



City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

REGULAR CITY COUNCIL MEETING MINUTES

TUESDAY, SEPTEMBER 5, 2017

CALL MEETING TO ORDER:

The Regular Meeting of the Bowie City Council was held on Tuesday, September 5, 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, Glass (arrived 8:04p.m.), Marcos, Polangin, and Truth; City Manager Lott, Assistant City Manager Fitzwater, City Attorney Levan, City Clerk Hernandez, Staff, the Press, and the Public.

AGENDA ADDITIONS/DELETIONS/AMENDMENTS:

Mayor Robinson amended the agenda to move Item B under New Business as first item of business then follow with other business items and adding a discussion on relief funding for Houston, Texas.

CITIZEN PARTICIPATION:

1. Jason Perreault, Health Center Dr. – Spoke in regards to safety concerns at the Bowen apartment complex. (Copy of comments attached)
2. Lillian Wetherington, Health Center Dr. – spoke in regards to animal safety at the Bowen apartment complex. (Copy of comments attached)

CITY BOARDS AND COMMITTEES:

A. Appointments/Reappointments/Swearing-In:

1. Councilmember Polangin moved the appointment of Aubrey King as a member of the Diversity Committee for a 2-year term. Councilmember Esteve seconded the motion and it carried 5-0.
2. Councilmember Truth moved the appointment of Dustin Kuzan as a member of the Green Team Executive Committee for a 2-year term. Councilmember Esteve seconded the motion and it carried 5-0.
3. Mayor Robinson swore-in the new members to their respective committee.

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

COUNCIL ANNOUNCEMENTS:

Mayor Robinson on behalf of Council thanked Matt Corley for setting up a marvelous concert series during the summer held at Allen Pond Park and Town Green Park.

CITY MANAGER'S REPORT:

No report at this time.

CONSENT AGENDA:

Councilmember Marcos moved the approval of Consent Agenda Items: A) Approval of August 7 Meeting Minutes; B) Approval of Resolution R-49-17 Accepting the Construction of the Private Stormwater Management Facility Constructed Under the Permit SWM3-15 at Children of America and Releasing the Construction Securities Required Therewith; C) Approval of Resolution R-50-17 Approving Variance Application BV-5-17, a Request by Vera Hernandez and Tania Lopez to Allow 70 Linear Feet of Six Foot High Wooden Replacement Fencing Along Stonybrook Drive When, According to the Prince George's County Zoning Ordinance, Such Fencing Shall Not be More Than Four Feet High, at 12415 Stonehaven Lane; D) Approval of Resolution R-51-17 Approving Variance Application BV-6-17, a Request by Patty and Glenn Stewart to Allow 99 Linear Feet of Six Foot High Wooden Replacement Fencing Along Buckingham Drive When, According to the Prince George's County Zoning Ordinance, Such Fencing Shall Not be More Than Four Feet High, at 12701 Beaverdale Lane; E) Approval of Resolution R-52-17 Awarding a Contract for Replacement of the ADA Ramp and Stairs at the Bowie Playhouse; F) Approval of Resolution R-53-17 Accepting the Construction of the Private Stormwater Management Facility Constructed Under the Permit PSWM1-0114 at Bowie Medical Center and Releasing the Construction Securities Required Therewith; G) Approval of Resolution R-54-17 Waiving by Two-Thirds Vote the Bidding Requirements of Section 61 of the City Charter, to Allow the City to Enter Into a Contract With Motorola Solutions, Inc. for the Purchase and Installation of Equipment for the Police Department's Call Center; H) Approval Correspondence to the City's Legislative Delegation re: HB1570/2017. Councilmember Truth seconded the motion and it carried 5-0.

NEW BUSINESS:

A. SCMAGLEV NEPA Process Briefing – Senator Peters, Delegate Holmes, Delegate Valentino-Smith, Delegate Vallerio, County Council Member Turner and Senator Benson all spoke of their concerns of this project and the lack of transparency in the process.

Mr. Jim Ports, MDOT's Deputy Secretary of Operations read a letter from MDOT Secretary Pete Rahn stating that this project is solely in the study phase and no plans for construction have been approved or even proposed at this early stage (copy of letter attached).

Mr. Bradley Smith, MDOT Director of Office of Freight and Multimodalism briefed Council on the NEPA process. The Federal Railroad Administration (FRA) is the lead federal agency for NEPA. MDOT is working with the Federal Railroad Administration and many federal, state, and local agencies to evaluate the potential environmental impacts of BWRR's proposal. MDOT will hold another public meeting on October 14th at 10:00 a.m. at Bowie State University. NEPA requires that environmental factors be considered when undertaking a federal action; for example: federal funding, federal permit or use of federal property. For this project, FRA is requiring an environmental impact statement, the most comprehensive review under NEPA. First round of public workshops began in December of 2016 with the second round held in April of 2017. Since these workshops the project team has been working on compiling comments received, coordinating with federal, state and local agencies to solicit input on

the preliminary alignments, continuing to refine the alignments to avoid and minimize potential impacts of the preliminary alignments and preparing updated information to be shared in October 2017. The next steps is to host a third round of public meetings to be able to share the results of the preliminary alternatives screening report, reducing the number of alignments, more detailed information for the remaining alignments and information regarding the potential environmental impacts of each alignment.

