**Rapid Transit Steering Committee Meeting Minutes  
EOB Auditorium**

**July 29, 2014 4:00 – 6:00 pm**

**Voting Members In-Attendance**Joe Beach; Andrew Gunning; John Schlichting; Dan Wilhelm; Mark Winston.

**Non-Voting Members**Sean Egan; Gary Erenrich; Brady Goldsmith; Edgar Gonzalez; Bruce Johnston; Barry Kiedrowski; Rick Kiegel; Ligia Moss; Stacy Leach; Greg Ossont; Jonathan Parker; Tom Pogue; Al Roshdieh;; Frank Spielberg; Tom Street; Emil Wolanin.

**Other Attendees**Nancy Abeles; Jamaica Arnold; Khalid Ayzal; Kelly Blynn; Celesta Jurkovich; Harriet Quinn; Mike Madden; Allen Myer; Kyle Nembhard; Geri Rosenberg; Paul Seder; David Winstead; Nkosi Yearwood.

**Introductions and Welcome**

Al Roshdieh was the acting chair in Director Holmes’ absence. Mr. Roshdieh called the meeting to order and introduced Joana Conklin, RTS Development Manager, to the Steering Committee. Ms. Conklin spoke briefly about her background. The meeting started at 4:04 with the attendees introducing themselves.

**Approval of Minutes for May 27, 2014.**

The minutes were approved without changes.

**Citizen Advisory Committee Plan**

Tom Pogue gave a brief update on the RTS Corridor Advisory Committees (CACs) which are being formed in response to a Council mandate in the Countywide Transit Corridors Functional Master Plan. Mr. Pogue spoke about developing the process through MCDOT dialogue with the Steering Committee, the Community, and the State Highway Administration. Mr. Pogue also explained again how the 7 corridors were chosen.

The mission statement for the CACs is to provide input to the RTS corridor planning and design; discuss and study assumptions and methodology; fulfill the Community involvement requirement; provide for interactions; address the impacts; and build consensus. The CACs will meet quarterly, will not exceed 30 members and should reflect the constituencies/stakeholders of each corridor community.

The composition of the committee/selection process should include the following:

* + Residents – civic organizations within 150 feet of the main road (corridor) will select one representative. Residents not affiliated with a civic organization will be selected by MCDOT.
  + Business/Major Employers – eligible if their property touches the main road. Business/Major Employers will be selected by local Chamber of Commerce.

We are seeking diversity in size and type. Transit users should get priority due to their unique perspective compared to drivers.

The formation of the CAC will be from:

* A Nomination Form
* General Announcements
* Targeted Mailings

These will be pushed out in two different stages. The general information will be sent out to the Civic Organizations, Businesses, etc. The second stage will be a direct mailing to every address along the corridor.

The details of the Committee Operations include:

* A CAC Kickoff Meeting
* No term limits for members
* Members expected to attend all meetings
* CAC will continue to exist as long as the project is actively funded
* Consultants will handle logistics

The goal is to have the CACs kickoff in November and carry on through the winter.

There was some discussion about this topic. Both Dan Wilhelm and Rick Kiegel felt the MD 29 Corridor’s dividing line should be Northwest Branch, not MD 650. Mr. Wilhelm felt the boundaries should be more than 150 feet off the main road. Tom Pogue said it would just the boundary of the Civic Organization, which could actually go past that limit. Mr. Wilhelm felt that a lot of residents would be left out with such a limited boundary. There are many different people involved in this, not just the ones who live directly on the Corridor. Al Roshdieh mentioned that changing the boundaries could cause the committee size to increase beyond a manageable size. Mr. Roshdieh mentioned that the meetings will be public, and anyone can attend and give their opinion. The concern is to balance representation with size. Andrew Gunning brought up that other Civic Groups can attend and make comments during the meetings, but they won’t have a seat at the table. Mr. Wilhelm also mentioned that in addition to the residents and businesses, there are other interested parties, such as Transit Committees.

Paul Seder was concerned that people who don’t have cars, or are in the middle to low income bracket, might feel the CACs are biased towards home owners. Kelly Blynn also mentioned that renters would be excluded if you use Home Owner Associations to select the representatives.

At this point, Mark Winston provided some history on how this process started. The original plan was to have a Selection Panel. Mr. Winston felt it would be a mistake to eliminate the selection panel and suggested a Selection Panel of Joana Conklin, Rick Kiegel, Dan Wilhelm, David Hauck and two additional community representatives. Mr. Winston believes we want the broadest possible representation in these groups to ensure the proper prospective is present. He expressed a concern that we are looking at the corridors as separate entities instead of being a part of the whole system. The committees can be quite valuable, but we may diminish the diversity under the suggested plan. This led to a discussion between Mr. Winston and several of the community representatives.

Mr. Roshdieh responded to several comments that were made. He clarified that the plan states that residents will be part of the committees, not homeowners per se. Mr. Winston asked if we have made sure the HOAs have a listing of renters. Mr. Seder said they do. A comment was made about renters not necessarily being around through the whole process and that you might need to get new members. ADA considerations were also mentioned, but not as an outstanding issue.

Mr. Winston responded to a resident about the Task Force Report, indicating that there is no special tax based on geography nor has any financing mechanisms been decided on. Mr. Winston stated he wished there had been a public hearing before the Task Force finished their report, but the schedule did not allow time for one.

Frank Spielberg mentioned that work has already started on 97 North and Veirs Mill Roads without the CACs. How is SHA handling this? Barry Kiedrowski answered that MD 586 is the furthest along. For the MD 97 study they were sending staff to Olney for a community meeting to discuss this and get more feedback. Gary Erenrich said that we made commitments in June and that the projects will not advance too much further without the CACs.

