDA:

Councilmember Polangin moved the approval of Consent Agenda Items: A) Approval of Proclamation P-17-17 Recognizing Cpl. Raford Moten for his Work on the Citizens Police Academy; B) Approval of Proclamation P-18-17 Recognizing Sgt. Antoine Gibson for his Work on the Citizens Police Academy; C) Approval of Proclamation P-19-17 Recognizing PFC Ellise Saunders for her Work on the Citizens Police Academy; D) Approval of Resolution R-38-17 Authorizing the Issuance of a Purchase Order to Frederick Ward Associates for Task Order #1 Professional Services-Development Plan Review, Engineering and Design Services in Accordance With the Master Contract Approved on January 20, 2015; E) Approval of Resolution R-40-17 Waiving the Competitive Bidding Requirements City Charter, Section 61(b) for Good Cause Shown and Awarding the Purchase and Configuration of Network Equipment to Clearpath Solutions. Mayor Pro Tem Gardner seconded the motion and it carried 6-0.

NEW BUSINESS:

A. Baltimore Washington Rapid Rails MAGLEV Project Briefing – The Project Director, Mr. David Henley briefed Council on the project. Baltimore-Washington Rapid Rail is an American-owned, Maryland-based franchised railroad; it is associated with The Northeast Maglev firm promoting the deployment of SCMAGLEV Technology and is partnered with Central Japan Railway Company, the developer/operator of the superconducting Maglev system. The SCMAGLEV utilizes strong magnetic forces between guideway coils and superconducting magnets on the train for acceleration, deceleration, guidance and levitation. Instead of running on rails, the trains levitate between the walls of a U-shaped guideway containing coils. This project is the Washington to Baltimore corridor which eventually should connect all the way to New York. Study area is approximately 40 miles long by 10 miles wide. The project is funded via a \$27.8 million grant awarded to Maryland DOT from the Federal

MAYOR G. Frederick Robinson **MAYOR PRO TEM** Henri Gardner

COUNCIL Michael P. Estève ♦ Courtney D. Glass ♦ James L. Marcos ♦ Diane M. Polangin ♦ Isaac C. Truth **CITY MANAGER** Alfred D. Lott
City Hall (301) 262-6200 FAX (301) 809-2302 TDD (301) 262-5013 WEB www.cityofbowie.org

Railroad Administration; \$7 million contribution by BWRR and millions invested by private sector. No state money is being utilized. (A copy of the presentation attached).

Delegate Valentino-Smith stated that she will follow up as to why MTA was not present at this meeting and will make sure that they come before the citizens of Bowie in the near future.

Senator Peters stated that the delegation's position will be based on what our residents want.

Citizens Comments:

1. Adrian Rad, Laurel Bowie Road – is opposed to the project; presentation has raised more questions than answers.
2. Tara Guevara, Hillmeade Road – is opposed to the project; it will destroy Old Bowie and the WB&A trail.
3. Aviva Nebesky, Laurel Bowie Road – is opposed to the project; it will disseminate the land.
4. Al Bauman, Brunswick Lane – is opposed to the project; it has no benefit to Prince George's or Anne Arundel counties.
5. Gerry Iacouzze, Mackell Lane – is opposed to the project; fund responsible infrastructure improvements, not unneeded projects.
6. Laurie Thompson, Twisting Lane – is opposed to the project; it makes no sense to build one leg of the project when there is no buy in for the rest of the route to New York.
7. John Allender, Pleasant View Drive – is opposed to the project; it is ill conceived and there is a big danger when you build a project through a sole source procurement project.
8. Geoff Holdridge, Martha's Choice Circle – is opposed to the project; the Japanese project has needed 30% government funding to bail out.
9. Elizabeth Loo Vinnedge, Rocky Spring Lane – is opposed to the project; it will kill property values in the City.
10. Dennis Brady, Paisley Lane – is opposed to the project; concerned that until last week this meeting was only to be a briefing and not treated as a development project with all notifications, reviews, etc. that are done for those projects.
11. Bruce Milam, Laurel Bowie Road – is opposed to the project; technology is questionable and maintenance costs paid by the state would take funding from other needed infrastructure projects.
12. Darrell Carrington, Hillmead Road – is opposed to the project; the presentation by residents was more informative than the project manager's.
13. Katherine Leavitt, Maureen Lane – is opposed to the project; we already have train service.
14. Robert Bunge, Arden Forest – supports this project; technology will drive job creation.
15. Edward Wysocki, Rocky Spring Lane – is opposed to the project; there are not enough people using trains to make it viable.
16. Linda Tucker, Ridgeview Lane – is opposed to the project; there is a lawsuit in Japan challenging a similar project on some of the same grounds as those in Bowie.
17. Joan Glynn, Red Farm Lane - is opposed to the project; thanked Council for hosting the meeting. The scoping report is final and has been accepted by MTA.
18. Bob Ross, President, Prince George's County NAACP - is opposed to the project; concerned about historic properties especially those owned by African Americans.
19. Terry O'Neill, Rockingham Lane - is opposed to the project; this came out of nowhere and has been proceeding behind our backs, questions can't be answered tonight.
20. Mr. Dixon, Crimson Court - is opposed to the project; the people have spoken.
21. Stacey Hawkins, Dubarry Street (Glenn Dale) - is opposed to the project; WB&A trail is heavily used and parts of it are in a historic district.
22. N. Pierre, Guardian - is opposed to the project; this is not the result of careful analysis, but political connections.

23. Fiona Moodie, Ithan Lane - is opposed to the project; will irreparably harm our community.
24. John Cabala, Running Park Court - is opposed to the project; use money to fix Metro and our roads not this project.

Councilmember Polangin stated that she has concerns about the 263 homes that will be lost by eminent domain and would really prefer to see this money go to improving our streets and infrastructures. She does not see what is in it for Bowie and feels that this is already a done deal.

Councilmember Esteve asked Mr. Henley if he has a timeframe of when this project would take place. Mr. Henley replied that currently a decision would be made by 2019 and depending on that decision, a potential of 7 to 9 years for construction.

Councilmember Esteve also has concerns that the state will end up picking up the tab for this project and we will not see the return in our investment.

Councilmember Marcos stated that there is just no benefit to Bowie from this project.

Mayor Pro Tem Gardner thanked Mr. Henley for his presentation; and echoes the comments from his colleagues and the residents of Bowie.

Councilmember Glass thanked the residents for coming out this evening and the great information provided and does not see the benefits of this project.

Councilmember Trough stated that it was unfortunate that the other representatives were not able to attend this evening, and has concerns that he has not seeing anything which makes him feel comfortable that this does not have a negative effect on people that have health devices.

Mr. Henley closed by saying that he can only promise that this process will be fairer and he has a lot of respect for the residents of Bowie.

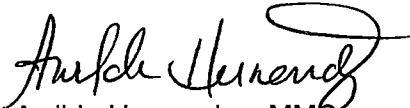
Mayor Robinson thanked Mr. Henley for being here and making his presentation, and thanked the residents for their comments. Council will continue discussions with State and Federal representatives on this matter.

County Council Member Turner will also continue to work with State and Federal partners.

ADJOURNMENT:

Mayor Pro Tem Gardner moved to adjourn the City Council meeting. Councilmember Trough seconded the motion and it carried 7-0. The meeting adjourned at 10:35 p.m.