Citizens Comments:

1. Linda Tucker, Ridgeview Lane – is opposed to the project; presentation still does not answer the many questions and lack of transparency.
2. Maureen Peterson, President Patuxent Riding HOA – is opposed to project (copy of comments attached)
3. Tara Guevara, Hillmeade Road – is opposed to the project; Bowie is a historic city, it will destroy Old Bowie and the WB&A trail.
4. Aviva Nebesky, Laurel Bowie Road – is opposed to the project; it will destroy the surrounding land.
5. Geoff Holdridge, Martha's Choice Circle – is opposed to the project; this is a federal driven project and encouraged residents to contact their federal representatives to voice their opposition.
6. Elizabeth Loo, Rocky Spring Lane - is opposed to the project; it will kill property values in the City.
7. Bruce Milam, Laurel Bowie Road – is opposed to the project; it is bad all around for Bowie, Prince George's County and the state of Maryland.
8. Dawn Wampler – spoke on behalf of Al Bauman long time Bowie resident who is opposed to the project.
9. Joan Glynn, Red Farm Lane – is opposed to the project; MTA did not publicize the meetings accordingly to allow residents to post their comments.
10. Dennis Brady, Paisley Lane - is opposed to the project; the process to date has failed, not enough outreach was done to all the communities that will be affected.
11. Darrell Carrington, Hillmead Road – is opposed to the project; disappointed that the questions are still not being answered.
12. Gerald Belsky, Primson Ave (Baltimore) – money needs to be invested to improve transportation infrastructure.
13. Kathleen McGinnis, Raritan Lane – is opposed to the project; cost will be very high and it will have environmental impacts.
14. Dustin Kuzan, Silver Maple Court – is opposed to the project; not benefitting anyone, the cost is higher than what the Accela train is.
15. Helene Merkel, Merkel Road – is opposed to the project; family farm will be destroyed, the need for the train is not there.
16. Brian Blodgett, Rambling Lane – is opposed to the project; concerned with the security.
17. Bob Schunemann, Fluttering Leaf (Odenton) – is opposed to the project; why is statement of work not available, money is not there.
18. Peter Granaham, Rustic Hill Drive – is opposed to the project; City of Bowie is only group willing to listen to residents' concerns.
19. Dufour Woolfley, Largo Lane - is opposed to the project; thanked Council for their opposition and suggest that they record as an organization the opposition of this project.

Councilmember Esteve asked has any formal decision been made on this project. Mr. Ports replied that it has not. Councilmember Esteve also asked can the FRA pick an alignment on their own without the results of the NEPA process and what is the timeframe of when this project would take

place. Mr. Smith replied that currently a decision has not been made until the NEPA study is completed.

Councilmember Polangin asked if other cities have been approached to buy into this project, like Pennsylvania or New York. Mr. Smith and Mr. Ports both replied that at this time they do not know.

Councilmember Trouth asked if BWRR could lobby if the Governor does not want this project to proceed. Mr. Ports replied that if they would lobby it would be independent of anything that the State would be involved in.

Councilmember Glass asked if this project can take place without the support of the City, County or State, can the FRA override all their opposition. Mr. Smith replied that it would be highly unlikely without state and federal support.

Mayor Robinson stated that he still has issues that the Federal Railroad Administration have not participated in any of these discussions. He appreciates the State and private entity approaching the City but not having a discussion with the FRA is a frightening thought.

At 11:19 p.m., Council took a five-minute recess.

Council reconvened at 11:24 p.m.

B. City Transportation Priority List Draft Letters - Mr. Joe Meinert, City Planning Director, is requesting Council's approval to send the draft transportation priority list letters to our state and county officials.

Public Hearing:

1. Dustin Kuzan, Silver Maple Court – copy of his comments attached.

Since there were no more speakers signed up to speak, Mayor Robinson declared the public hearing to have been held.

Councilmember Polangin made a motion to approve the Transportation Priority letters. Councilmember Marcos seconded the motion. Motion passed 6-0.

C. Consolidated Annual Performance and Evaluation Report (CAPER) – Resolution R-47-17 - Mr. George Jones, City Grants Manager, summarized the staff report on the Grant Housing Program. The report developed with citizen participation, identifies the extent to which the City has satisfied specific goals and objectives delineated in its Annual Action Plan for Fiscal Year 2017.

Public Hearing:

Since there were no speakers signed up to speak, Mayor Robinson declared the public hearing to have been held.

Councilmember Polangin asked if the funding could be used to help residents with mortgage payments. Mr. Jones replied that the grant does not allow for mortgage payments, it is mainly for help in improving their homes like their roofs, windows, doors, a/c units.

September 5, 2017

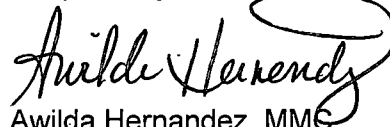
Councilmember Esteve made a motion to approve Resolution R-47-17 and authorize the CAPER to be sent to HUD. Councilmember Glass seconded the motion. Motion passed 6-0.

D. Hurricane Harvey Relief – Council approved to make a donation on behalf of the City to help the victims of Hurricane Harvey.

ADJOURNMENT AND MOVE TO CLOSE SESSION:

Councilmember Trough moved to adjourn the City Council meeting and move to close session Statutory Authority to Close Session, General Provisions Article, §3-305(b)(14): Before a contract is awarded or bids are opened, to discuss a matter directly related to a negotiating strategy or the contents of a bid or proposal, if public discussion or disclosure would adversely impact the ability of the public body to participate in the competitive bidding or proposal process. Councilmember Glass seconded the motion and it carried 6-0. The meeting adjourned at 11:39 p.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Awilda Hernandez", with a large, stylized flourish at the end.

Awilda Hernandez, MMC
City Clerk

Good Evening Council Members,

Thank you for allowing me the forum to voice both my family's concerns, and the concerns of the residents at The Bowen. The Bowen is a property here in Bowie managed by The Bozzuto Group, and owned by Berman Enterprises, located at 14909 Health Center Drive.

Over the past few months, there has been a significant rise in crime at our community, and a growing concern of an infestation in many wings on the building. Our personal story began in December of last year, when we were personally affected by a roach infestation our property team could not handle. Within 2 months we had to move ourselves to a new apartment without any help. When we moved into our new apartment, we were without a deadbolt, or a working security system for weeks. It was during this time our apartment was broken into. We filled the appropriate police report, and the officer confirmed forced entry. We live one door down from the mail room entrance, a central access point for the residents. We were in plain site, and the break-in occurred during business hours as my wife and I were away attending classes at the University of Maryland.

The matter was brought to the attention of the front office staff, who did nothing other than acknowledge. We persisted over the next few weeks about having more security cameras installed. We got to the Regional Manager Danelle Cheeks, who promised cameras. Weeks more passed with no cameras in the residence halls, but more in the clubhouse. Between March and July, the front office had been broken into, televisions stolen and the staff in the front office had pictures of the suspects, as they had a hunch they were friends of a resident. But we were told no arrests or summons had been issued.