Andrew Gunning asked about looking at a hybrid of the Selection Panel and the Self-Selection Nomination Form to ensure all groups are represented. Mr. Winston said he was agreeable to a hybrid. Al Roshdieh said MCDOT would take all comments under advisement and come back to the next meeting with adjustments.

One final item was that Gaithersburg and Rockville were missing from the maps handed out. MCDOT indicated that this was an oversight and would be corrected.

**Status of Rapid Transit Projects**

**Purple Line**

Mike Madden from MTA presented this update. The Purple Line is a P3 project. There were 6 very large teams - designers, operators and equity partners – that submitted proposals to the RFQ. Four teams were selected out of the six. The final RFP is due sometime in the next few days, and they will select a Concessionaire in the winter. Construction will begin in 2015, with the Purple line up and running by 2020. MTA is in the process of purchasing rights of ways – mostly in Prince George’s county for now.

Tom Street asked if the RFP is a public document. Mr. Madden said it is on line.

**Corridor Cities Transitway**

Rick Kiegel presented this update. CCT is in the final stage of the NEPA process. Expecting to get a FONSI (Finding of No Significant Impact) based off the 30% design. The engineers hope to be at 15% design by August 15. SHA is working with MCDOT, Rockville, and Gaithersburg on design elements, such as intersections and signal operations. The plan is to be at 30% design completion by April 2015, with the final design completed by 2018. Construction is planned to begin in Spring 2021.

Mark Winston asked if State is still applying for federal funds. Mr. Kiegel said yes.

Al Roshdieh asked if the decision to not seek federal funding was made, would the schedule still be the same. Mr. Kiegel said the schedule would have been done differently if the project were locally funded.

Edgar Gonzalez asked how long the process has taken to get to this point. Mr. Kiegel said the CCT concept was first introduced in the Master Plan in the 1990’s, and they began working on the project in the late 1990’s. Five years ago it split from a highway project.

Edgar Gonzalez then asked Mike Madden how long MTA has been working on the Purple Line. Mr. Madden said 11 years – they began planning in the 1990’s and had a notice of intent in 2003. Mr. Gonzalez highlighted the fact that these transit projects take time to implement.

**Route 97 and Route 586 BRT**

Rick Kiegel spoke about the MD 97 RTS project. Concept alternatives were presented at a public workshop in May. They took the broadest generic concept to see what the impacts would be, never intending to build it this way. There was a lot of concern in Olney due to the way this was explained, so SHA is now going back to the community to show that this is just the beginning of the process, not a final design. There was a meeting scheduled for 7:00 pm on July 29 in Olney to give another presentation. The one favorable outcome of the meetings was it brought the Community out and got them discussing the project.

Dan Wilhelm asked that since 97 deviates from the Master Plan is SHA going to review the Master Plan. Mr. Kiegel said yes they will.

Jamaica Arnold discussed MD586. SHA has met with the County and other stakeholders. They have eliminated some alternatives. SHA is working on station level tweaks. There is a two year time frame, but they are not funded for design. SHA is going to follow the NEPA process.

Mark Winston asked about lane management techniques – and is SHA looking at these. Ms. Arnold said yes they are.

Dan Wilhelm asked if SHA has looked at local buses and the impact this will have on ridership. Ms. Arnold said SHA is looking into it with a Q1 study by WMATA and also has a consultant working on this.

Andrew Gunning asked about accommodating bike lanes off the corridor. Ms. Arnold said they would like the corridor to be a multi-purpose transportation project.

**Route 355 and Route 29 BRT**

Jamaica Arnold presented this update. SHA is working on the MOU and scopes for these projects. The MD 355 and MD 29 studies will not follow the NEPA track like MD 586, so there will be a shorter time frame – a planned 2 year schedule. Currently the consultant is gathering safety data, land use data, existing transit data and reviewing previous studies. The goal is to develop a project purpose statement by fall/winter time frame. There are plans to have public input on the projects, similar to the other corridors.

Nancy Abeles asked about the planning being done in downtown Bethesda and whether the State is coordinating with those efforts. Ms. Arnold asked for the contact information to follow up.

Dan Wilhelm asked about the White Oak Sector Master Plan, which includes many land use changes. Mr. Wilhelm hoped that on MD 29 SHA will look at all of the corridor crossings. WMATA is currently running studies to see how their existing bus service can be modified based off usage.

Paul Seder asked that in addition to looking at the existing routes, SHA also look at patterns based on the time of day. Gary Erenrich agreed that the entire network needs to be looked at.

Tom Street asked if there is any funding from Howard County for their BRT studies. Barry Kiedrowski said there is a meeting on July 30 to discuss this. No plans for funding have been decided on.

**Bus Demonstration Work Group Report**

Communities for Transit indicated that they had a bus confirmed for the Montgomery County Agricultural Fair exhibit. The bus is from the Ft. Collins, CO fleet. In addition, the Work Group met with Communities for Transit. They are planning a press conference at 10:30 am on August 12th at the fairgrounds in front of the bus, which will be located across from the ticket booth.

**Meeting Calendar**

The next meeting is August 26, 2014 in the EOB Auditorium at 4:00 pm.

**Other Business**

Dan Wilhelm asked about the status of the MOU for MD 29 and MD 355. Al Roshdieh said the state is proceeding with the MOU. They have a consultant working on it. Once there is a draft MOU, it will be shared with the Steering Committee. There are MOUs on file for the other corridors.

The meeting ended at 5:54.