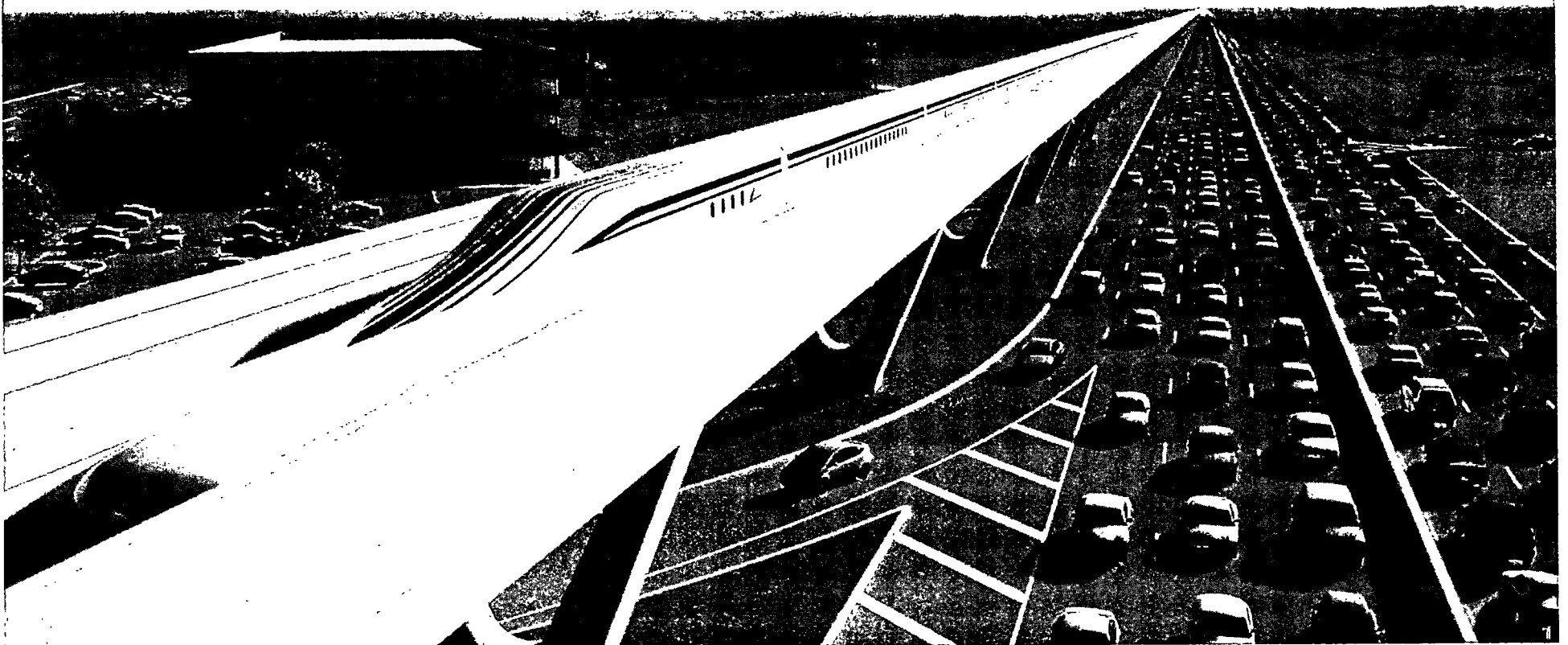
Respectfully submitted,


Awilda Hernandez, MMC
City Clerk



TNEM
THE NORTHEAST MAGLEV

Project Introduction



Who Is BWRR?



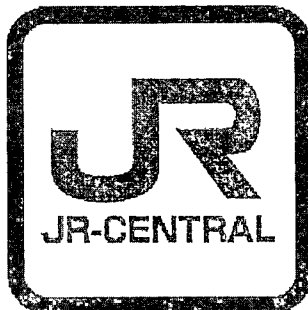
Baltimore-Washington Rapid Rail (BWRR)

American-owned, Maryland-based franchised railroad



The Northeast Maglev (TNEM)

American-owned, Maryland based firm promoting the deployment of SCMAGLEV technology



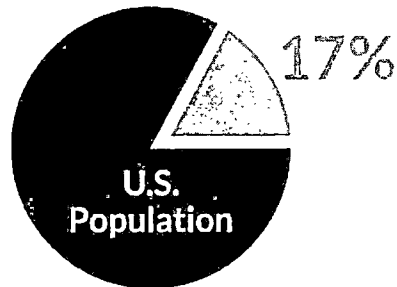
Central Japan Railway Company (JR Central)

- Developer/Operator of the 500 km/h (~311 mph) Superconducting Maglev system
- Operator of 220 mph Tokaido Shinkansen 'bullet train' since 1964

The NEC: A Growing Corridor



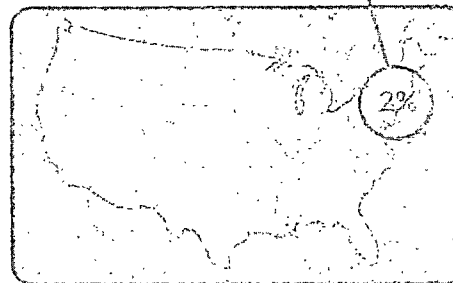
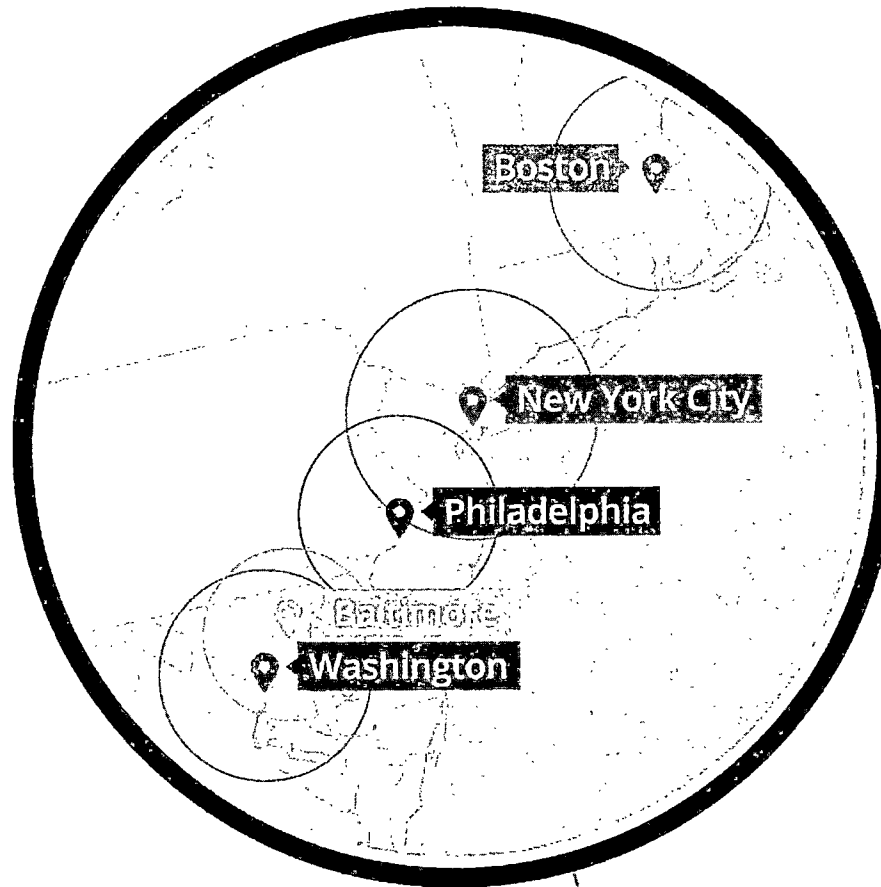
TODAY