In July our guests (who work for the Orioles organization) were visiting, and both of their cars had been broken into. Both cars had the correct passes, one even had the \$50 extra a month pass. Their cars sustained broken windows, and more than \$3,000 in damage and stolen items. These crime issues are common at our residence, and you'll often find personal security cameras, as well as exterior lockboxes for added security outside of people's doorways. We spoke to detective wood, who said those particular suspects were also possible suspects in a violent crime a few nights later. Residents at the bowen don't feel safe in their own homes and This is unacceptable.

In addition to security concerns, the staff, ownership, and management companies foster an environment that prides itself on blissful ignorance, and act

only when there is a benefit to them. They seem to pretend they don't know what is going on, when indeed they do. We have not had a working fireplace since April, we went 6 weeks without a dryer, and instead of bringing new parts or a new dryer, they instead shuffled us between vacant units to do our laundry for weeks. We pay a premium price for things that we aren't afforded. Our alarm had to be "fixed" more than 5 times, and it wasn't until on or about August 4th, that our alarm was finally fixed by the corporate maintenance team.

We addressed these concerns numerous, countless times, with the front office to no avail. It wasn't until we posted a review on Yelp that a vice president of Bozzuto, a Jolynn Scotch, reached out to us from her personal cell phone, and claimed upper management had no idea. We brought up our concerns, and she asked us to come in for a meeting when she returned. During this time the Bowie Police department created a flyer with the suspects photos from the night our cars were broken into. We dispersed them among the community, only to have them taken down by Tika Scott, the property manager. She was on vacation at the time. Jolynn, the vice President we met with, instructed the team to re-distribute, however only a verbal description (generic) went out. No photos. We told Jolynn at our meeting that if more security measures weren't put into place, and our damages and safety weren't compensated, we would continue to escalate our matters. The owners, Berman, came back with a firm "no" to all of our requests. We told them we intended to retain legal counsel, and since the denial, we have held true to intentions and we have retained Kevin Best, in Annapolis MD.

Life has been a challenge at The Bowen, and for the prices that are charged, this is unacceptable, and quite frankly disgusting. My housing comes from my GI Bill, furnished by the VA. I come before you tonight to ask for your help, to do whatever in your power to keep the citizens of Bowie safe. Berman Enterprises and Bozzuto Management have taken a laissez-faire attitude, and have resorted to treating their residents as transactions. We pay nearly \$2,300 a month, to have my property or associated property broken into 3 times in less than 5 months. I am asking that you hold Berman, Bozzuto and its affiliates responsible for taking a hands off stance when it comes to their resident's safety. We have a petition on Change.org, if you search bozzuto you will find our narrative with a few dozen supporters. Please help us change the environment at the property, and protect the residents and their families. Thank you for your time.

My name is Lillian Wetherington, and I, too, am a resident at The Bowen at 14909 Health Center Drive in Bowie, Maryland. My husband, Jason, also spoke. I come forward today, with intent to inform the city about my experiences while living at The Bowen community. In addition to our three (3) break-ins, lack of a fully functioning apartment (like a dryer, a fireplace, etc.) we have also experienced what we perceive as neglectful behavior to other living beings.

Over the summer, in near 100 degree weather, both my husband and I personally reached out to the front office in regards to several dogs being left on apartment balcony's by themselves. On at least three (3) separate occasions, a dog was left outside, whining, panting, and barking, when the real-feel point was well over 110 * Fahrenheit. After attempting to contact the front office, during every incident, we called the Prince George's animal control.

On one instance, Father's Day of this year, we were outside on our patio, facetimeing my family—when a little dog, a Yorkie, fell from the sky. Our reasoning, due to knowing most of our neighbors, pointed to this dog having fallen from the fourth floor. We scooped this dog up, returned him to his owner, and promptly informed the front office. The assistant leasing director

never informed the property manager, Tika. And, the next day, when we informed the front office agents, Charlotte and Ricardo. Charlotte laughed and said she was glad we didn't call the police because, and I quote, "just imagine the mess that would have caused."

In our time at the Bowen, we have seen our 15-year-old neighbor walking outside in the evenings because he is unsure of his own safety. We have spoke to a woman who had her door kicked in, while she was at home, by an unknown perpetrator – rocking her to her core. We have heard countless stories about apartment and car break-ins. This is not normal—nor should it be considered "normal." For a property who boasts their safety and security, brag about in-unit alarm systems, and has fob-entry access to the garage—and surely charge you a premium for it-- it does not make much sense to have a garage that people can walk into, it does not make sense to boast about alarm systems in individual units that aren't fixed for months, if at all.

After all is said and done, I am here—we are here—because we are at our wits end, and exasperated simply from not knowing what else to do, or where else to go, in attempt to simply make sure all residents (adults, children, and even their animals) feel safe in their community.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

September 5, 2017

The Honorable G. Frederick Robinson
City of Bowie
15901 Excalibur Rd.
Bowie, MD 20716

Dear Mayor Robinson:

As you are aware, the Federal Railroad Administration and Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) recently initiated a National Environmental Policy Act (NEPA) review for the private sector Baltimore-Washington Rapid Rail's proposed Superconducting Maglev (SCMAGLEV) project between Baltimore and Washington, D.C. The review is evaluating the project's potential impacts to environmental, social, and cultural resources, including any potential impacts within local communities seeking the least disruptive alignment.

In addition, Governor Larry Hogan and the Maryland Department of Transportation have been closely monitoring the public information meetings being held regarding the SCMAGLEV. Unfortunately, there have been several conceivable routes proposed for study that have been presented to citizens during the meetings which would cut through existing residential areas. It has always been the understanding of the Hogan administration this proposed project would only use existing rights-of-way intended for these types of purposes and have minimal impacts on those who live and work along the final route should the project come to fruition. The Hogan administration's position in regards to using existing rights-of-way for this proposed project has not and will never change.

It is important to understand that this project is solely in the study phase, and no plans for construction have been approved or even proposed at this early stage. More detailed information regarding potential impacts, project cost, alignments, station locations, construction techniques, and system design will become available during the NEPA process, and soliciting public comment will continue to be a vital component of this process as it moves forward.

