

**Silver Spring
Transportation Management District
Advisory Committee
April 12, 2013**

2a

Abbreviations:

EIS = Environmental Impact Statement
FTA = Federal Transit Administration
MDOT = Maryland Department of Transportation
MSHA = Maryland State Highway Administration
MTA = Maryland Transit Administration

Items 1, 2 & 3 – Introductions/Minute Review/Chair Comments: Members and guests introduced themselves.

Co-Chair Samantha Mazo announced that a portion of the funding for the Purple Line would come from the recently enacted gas tax.

Ms. Mazo briefly explained the role of the Advisory Committee to the guests and offered the assistance of the Committee in moving the Purple Line project forward.

VOTE: The Committee approved February's minutes.

Item 4 – Purple Line update: Michael Madden, MTA, highlighted the features of the proposed Purple Line system:

- Sixteen mile light rail system that travels through Bethesda, Silver Spring, University of Maryland campus and New Carrollton
- Connects to Metrorail Red, Green and Orange Lines, MARC, and local bus systems
- Provide better transit accessibility through 21 stations
- Increased economic development in communities serviced by the system
- Increased investment in transit oriented development where planned at existing and identified stations in the corridor
- Promotes environmental sustainable land use development
- Employment opportunities for operation and maintenance of the system

Mr. Madden explained that the Georgetown Branch Trail right of way was purchased in 1988. The right of way provides a 3.2 mile passage up to the railroad connection. Other features of construction for the system were:

- Some shared lanes with trains
- Some dedicated lanes in the roadway
- Operations along the side of the roadway
- Tunnel segment east of Sligo Creek due to steep grade

The current phase began October 2011, and preliminary engineering is almost complete. This will complete 20-30 percent of the project's design. The environmental impact statement (EIS) will be completed in the summer. Once the EIS is completed, the Federal Transit Administration (FTA) will decide how the Purple Line will be built and the alignment.

Mr. Madden said his team meets monthly with the FTA and bi-weekly via phone conference. The project costs are projected to be \$2.2 billion. This is an increase due to vehicle cost and engineering fees associated with running the line into the Silver Spring Transit Center. Project funding will be split between Federal and

State agencies, with the recently enacted transportation bill supplying the funding for Maryland. State funds will cover construction and right of way costs.

A request of information was sent by the Maryland Dept. of Transportation (MDOT) and FTA to industry experts for knowledge regarding construction and operation of the system so they can make a decision about how the project should move forward. There will be an industry forum on May 15 to gather information from experts.

Mr. Madden explained the project schedule:

- Second round of neighborhood working groups will be held in each of the station areas
- Open houses will begin May 7 – scheduled dates on website: <http://www.purplelinemd.com>
- After MDOT and FTA decision, money will be put into the Capital Improvement Program (CIP) budget for construction costs and acquisition of rights of way in fiscal year 2014.
- Construction scheduled to start in 2015; completed 2020

Other features of the system were discussed:

- Ridership (projected to 2040) expected to be approximately 74,000 trips/day
- Travel times will be improved, especially between Silver Spring and Bethesda (nine minutes); and 62 minutes for the whole system (without signal prioritization)
- Stations will have art work related to the history of the different areas
- Local job training centers in different areas of construction through an MTA partnership with the U.S. Department of Labor

Some additional station features:

- Distinguished from Metrorail system
- Can walk or drive over tracks – concrete embedded
- Ticket vending machines inside stations
- Security cameras
- Side and center platforms
- Emergency ventilation in event of fire inside tunnels

Features of the Lyttonsville maintenance facilities will be used for vehicle storage and operations:

- Parking lot built over the top of the facility to replace the existing Ride On depot parking and to accommodate new MTA employees
- Rebuilding of the Lyttonsville bridge
- There will be a site for yard storage and maintenance located in Prince Georges County

Mr. Madden said that businesses in the Spring Center along 16th Street will be displaced to provide Purple Line access to the transit center. The Purple Line Silver Spring station will be an independent canopy enclosed unit 11.5 feet above the Metro and MARC train platforms. It would have been more costly to put the station below ground. The independent structure of the station will not add to the weight of the existing transit center and will not affect service during its construction.