51 MILLION
residents

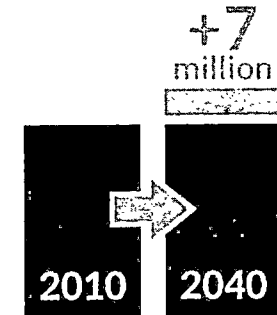


24 MILLION
jobs

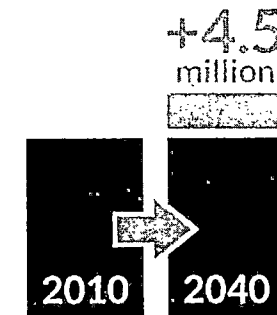


All on just 2% of U.S. land area

BY 2040



58 MILLION
residents



28.5 MILLION
jobs

NEC Infrastructure



HIGHWAYS

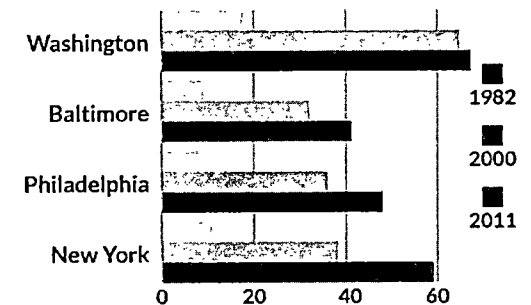


12% of all U.S. highway lane miles

52% of the worst highway bottlenecks

22% increase in auto travel by 2040

Average Hours of Delay
per auto commuter



AIRWAYS



30% of all U.S. air trips

50% of nationwide delays originate in NYC

102% increase in aviation boardings by 2040

Worst On-Time Arrival Rates
(2012)

1	Newark (EWR)	69%
2	San Francisco (SFO)	70%
3	New York LaGuardia (LGA)	77%
4	Washington Dulles (IAD)	79%
5	Chicago O'Hare (ORD)	80%
6	Houston (IAH)	80%
7	Washington National (DCA)	80%
8	New York John F Kennedy (JFK)	81%
9	Miami (MIA)	81%
10	Fort Lauderdale (FLL)	81%

RAILWAYS



75% of all weekday commuter rail riders

53% of commuter trains utilize the NEC

115% increase in intercity rail travel by 2040

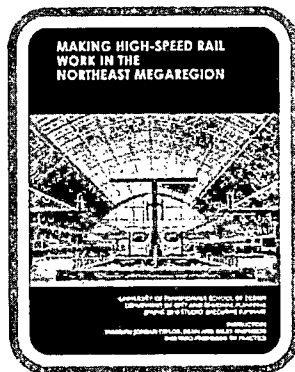
Shared Tracks
on the Northeast Corridor main line



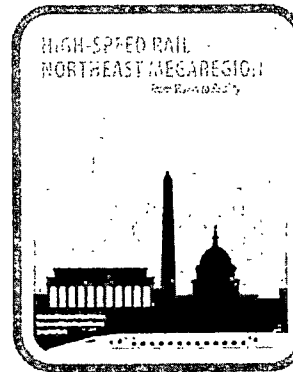
Need for High-Speed Service



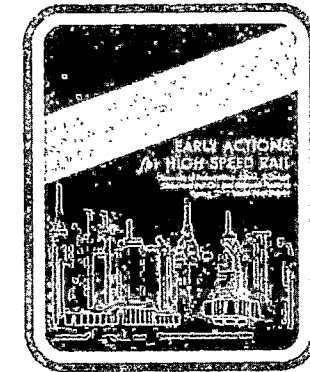
Multiple studies have determined the need for true high-speed rail in the Northeast Corridor



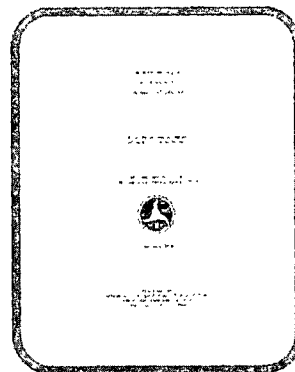
Making High Speed Rail Work
in the Northeast Megaregion
UPenn, 2010



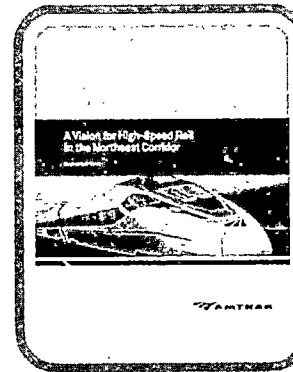
High Speed Rail in the
Northeast Megaregion
UPenn, 2011



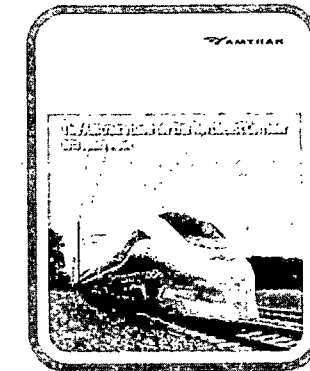
Early Actions for
High Speed Rail
UPenn, 2012



Needs and Desires of Travellers
in the Northeast Corridor
FRA, 1970



A Vision for High-Speed Rail
in the Northeast Corridor
Amtrak, 2010



The Amtrak Vision for
the Northeast Corridor
Amtrak, 2012

Previous Maglev Study



- A Draft EIS was prepared between 2003 and 2007
 - Potential alignment identified
 - Three station locations: Washington DC, BWI Airport and Baltimore
- Major segments at-grade with significant surface impacts
- Earlier form of maglev; speeds up to 240mph
- Final EIS was prepared, not advanced
- No Record of Decision made

Baltimore-Washington Maglev Project

**Draft Environmental Impact Statement
and Section 4(f) Reevaluation**

MARCH 2007



Office of Planning
6 St. Paul Street, 8th Floor
Baltimore, MD 21202-6606

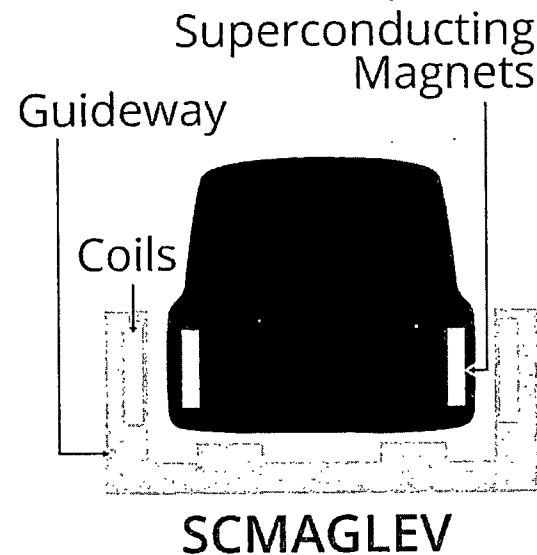
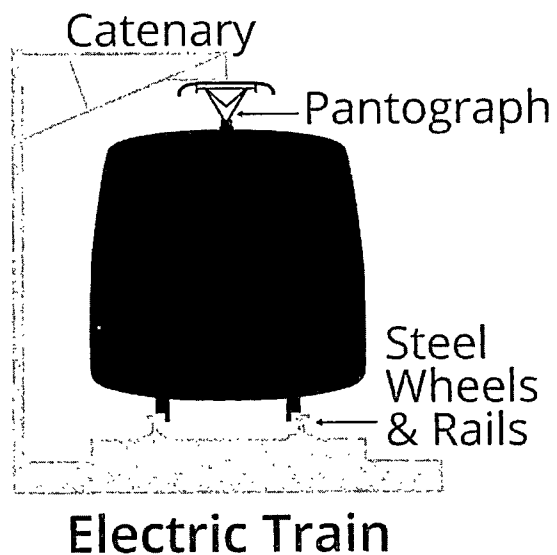
Lessons learned will guide the SCMAGLEV project