Please be confident and rest assured that Governor Hogan and the entire administration are paying very close attention to this process and will continue to stand firmly against any proposed routes that would harm local communities or affect the quality of life of the citizens along the proposed path. We simply won't allow that to happen.

The Honorable Mayor G. Frederick Robinson
Page Two

We encourage citizens to attend and participate in any future meetings regarding this proposed project and participate in the public feedback process. Citizen participation in the process is vital to the process of determining the viability of the SCMAGLEV. Should you have questions please contact Deputy Administrator Suhair Al Khatib via email at SAIKhatib@mta.maryland.gov or telephone 410-767-3787.

Sincerely,

A handwritten signature in black ink, appearing to read "Pete K. Rahn". The signature is stylized with a large, looped "P" and a cursive "K".

Pete K. Rahn
Secretary

cc: Mr. Suhair Al Khatib, Deputy Administrator and Chief Planning, Programming and Engineering Officer, MDOT MTA

Maureen Freda Peterson
President, Patuxent Riding HOA
September 5, 2017

Good evening; my name is Maureen Peterson and I am the President of the Patuxent Riding HOA here in Bowie. Thank you for the opportunity to speak.

Patuxent Riding is a self contained neighborhood of 78 homes off Race Track Road, very near Bowie State University. We are extremely concerned about the potential negative implications and impact of this project on our community. One of the renderings of the proposed "green route" shows the project cutting right thru part of our neighborhood with the potential of losing several homes through eminent domain. Our community is one where neighbors know each other, help each other and look out for one another; we are proud of our community. This project has the potential to ruin the culture, integrity and very viability of our neighborhood, as well as drastically decrease our property values...while not benefiting our community in the least.

There are many reasons why we oppose this project, here are just a few:

- There appears to be little or no empirical data on the effects of prolonged exposure to this type of energy source for flora, fauna, or humans.
- There are no benefits of this project to the residents or commuters of this community; which of course then calls into question the lawful use of eminent domain for tearing down homes and decimating neighborhoods.
- There is existing transportation infrastructure that could more easily and more economically be enhanced and improved
- Our community is an established one; many of our homeowners have hundreds of thousands of dollars in equity in our homes; all of us stand to lose much of this equity if this projects moves forward.

On behalf of the Board of Directors and the residents of the Patuxent Riding community, I respectfully ask that this project not move forward. Thank you.

John A. Lawson
12514 Rambling Lane
Bowie, Maryland 20715
301-395-2407
August 15, 2017

Governor Larry Hogan
100 State Circle
Annapolis, Maryland 21401

Subject: SCMagLev Project, AKA Super Conductivity Magnetic Levitation Train Project
Is Projected to Destroy Our House in the Rockledge R Section of Bowie, Maryland
Including Another 200 to 300 Homes in the R and W Sections of Bowie Plus Thousands
of Homes and Businesses in Anne Arundel, Prince George's County, and Baltimore
County

Dear Governor Hogan:

Please reopen the scoping period for the environmental impact statement for the SCMagLev train project. Before two months ago, no one in the R and W sections of Bowie, those sections that will be demolished by the construction of SCMagLev, knew anything about this planned SCMagLev project. I also know from our meetings that other communities in Prince George's, Anne Arundel and Baltimore counties knew nothing about this SCMagLev project. Meanwhile, the scoping and primary alternatives portions of the environmental impact statement were completed in 2016 and the beginning of 2017. Whatever outreach there was to residents, cities and counties was impoverished and generally abysmal since no one here in Bowie knew anything about any of this. The environmental impact on the residents of Bowie is massive and depressing and has no mention in the scoping or primary alternatives portions of the environmental impact statement because no opportunity was given to the residents of Bowie to allow them to state their grievances with this SCMagLev project which will lay waste to their homes, businesses and lives.

I learned recently that the SCMagLev Project, AKA Super Conductivity Magnetic Levitation Train Project, will begin construction in 2019. I learned this from a news article in the Bowie Blade newspaper, dated Thursday, August 3, 2017, in which it was stated that Governor Larry Hogan came to Bowie and met with the mayor and the city council and listened to the concerns expressed by them about the SCMagLev Project. The same article stated the construction start date is 2019.

More than mere concerns are looming about the catastrophic consequences to us in Bowie who know about the SCMagLev and very, very few people know anything about the dreaded SCMagLev, because outreach to the 200 or 300 homes in the Bowie R and W sections that will be affected was never made. From the environmental impact statement on the SCMagLev website, the most favored route, colored yellow, is Alternative G (WBA – 2017) on the Screening Level 1 Summary. Screening Level 2