Mr. Madden discussed other displacements and accommodations for the Purple Line:

- Removal of the office building at 1110 Bonifant Street and the first level of the parking garage on Bonifant
- Bonifant Street will become one-way
- Future “Ripifant” Street will be added
- Business outreach efforts to continue to help the community understand the project and changes

- Bringing in agencies to assist businesses in minimizing the impact of construction – looking at best practices from other cities
- Adding an extra lane of parking on Bonifant Street, east of Georgia Avenue
- Agreement with Maryland State Highway Administration (MSHA) for two lanes on University Boulevard –minimizing impact to businesses and pedestrians

Mr. Madden said that there have been ongoing discussions regarding fire and rescue access, but have not planned for derailment contingencies yet.

Open house meetings are coming up soon which will provide information about the project. There will also be a “sound of transit” ambient noise demonstration for the community. Responses to questions from the community are put on the MTA website, Face Book and Twitter accounts.

Mr. Madden said that although property owners are routinely notified about changes and updates to the project, some are not alerting their tenants, who are able stay informed through the community outreach meetings.

The rights of way acquisition team is meeting with displaced tenants, some of which are residential units:

- A row of 22 homes along Riverdale Road in Prince Georges County
- One home on University Boulevard
- One home near the CSX rail corridor
- Several units of Falkland Chase apartments in Silver Spring – the owner has sold the property
- One apartment with six units on Wayne Avenue

Reemberto Rodriguez sends out community e-blasts notifications about the Purple Line meetings.

Mr. Madden explained that the system is being built in one phase due to the different jurisdictions involved. He also said that the business on Spring Center will be redeveloped after the Purple Line is built, since the area will be used for construction staging only. MTA is working with MSHA to relocate the pedestrian crosswalk to a better location and build sidewalks on both sides of the street for better access to the Purple Line, and build sidewalks on both sides of the street for better access.

Montgomery County will cover the cost of \$70 million for the new entrance at Bethesda Station and funding for the Capital Crescent Trail. There is also discussion of public-private partnerships to help with financing.

Item 5 – Draft Talking Points: The Committee discussed the letter of support to the County Council in seeking more timely information regarding the status of the transit center:

- Committee members discussed their dismay over the continued construction delays, pedestrian safety concerns and community frustrations
- The letter should have a greater sense of urgency or accountability and emphasize that the delay is harming the economy of the community
- Committee should draft a separate letter demanding better upkeep of the Interim Operating Site (IOS) and improvement of signage, pedestrian amenities and bus stops, since the transit center has an uncertain opening date.

VOTE: The Committee approved the draft letter to Council. **Mr. Olivetti** voted “nay”.

Adjourned

Next meeting date: May 9, 2013

**Silver Spring Transportation Management District Advisory Committee Attendance Sheet
April 12, 2013**

Voting Members (12)			
Name	Affiliation	Present	Absent
Chamber Members (3)			
Arnetta Haines	Social and Scientific Systems		X
Michael Meszaros	Digital Industry, Inc.		X
Samantha Mazo / Co-chair	Linowes and Blocher LLP	X	
Citizens Advisory Board Members (3)			
Jim Bunch	Kemp Mill, Four Corners, East SS	X	
Phil Olivetti	North & West Sector Plan Area	X	
Andrew Wexler / Co-chair	CBD Resident	X	
Employers less than 50 employees (3)			
Vacant			
Everton Latty	iDeal Decisions, Inc.	X	
Valerie Spencer	MayaTech	X	
Employers with 50 or more employees (3)			
G. Michael Price	Discovery Communications	X	
Molly King	The Blairs	X	
Vacant			
Non-Voting Members (3)			
Sandra Brecher, DOT Transit Services	DOT Director or Designee		X
Vacant			
Reemberto Rodriguez	Silver Spring Regional Center	X	
Sergeant Thomas Harmon	Montgomery County Police		X
Staff			
Nakengi Byrd	DOT, Commuter Services	X	
Jim Carlson	DOT, Commuter Services	X	
Guests			
Carlos Abinader	MTA Purple Line Team	X	
Michael Madden	MTA Purple Line Team	X	
Liliana Peña	MTA Purple Line Team	X	
Harriet Quinn	Woodside Forest Citizens Assoc.	X	