Our Vision: *Fastest* Train in World



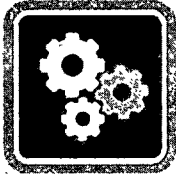
DC TO NEW YORK
in
ONE HOUR
at
311 MPH

How It Works



- The SCMAGLEV utilizes strong magnetic forces between guideway coils and superconducting magnets on the train for acceleration, deceleration, guidance and levitation
- Instead of running on rails, SCMAGLEV trains levitate between the walls of a U-shaped guideway containing coils

SCMAGLEV History



50+ YEARS OF DEVELOPMENT

SCMAGLEV research and development began in 1962



A MILLION MILES

Over a million miles traveled since 1998

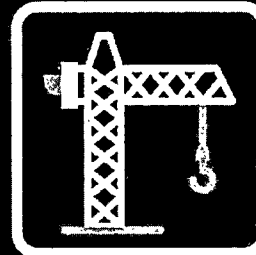


RECORD BREAKING

Holds the Guinness record for the world's fastest train

UNDER CONSTRUCTION: THE CHUO SHINKANSEN

Revenue service SCMAGLEV line



Initial Segment (26.6 miles)

1998: Non-revenue operations commence

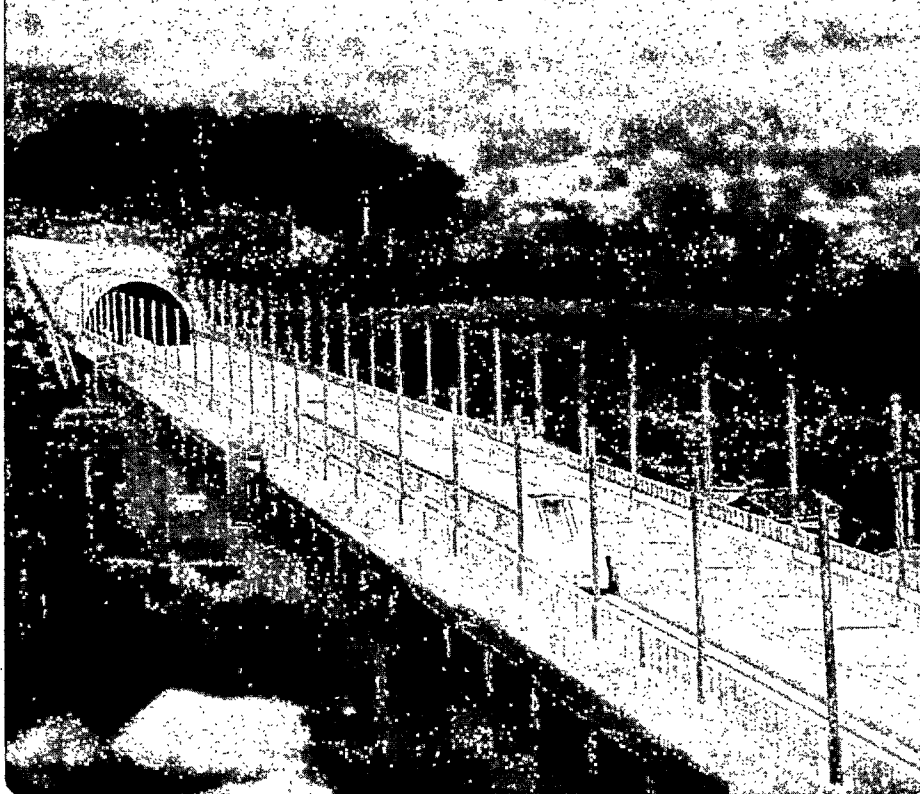
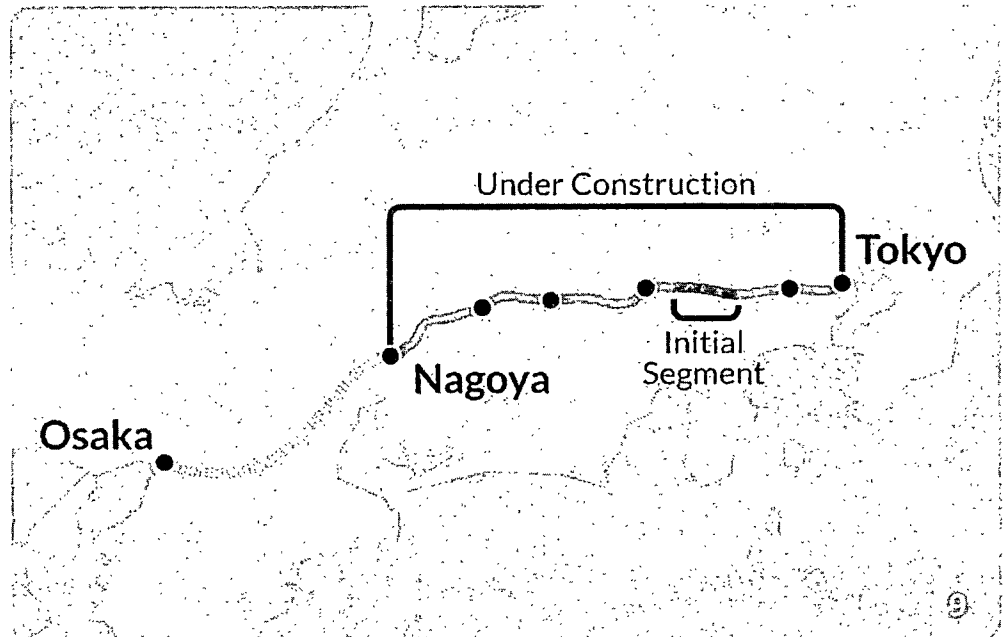
2014: Revenue service began

Tokyo-Nagoya Line (178 miles)