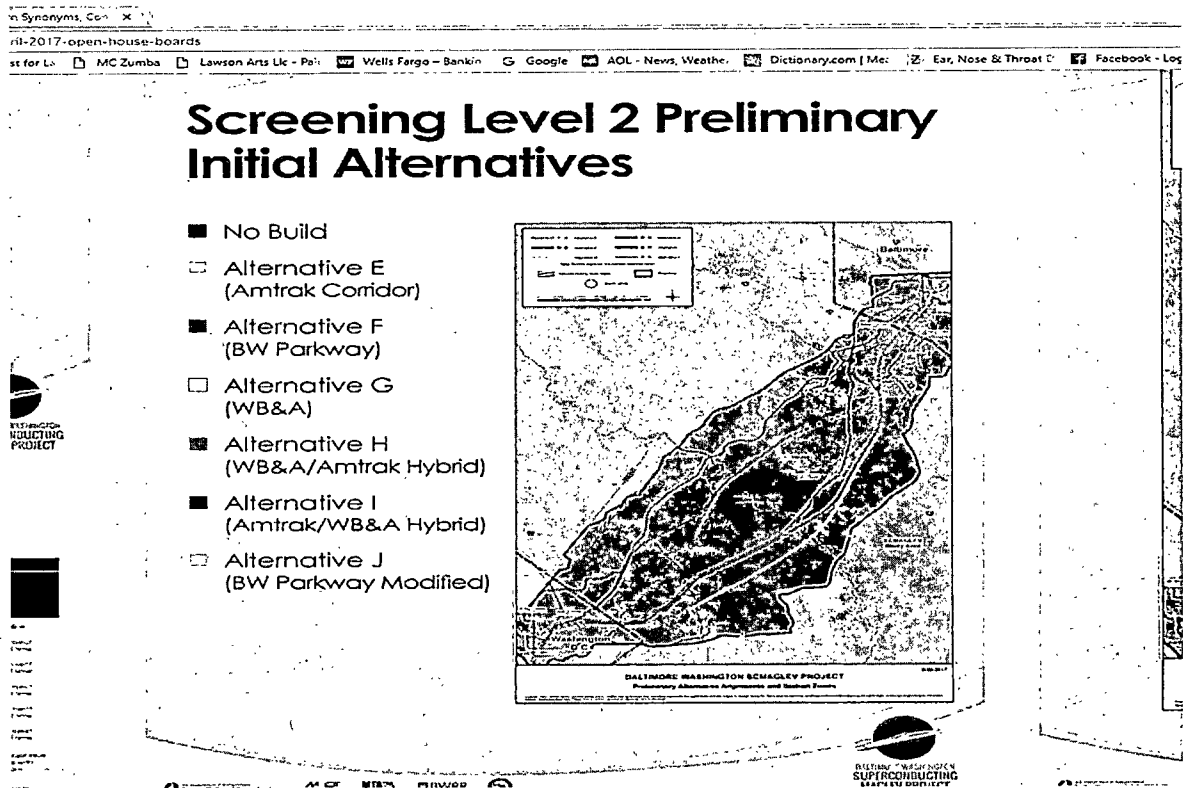
Preliminary Initiatives Alternatives map, also colored yellow, runs directly through the R (Rockledge) and W sections of Bowie where my house is located along with 200 to 300 other houses that will be demolished for the SCMagLev. Here are the Summary and Alternatives pages:

Screening Level 1 Summary

Alternative/ Criteria	Screening Level 1							Recommendation	Comment
	Acceptable Routeway and Vertical Geometry	Does not Preclude Construction of Other Projects	Significant Construction Disturbance	Operational Disturbance Category	Health Level Time	Significant Impacts to Natural Resources	Significant Impacts to Cultural Resources		
No Build Alternative	N/A	Yes	N/A	N/A	N/A	Low	Low	Feasible	Establish baseline
Transportation System Improvements	N/A	Yes	Low	Low	No	Low	Low	Do not retain	Does not meet project description and time
Alternative A (CVA = 2003)	No		Medium	Yes	Yes	Medium	High	Do not retain	Does not meet project description and time
Alternative B (BWP = 2003)	No		Medium	Yes	No	Medium	High	Do not retain	Does not meet project description and time
Alternative C (Amtrak = 2003)	No		High	Yes	No	Low	Medium	Do not retain	Does not meet project description and time
Alternative D (Lynchum = 2003)	No	No	Medium	Yes	No	Low	Medium	Do not retain	Does not meet project description and time
Alternative E (Amtrak Corridor = 2017)	Yes	Yes	High	Yes	Yes	Medium	Medium	Feasible	Constructability is a major issue due to interruptions with Amtrak operations
Alternative F (BWP = 2017)	Yes	Yes	Medium	Yes	Yes	Medium	High	Feasible	Fast Service approach
Alternative G (BWP = 2017)	Yes	Yes	Low	Yes	Yes	Medium	Medium	Feasible	Optimized for rail corridor

Note: High = negative, Medium = neutral, Low = positive

Physical description
in Construction duration



You can imagine that those Bowie residents who know (there are very few) about this impending catastrophe to their lives are completely miserable. This is stark stuff.

What is making Bowie residents unhappy and miserable?

1. **SCMagLev will destroy our homes.** If this SCMagLev train is built through Bowie, my house and 200 or 300 houses in the R and W sections will be demolished.
2. **No one knew.** Bowie residents did not know about the SCMagLev project. No outreach was made to them. We are beginning to contact residents and making them aware. There will be fervent outcries and vigorous opposition to the SCMagLev disaster project by not only Bowie residents, but also all those in surrounding residential and business locales that are projected to have their properties and lives demolished. Residents and business owners in Bowie, Glen Arden, Piney Orchard and all others in the path of SCMagLev in Baltimore, Anne Arundel and Prince George's counties, once they learn of what is happening, will be stridently opposed to its construction.
3. **No real estate transactions possible.** Now that we know, there can be no real estate buying or selling, because to sell or buy a house full disclosure must be made and with this SCMagLev project that is pending, no one who is sane is going to buy a house in this section of Bowie. Also, those homes near the project route are affected too, because who wants a house next to or near a train track especially a MagLev train track. Additionally, investors will seek to purchase our houses at a ridiculously low price to make a profit when government comes through with eminent domain offers.
4. **Eminent domain will make residents poor.** If the project is approved to begin in 2019 as projected, then government will offer eminent domain prices for our houses which I can imagine will not be at market value. Even given market value for the houses, this is a forced selling of these homes and nothing is considered about the living plans of the residents. For example, my spouse and I put a lot of money into our house to have it as our retirement home. Within the last 5 years alone, we installed a 50-year roof, a new water heater, a new furnace and air conditioner. Ten years ago, we did a total renovation of the house at a cost of \$200,000. We can well itemize these costs. In addition, we paid off our \$210,000 mortgage in the last ten years. We are ready to have a pleasant retirement in Bowie, which is a lovely place to live. But now, the SCMagLev disaster is upon us and we will become poor, because we will have to accept the eminent domain offer, incur moving costs, find a new place to live most likely other than Maryland (my spouse moved to Maryland in 1967), get another mortgage of about \$150,000 (outrageous!), and live at a level much below the standard of living we have now. My

spouse is 67 and I will be 70 in September. Even with another mortgage, which is ridiculous at our ages, we will survive this catastrophe, but there are residents of Bowie and other counties that, I'm sure, will not survive this hit on their lives. Instead of promoting the general welfare (preamble, Constitution of the United States) of the Bowie residents, this move will impoverish current Bowie residents. Absolutely awful!

Some general comments about SCMagLev project:

1. **Is SCMagLev needed?** Why is it necessary to have a new high-speed train for the Washington-BWI-Baltimore route? I note on the Acela schedule that the current travel time from Washington to Baltimore for the Acela is 37 minutes. I understand that an upgraded version of the Acela will be ready soon. So why is the SCMagLev needed? In addition, this SCMagLev train is going only from Washington DC to Baltimore and the Acela goes all the way to New York. The SCMagLev train is cutting off maybe only 15 minutes of travel time from Washington DC to Baltimore. Shaving off a few minutes and traveling only locally. Strange stuff. Why is it needed? Looks like it isn't needed. And, good golly, is taking a little more travel time to get from Washington DC to Baltimore so terrible. If this is being done in the name of progress, that is the wrong label for this SCMagLev project. Instead this SCMagLev project is destructive and no tangible benefit for any of the communities and governments along its route will be derived. If anything, the state of Maryland will end up in debt because of the SCMagLev project and show nothing for its investment. Quite amazing!
2. **Will local governments and communities derive benefits from SCMagLev?** Will Bowie, Glen Arden, Piney Orchard and all the other communities and businesses in the path of the SCMagLev derive any benefit from the destruction of our homes and businesses to construct SCMagLev? I don't know, since I'm not an insider, but I doubt that any benefit monetary or otherwise will accrue to local government and communities through which SCMagLev will plow. In fact, local governments and county governments will be losing a significant tax base because of the destruction of homes and businesses in the path of SCMagLev. Crazy stuff!
3. **Why is the construction of this SCMagLev train going through excessively populated home and business areas?** Thousands of homes and businesses are on the construction route of the SCMagLev train. This is wrong. If it has to be built, and that is doubtful, then pick a route that is free of homes and businesses, maybe along Interstate 95 or along the Baltimore-Washington Parkway, but not crashing through peoples' lives, homes and businesses.

Stop the SCMagLev Train

August 15, 2017

Page 5

In summary, there are more than concerns that the residents of Baltimore, Anne Arundel and Prince George's counties are facing. They and us in the R & W sections of Bowie, through which the SCMagLev train will be constructed, are facing a permanent destruction of our businesses, homes and lives. As this destructive gamut builds to construct a SCMagLev train right through the heart of Bowie, Maryland, I will continue to write, email, call and contact project managers, government officials, news organizations and social media to oppose this SCMagLev train. We in Bowie seek the "No – Build Alternative" decision evident on the Screening Level 1 Summary of the environmental impact statement which will conclude this initiative with no construction of the SCMagLev train through the very heart and life of Bowie, Maryland.

I respectfully request that you take this matter to heart and help us, Bowie residents, find a way to stop this SC MagLev train. Thank you.

Please contact me for any additional information you require. My cell number is 301-395-2407 and the home number is 301-464-9473.

Sincerely,

John A. Lawson
12514 Rambling Lane
Bowie, Maryland 20715
301-395-2407 or 301-464-9473

Peter & Edna Granahan
12102 Rustic Hill Drive
Bowie, Maryland 20715
301-262-9018
Cell 301-395-1624
pegranahan@verizon.net

August 20, 2017

SCMAGLEV Project, C/O John G. Trueschler
Maryland Transit Administration
6 Saint Paul Street, Baltimore, MD 21202

Re: SC Maglev questions for the September 5, 2017 Bowie City Council meeting

Dear Mr. Trueschler:

- Questions:
 - **Who in Maryland would use this train between Washington, BWI & Baltimore?**
 - It would take too much time to travel to these stations to make it worthwhile for us to use SC MAGLEV, and the total travel time would be longer not shorter.
 - Better options and access are available now for Marylanders; Marc, Amtrak, Acela Express, Metro and improvements are planned.
 - I do not know anyone who would use SC MAGLEV.
 - **Is the protection of houses, businesses, religious centers, schools, communities, personal property, family lifestyles, recreational facilities, parks, green areas, family lifestyles and property values the top priority in selecting the route for this train, if it is going to be built?**
 - If not, do not build it. The project has no true value to Maryland and potentially harms our state and its residents.
 - **Why consider building this “TEST PROJECT” in Maryland and not in an area such as Philadelphia to New York where it should have more ridership?**
 - **Can we cancel this project and return any remaining funds from the \$27 million grant from the Federal Government, so it could be used for other needed purposes such as medical insurance or infrastructure repairs?**

- **What is the environmental (construction runoff) and financial resources impact of this train experiment on the Chesapeake Bay, removing the potentially disastrous backup of silt from the Conowingo Dam, restoring the Bay and the seafood industry in Maryland?**
 - The Chesapeake Bay should be a much higher priority for Maryland than this train.
- **Who is liable for the \$5 billion loan from the Bank of Japan and what are the terms of that loan?**
- **What is the expected cost of a trip from Washington to Baltimore?**
- **Why did most of us only hear about this proposed train 3 months after the 170 page Final Scoping Report was completed, with almost no participation from citizens?**
 - The Scoping process and report were fatally flawed, the report has no value, and the report should be discarded and scoping process done again after open honest disclosure of potential impacts of this project on citizens of Maryland.
 - We were not informed about this train project, meetings or the scoping process.
 - There were many ways to contact us if you wanted to: newspaper articles, newspaper inserts, mailing lists from state land records, religious institutions, community organizations, local government distributions, TV, radio announcements, handouts in the local communities, businesses, and etc.
- **What is the history and status of the SC Maglev proposals, projects, completions, financial successes, failures, cancelled proposals, cost overruns, projects bailouts by governments, medical concerns, legal concerns or any other problems or claims?**
 - This should also be part of the scoping report.
- **Have you released your Pro-forma evaluation / documents for this Washington, BWI and Baltimore project for review by independent third party analysts?**
 - If not, please release them as soon as possible to be able to review this project.
 - Also release the Pro-forma evaluation for the proposed plan for Washington to New York.

- **Who will; own the technology, manufacture the trains, Maglev operating components, operating systems, parts and jobs?**
 - What happened to build American, buy American and American jobs?
 - If this project expands in the future, who will design and build the trains, the operating components and parts?
 - Who would control this potentially major part of the United States transportation infrastructure, Japan or the United States?
 - Would the train system be compatible with other systems built in the US?
 - Could the US build high speed systems in other countries?