2011: Technological standards enacted

Late 2014: Exhaustive EIS completed and full construction underway

2027: Full revenue service begins

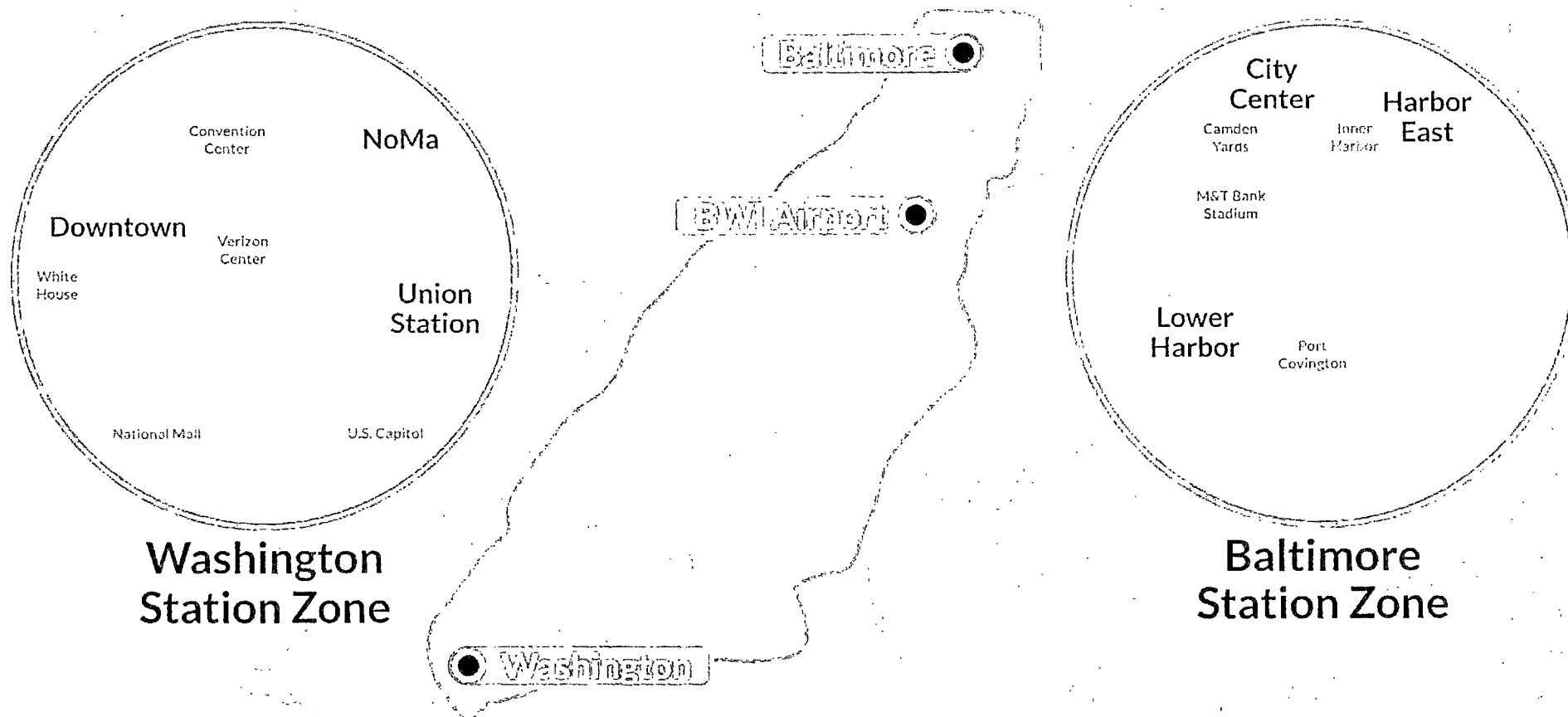


SCMAGLEV Project



WASHINGTON TO BALTIMORE IN 15 MINUTES

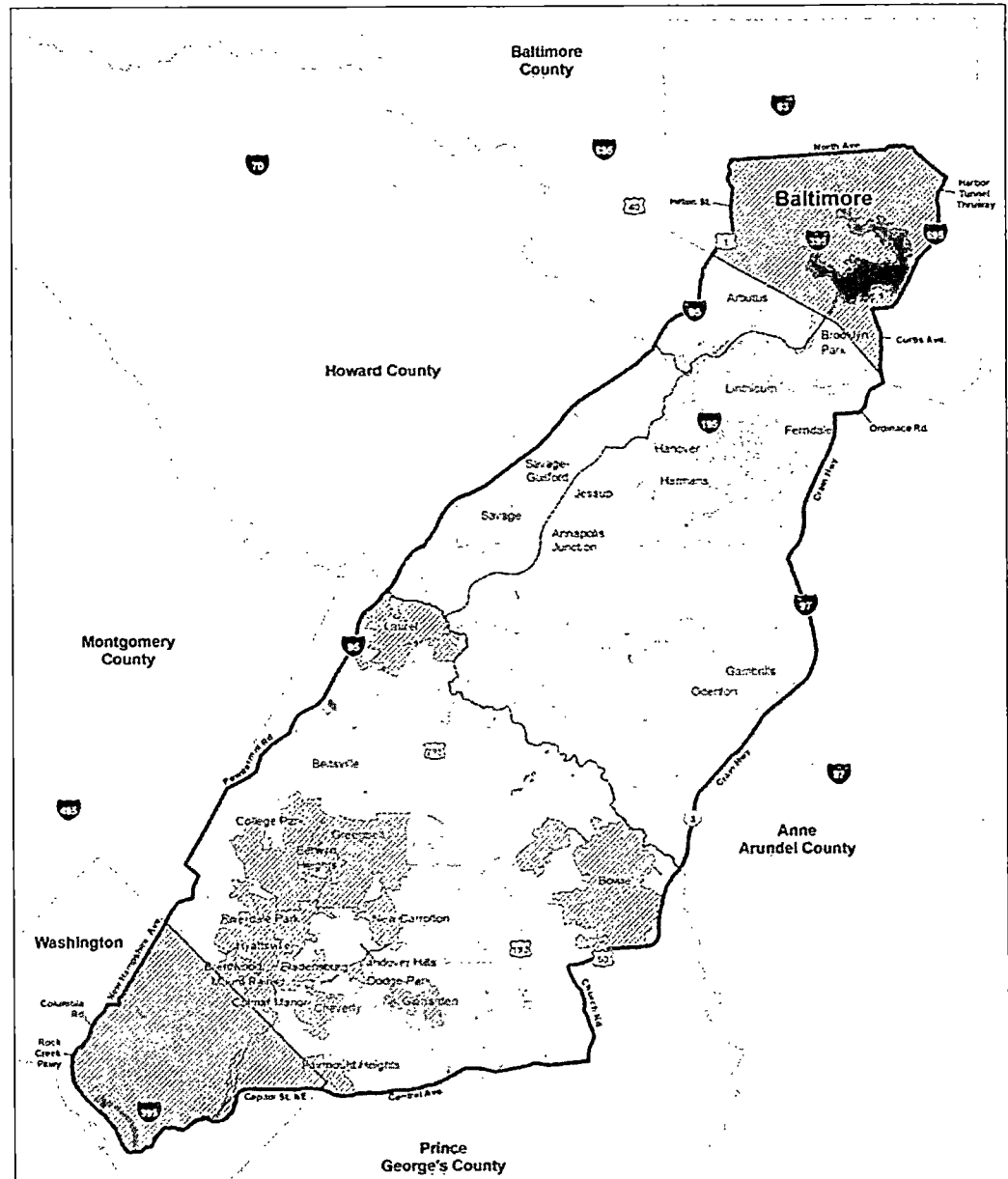
Multiple possible alignment options and downtown station locations