- **Who would pay for the more than \$100 Billion cost to build this system from Washington to New York?**
 - Japan? United States?
 - This rail system makes no sense if it does not travel long distances.
 - Is there any possibility this would be financially successful for the US?
NO!
 - The \$100 Billion cost estimate is probably very low. There is a very long building period with major tunnels and no revenue without trains operating.

- **Finally, why should we consider this test project in Maryland?**

Peter and Edna Granahan

Cc: President Donald Trump
 David Henley, SCMAGLEV Project Director
 Bradley Smith, Maryland Dept. of Transportation
 Federal Railroad Administration
 US Senator Chris Van Hollen
 Congressman Steny Hoyer
 US Senator Ben Cardin
 Governor Larry Hogan
 State Senator Doug Peters
 County Executive Rushern Baker
 Mayor Fred Robinson
 Bowie City Council Members

September 5, 2016

FROM: A Group of Interested and Concerned Bowie Residents

TO: Mayor, City Council and Staff
City of Bowie, MD

RE: Transportation Priorities Support Letter

Dear Mayor and Council:

Bowie continues to grow with the development of retail and residential units across the City. In the midst of this growth, many residents are concerned with increased traffic congestion, loss of green space and tree canopies, and the potential for expanded urban blight. These are legitimate concerns, as cities across the nation have experienced similar growth, however, have lost their sense of place at the expense of increased traffic congestion, simply because little attention was given to the details of its expanding infrastructure. In an effort to prevent the City of Bowie from heading down this path, the below signed residents of Bowie would like to take this opportunity, during the public comment period of the City's annual transportation priorities, to request that key infrastructure be considered for either implementation or further discussion. We firmly believe that the implementation of these suggested multi-modal connections will help preserve and advance the City's sense of place during times of increased growth throughout the City.

First, this group of interested and concerned residents would like to support the recommendations put forth by the City Planning Department to advance certain priority projects forward. More specifically, we would encourage the City Council to advance the City Staff's recommendations to add the following 4 trail and sidewalk projects to the Design/Engineering/Planning Projects category this fiscal year:

1. Request of MNCPPC funding for construction of a pedestrian underpass under MD 197 to connect Normal School Road to the MARC Train Station at Bowie State University.
2. The addition of a CIP project to evaluate sidewalk retrofit construction on Old Laurel Bowie Road, Chestnut Avenue and Duckettown Road.
3. Request of MNCPPC funding for a trail link between Dolphin Way in Woodmore Estates and Dunwood Crossing Drive in Woodland Highlands, using former 44 right-of-way.
4. The addition of a project to construct a new pedestrian bridge over MD 214, possibly located on MNCPPC land situated between Hall Road East and Pennsbury Drive.

In addition, this group has discussed the City's two transportation priority projects on MD 450 and MD 197 and have identified serious concerns with the walking and bicycling infrastructure designed for these projects. We would like to endorse the advancement of these projects, however, we desire further conversation on the walking and bicycling treatments planned along these roadways, to ensure quality infrastructure is constructed that preserves and maximizes the sense of place in the City. We recognize that these are important transportation corridors throughout the City and want to ensure that the quality of the walking and bicycling facilities are beneficial to the overall network. We recognize that this may be the City's only opportunity to

install appropriate walking and bicycling facilities along these corridors for the many years, or possibly decades. Therefore, it is important that we implement appropriately designed facilities.

MD 197 between US 50 and MD 450

Regarding MD 197, this group has concerns with the design of the sidepath along the roadway. In its current form, the sidepath along the east side of MD 197 has a wide, tree-lined buffer between the roadway and the path. The path also runs along a quiet pond and through scenic park area that creates a peaceful environment for trail users. These are the types of environments that make Bowie's trail networks appealing. The MD 197 project, however, threatens to destroy this peaceful and scenic atmosphere by relocating the path between the roadway and noise barrier.

The trail is currently planned to be relocated immediately adjacent to the road in order to maximize the space needed for the road widening. The project is also slated to construct a noise barrier that will be placed immediately behind any impacted houses, while the path will fall in a narrow swath of land on the side of the noise wall immediately adjacent to the roadway. This will essentially replace the scenic and peaceful atmosphere that currently exists along the MD 197 sidepath with a newly constructed high-stress, debris-prone, and more dangerous sidepath without shade or greenery.

As proposed, this sidepath will trap users within the confines of the noise barrier along with the high speed, high volume traffic, reverberating noise between the walls. Increased proximity to the traffic and a heightened level of traffic noise will significantly reduce trail users' enjoyment of the path, ultimately reducing the use of the path. In addition, the proposed placement of the path against the road will inevitably lead to accumulation of snow piles along the path as a result of roadway clearing. The snow pushed away from the road will end up compacting on this path immediately adjacent to the roadway, taking days or weeks longer to melt than would have otherwise. Thus, the usability of the path will be greatly reduced during winter months. As a result of the same snow clearing onto the path the quality of the path will be reduced year-round as a result of accumulated debris that is pushed up onto the path from the plows, to include gravel, broken glass, vehicle parts and branches. The City of Bowie does not have a dedicated program to clear paths of snow and debris and therefore such debris may exist on this path for years.

This group strongly advocates against the currently planned location of the sidepath along MD 197 and is requesting a dialogue to be opened between the City of Bowie, residents of Bowie and the State Highway Administration on how we may resolve this issue. Failure to resolve this issue will lead to a significant detriment to our existing trail network. At only 30% designed, there is still plenty of time left in the design process of this project to find alternative solutions to this design.

MD 450 Main Street Corridor

With the MD 450 being Bowie's Designated Main Street and the fact that there are an abundance of retail and residence in such in close proximity, it is imperative that the design of our Main Street Community integrates our community resources together with sufficient walking and bicycling connections across the Main Street. Currently, the MD 450 corridor through the designated Main Street Area between Race Track Road and Millstream Road has only 3 crossing opportunities over a distance of 3,000 feet. This is an average of one pedestrian crossing every 1,000 feet. This equates to over a 4 minute walk between crossing opportunities, not accounting for time lost waiting to cross the roadway. This distance well exceeds crosswalk

spacing of a typical main street community and exceeds the maximum pedestrian travel distance recommended by the National Association of City Transportation Officials (NACTO), which is 3 minutes. NACTO states that pedestrian detours exceeding this threshold are likely to lead to risky pedestrian behavior and unsafe roadway conditions. This extended distance detracts from the ability for nearby residents to legally and comfortably patronize local establishments, and increases the potential for pedestrian crashes in the corridor, which have been on a rise due to increased pedestrian crossings since the establishment of the new Marketplace shopping center.