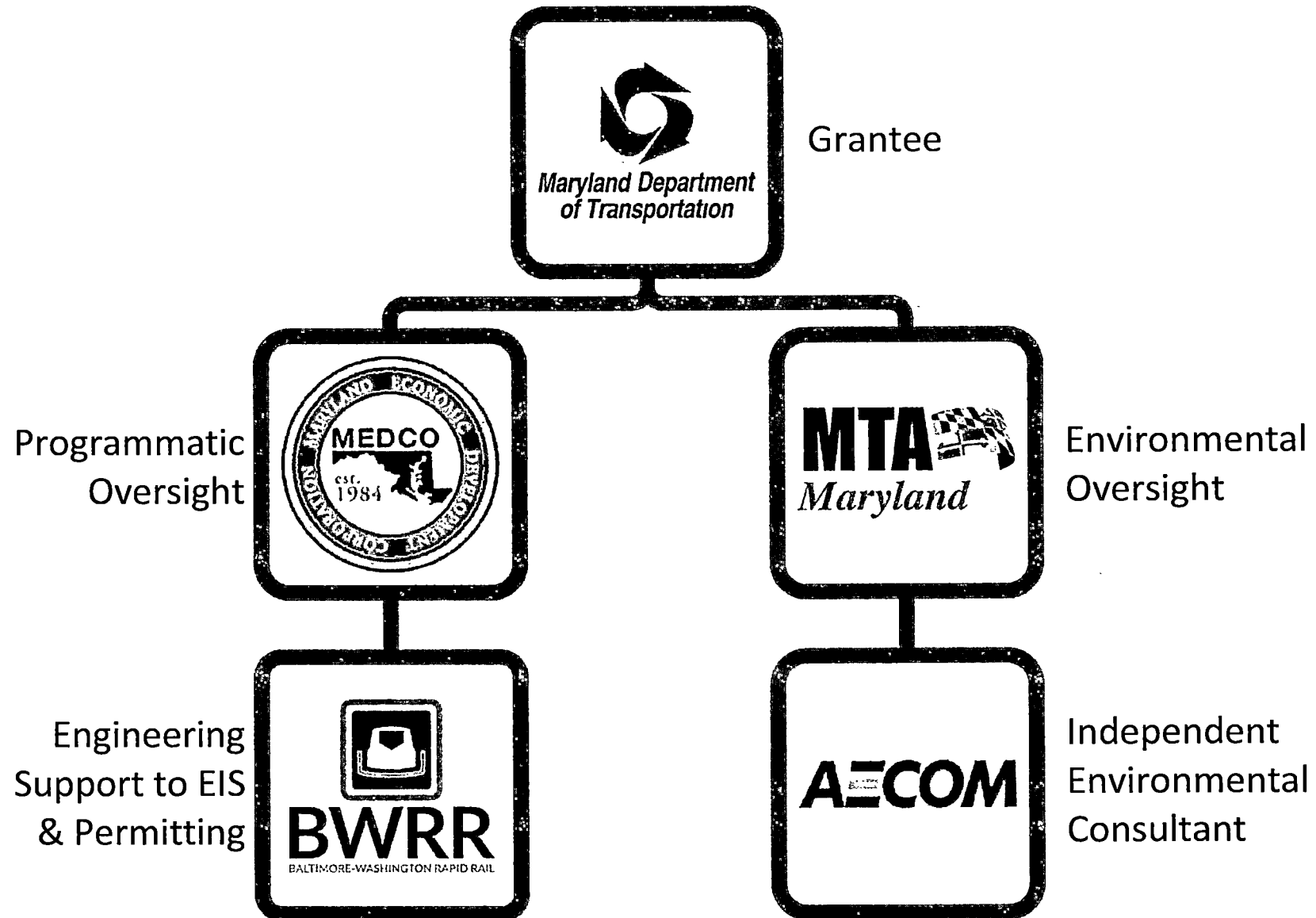
Project Study Area



- Approximately 40 miles long by 10 miles wide
- Two major cities, four counties
- Numerous natural and historic resources
- Land ownership is public and private
- Major government facilities
 - BWI Airport
 - Fort George G. Meade
 - Beltsville Agricultural Research Center
 - NASA Goddard Space Flight Center
 - Patuxent Research Refuge
 - US National Arboretum
- Parks
 - Patapsco Valley State Park
 - Patuxent State park
 - Anacostia Park



NEPA / Engineering Team



Project Funding



- Maryland DOT was awarded a \$27.8 million grant from the Federal Railroad Administration; \$7 million contribution by BWRR
- Grant covers the Environmental Impact Statement process, which includes studying various potential alignments and their potential impacts (as well as preliminary engineering efforts to assess details)
- Millions invested by private sector
- No state money being utilized

Accomplished To-Date



- Determined **engineering feasibility**: over last six years, detailed studies of feasible routes including numerous walkthroughs of study area and beyond
- Determined **financial feasibility**: independent investment grade ridership and revenue study commissioned by Japan Bank for International Cooperation; confirmed by peer group and follow-on plan case study
- Received rail franchise from Maryland Public Service Commission
- Agreed with Central Japan Railway Company on technology transfer

Public Outreach



20 Rounds of Public Meetings

- 4 Rounds of Public Meetings
- 5 Sites per each round
- Public Meetings conducted so far:
 - December 2016
 - April 2017
- Additional Public Meeting to be conducted by the NEPA Team as the EIS work is progressed



SCMAGLEV Geometric Requirements

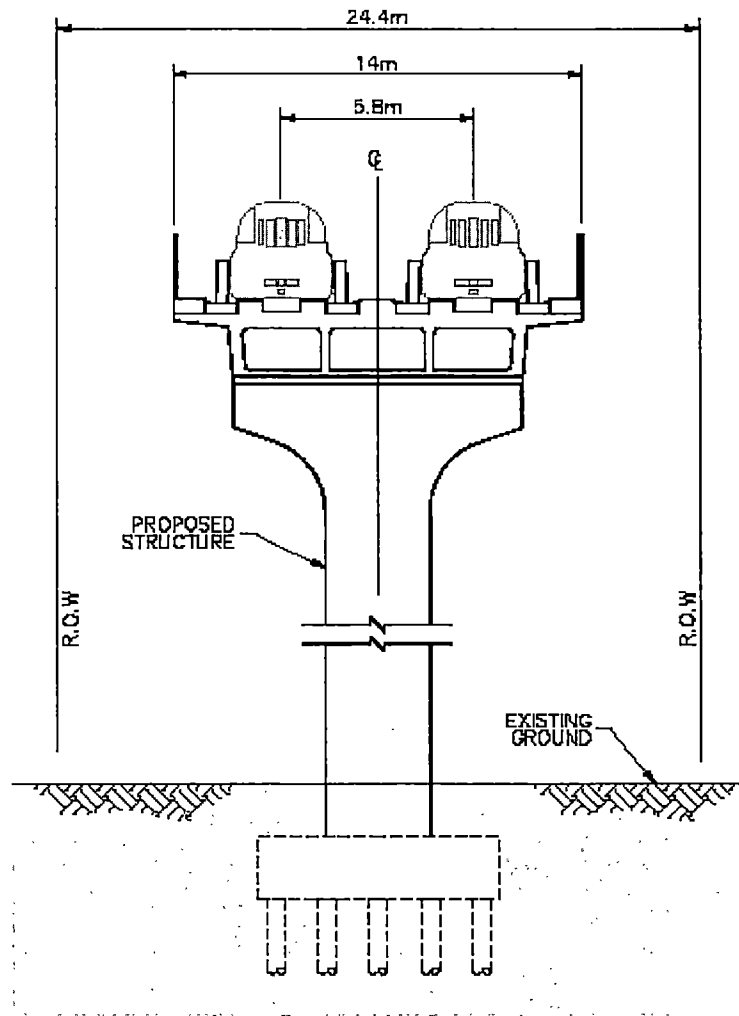


- 500 km/h between Baltimore and Washington roughly equals 15 minutes of runtime
- Horizontal and vertical geometry is established to maintain the SCMAGLEV train's optimal runtime speed
- Placement of train either in tunnel or elevated allows for increased safety and minimizes disruption
- Shifting direction at top speed must be safely and comfortably accommodated over a long and gradual geometry; if not, then rider discomfort will occur
- The project will seek an alignment which allows the highest practical speed that can be attained by SCMAGLEV technology