This group would like to see the installment of at least 2 additional crossing opportunities at two high demand pedestrian desire lines within this 3,000 foot section between Race Track Road and Millstream Road. These two locations are at Scarlett Oak Terrace and the main driveway entrance of the Marketplace shopping center. Observations alone will show a strong desire for crossings between these residences and shopping centers at these locations. The implementation of these 2 additional crossings would reduce the average distance of crossing opportunities in this section to 600 feet bringing the pedestrian delay between crossing opportunities within the threshold of 3 minutes as recommended by NACTO. These additions to the project would also make connections between 2 highly logical and highly desirable pedestrian desire lines, increasing comfort, safety and usability of the Main Street corridor.

The project is currently at 90% design, however, is not funded for construction. By the time this project is funded for construction, is procured and crews are mobilized, it is possible to make these moderate intersection alterations to increase 2 crossing opportunities in the corridor. The work involved in adding these crossing opportunities would be reserved to installation of additional signals, or a simpler form of traffic control device, along with sidewalk curb ramps and crosswalk markings. Incorporation of these alterations to the design would have minor impact the schedule for construction, however, would yield substantial benefit for the Bowie Main Street and its surrounding community.

Again, this group strongly advises the Council to consider opening conversations on the design of this project. We believe these minor alterations are appropriate to ensure connectivity throughout our community, and necessary to preserve a sense of place amongst rapidly expanding infrastructure.

For both the MD 450 and MD 197 projects the Subcommittee is requesting that the City Council perform due diligence in its consideration for new infrastructure in the City. It has been the experience of the City to implement infrastructure projects expeditiously at the expense of quality. It is imperative that we design these projects right the first time, as they will remain unchanged for a very long time after completion.

Sincerely,

Dustin M. Kuzan, Patty McCaughey, Ken McCaughey, Will Fischer, Meredith Gray, John Teasdale, Joseph Lim and Will Sulima

**WRITTEN STATEMENT FOR CLOSING A MEETING
UNDER THE OPEN MEETINGS ACT**

Date: 9/5/17 Time: 11:39 pm Location: CH 182 Motion to close meeting made by: Truth
Seconded by Glass Members voting in favor: Robinson, Truth, Glass, Marcos
Polangin Esteve Opposed: _____ Abstaining _____ Absent Gardner

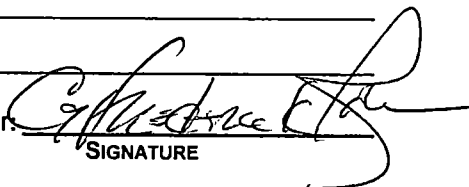
STATUTORY AUTHORITY TO CLOSE SESSION, General Provisions Article, §3-305(b) (check all that apply):

- ☐ (1) To discuss the appointment, employment, assignment, promotion, discipline, demotion, compensation, removal, resignation, or performance evaluation of appointees, employees, or officials over whom this public body has jurisdiction; or any other personnel matter that affects one or more specific individuals;
- ☐ (2) To protect the privacy or reputation of individuals concerning a matter not related to public business;
- ☐ (3) To consider the acquisition of real property for a public purpose and matters directly related thereto;
- ☐ (4) To consider a matter that concerns the proposal for a business or industrial organization to locate, expand, or remain in the State;
- ☐ (5) To consider the investment of public funds;
- ☐ (6) To consider the marketing of public securities;
- ☐ (7) To consult with counsel to obtain legal advice on a legal matter;
- ☐ (8) To consult with staff, consultants, or other individuals about pending or potential litigation;
- ☐ (9) To conduct collective bargaining negotiations or consider matters that relate to the negotiations;
- ☐ (10) To discuss public security, if the public body determines that public discussion would constitute a risk to the public or to public security, including: (i) the deployment of fire and police services and staff; and (ii) the development and implementation of emergency plans;
- ☐ (11) To prepare, administer, or grade a scholastic, licensing, or qualifying examination;
- ☐ (12) To conduct or discuss an investigative proceeding on actual or possible criminal conduct;
- ☐ (13) To comply with a specific constitutional, statutory, or judicially imposed requirement that prevents public disclosures about a particular proceeding or matter;
- ☒ (14) Before a contract is awarded or bids are opened, to discuss a matter directly related to a negotiating strategy or the contents of a bid or proposal, if public discussion or disclosure would adversely impact the ability of the public body to participate in the competitive bidding or proposal process.

FOR EACH CITATION CHECKED ABOVE, THE REASONS FOR CLOSING AND TOPICS TO BE DISCUSSED:

§3-305(b) (¹⁴) Discuss negotiation strategy in proposal.
§3-305(b) () _____
§3-305(b) () _____

This statement is made by Maya Robinson, Presiding Officer.


SIGNATURE

WORKSHEET FOR USE IN CLOSED SESSION (CHECKLIST OF DISCLOSURES TO BE MADE IN MINUTES OF NEXT REGULAR MEETING- NOT A PART OF THE CLOSING STATEMENT)

PERSONS ATTENDING CLOSED SESSION: Robinson, Truth, Glass, Marcos, Polangin, Esteve, Lott, Fitzwater

TOPICS ACTUALLY DISCUSSED Negotiation strategy in proposal

ACTION(S) TAKEN (IF ANY) AND RECORDED VOTES: _____

TIME CLOSED SESSION ADJOURNED: 11:58 PM

PLACE OF CLOSED SESSION Bowie City Hall

PURPOSE OF CLOSED SESSION: TO DISCUSS negotiation strategy in proposal

STATUTORY AUTHORITY FOR THE CLOSED SESSION: §3-305(b) (14); () ; ()

MEMBERS WHO VOTED TO CLOSE: Robinson, Truth, Glass, Marcos, Polangin, Esteve