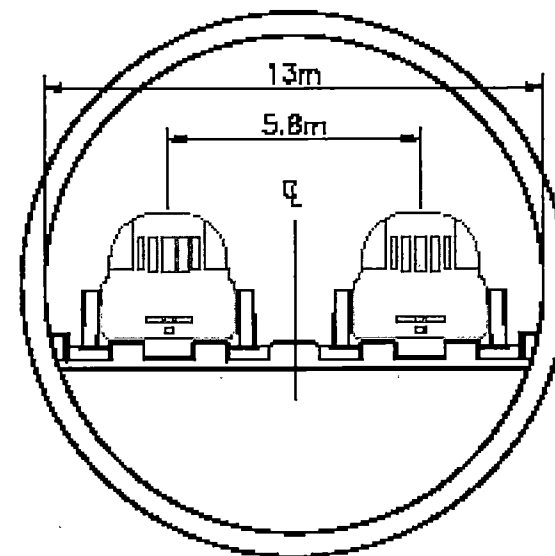
Typical Cross Sections



Typical Viaduct Section



Typical Tunnel Section



Expected Project Benefits



Economic



NATIONWIDE



MARYLAND



BALTIMORE



WASHINGTON DC

Job Creation

205,000
from
construction

+14,600
ANNUALLY
after opening

74,000
from
construction

+1,500
ANNUALLY
after opening

6,400
from
construction

+1,500
ANNUALLY
after opening

3,000
from
construction

+2,500
ANNUALLY
after opening

GDP Increase

\$22.5 BILLION
from
construction

+\$594 MILLION
ANNUALLY
after opening

\$6.5 BILLION
from
construction

+\$268 MILLION
ANNUALLY
after opening

\$560 MILLION
from
construction

+\$166 MILLION
ANNUALLY
after opening

\$300 MILLION
from
construction

+\$24 MILLION
ANNUALLY
after opening

Environmental

Yearly reduction of air emissions
associated with decreased
vehicle miles traveled (VMT)



2,000,000
TONS

**Greenhouse
Gases**

76,000
TONS

**Carbon
Monoxide**

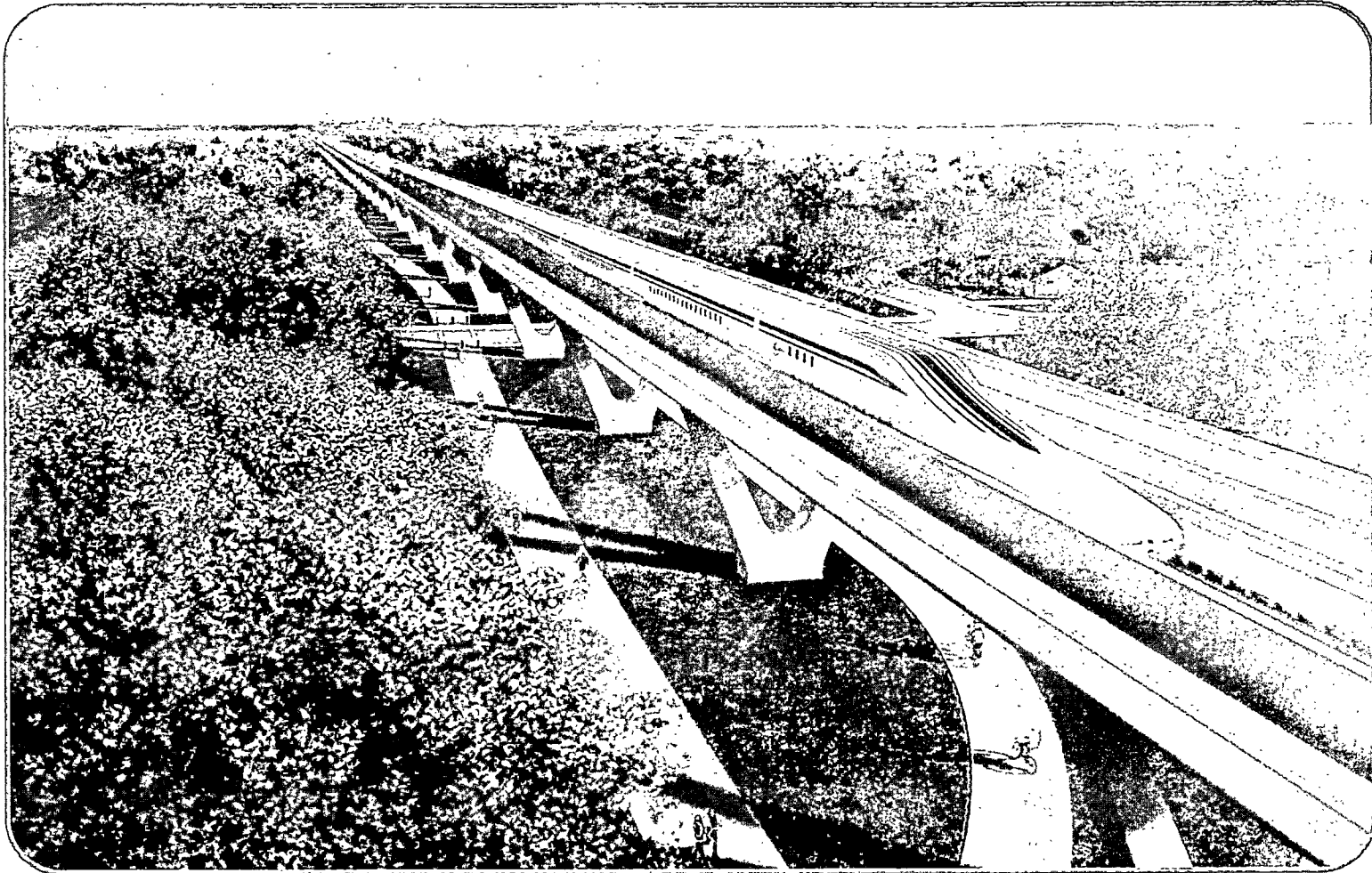
15,000
TONS

**Nitrogen
Oxides**

4,000
TONS

VOCs

Potential Benefits for Bike Trails

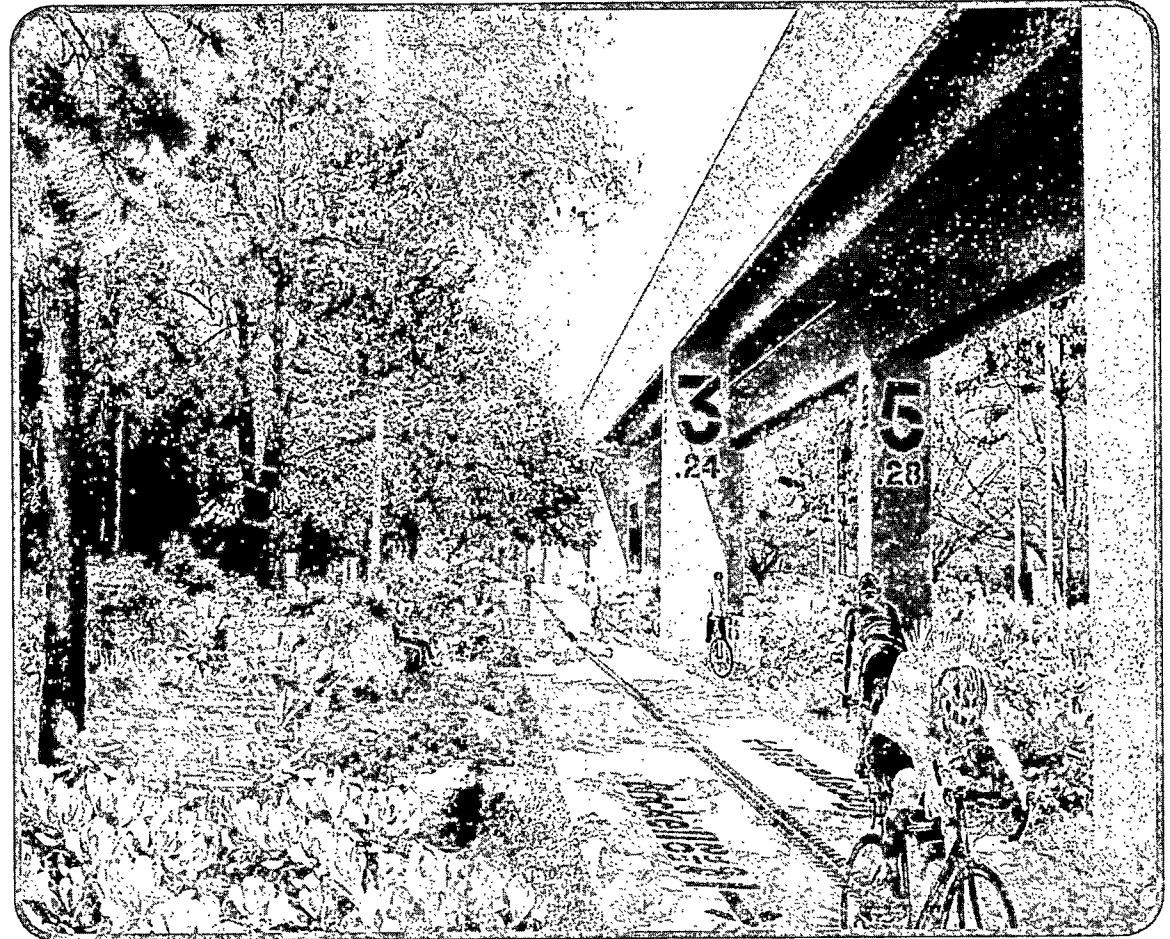


- Enables bike trails, like WB&A Trail, to realize its full potential
- Continuous multimodal corridor linking existing and planned bike trails
- Best in class amenities

Potential Benefits of Sample Alignment



- If an alignment near the WBA trail is selected, there are many public benefits.
- Dedicated path improves safety and reduces travel time for bikers
- Multiplies points of entry and connection to local streets and trails
- Fills gaps in the network, including new bridges
- Provides state of the art amenities

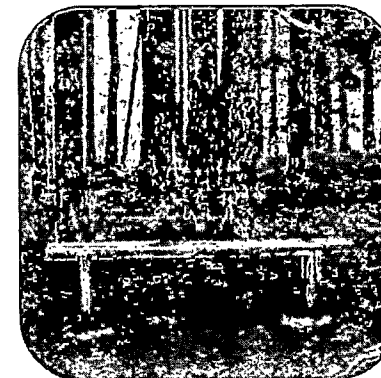
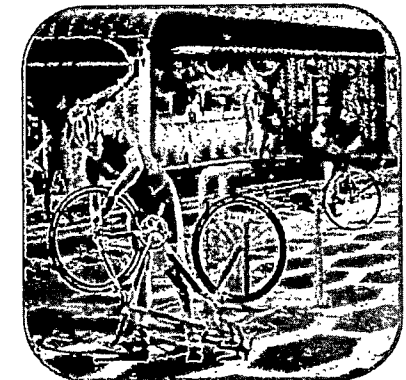
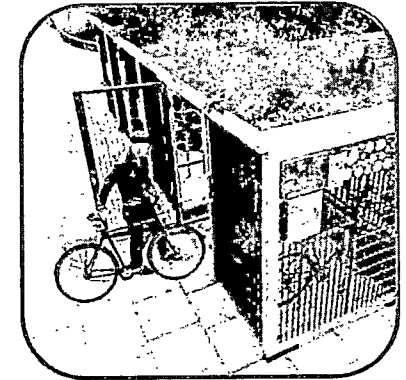
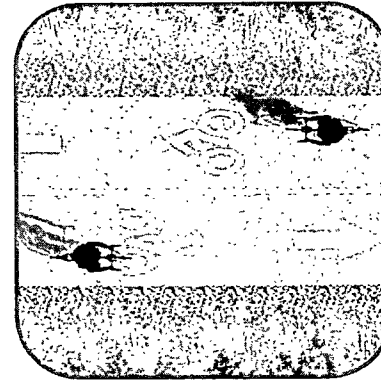


Potential Amenities



Comprehensive improvements to safety and comfort (if WBA alignment selected):

- Safe road crossings, lighting and security cameras
- Wayfinding signage, maps, branding
- Landscaping, seating, park nodes
- Public facilities
- Drinking fountains
- Bike lockers, repair stations
- Shade and protection from rain
- Historic WB&A Railroad markers
- Bike races and events
- Trail maintenance



Choice belongs to all of us



High-speed rail investment relieves many problems facing other modes of travel in the region.

WITHOUT INVESTMENT

2,750

new lane-miles of highway
needed by 2040 at a cost of

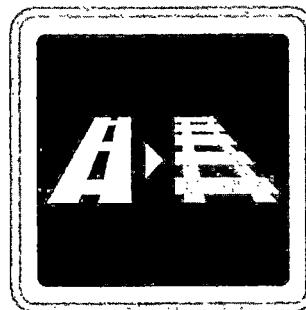
\$14 TO \$78 MILLION
per lane-mile

5

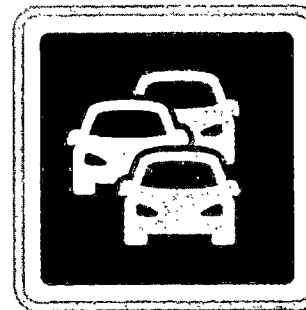
major regional airports will be
capacity constrained by 2025,
causing congestion-related costs of

\$7.1 BILLION

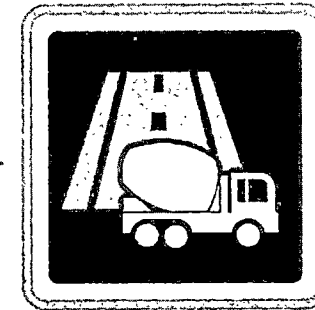
WITH INVESTMENT



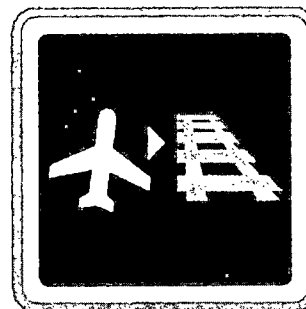
Divert Automobile
Drivers



Reduce Highway
Congestion



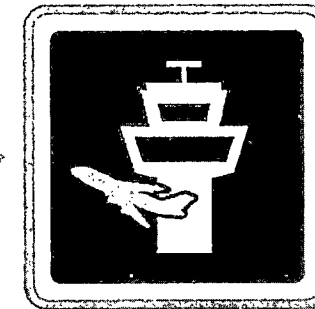
Reduce Need for
Highway Expansion



Divert Airline
Passengers



Reduce Need for
Short-Haul Flights



Reduce Need for
Airport Expansion

Contact Information



Project Development Team

BWRR:

Send comments to:

SCMaglev

c/o David Henley,

Project Director

Baltimore-Washington Rapid Rail

6 S Gay St

Baltimore MD 21202

dhenley@bwrapidrail.com

NEPA Team

MDOT:

Send comments to:

SCMaglev

c/o Bradley M. Smith

Director of Office of Freight and Multimodalism

Maryland Department of Transportation

7201 Corporate Center Dr

Hanover MD 21076

bsmith9@mdot.state.md.us

MTA:

Send comments to

SCMaglev

c/o John G. Trueschler

Manager, Environmental Planning

Office of Planning & Programming, MTA

6 Saint Paul St

Baltimore MD 21202

jtrueschler1@mta.maryland.gov

Project Website:

www.bwmaglev.info

for meeting materials and online comments

Summary



- The Northeast Corridor has outgrown its infrastructure, and future growth will continue to strain it
- The need for high-speed is long recognized
- SCMAGLEV is a proven technology that will provide a transformational alternative
- SCMAGLEV will spur economic development in the Baltimore-Washington region – and beyond
- The NEPA process is progressing appropriately and the public will continue to be engaged at every step