



Area Advisory Committee One Meeting #1 Summary
Thursday, March 6, 2014, 6:30 p.m. to 8:00 p.m.
Kentlands Clubhouse
485 Tschiffely Square Road, Gaithersburg, MD 20878

Attendees:

Members

Joseph Allen	Steve Scharf
Marilyn Balcombe	Anita Schweinfurth
Stuart Barr	Lynne Tucker
Brian Downie	Francine Waters
Cherian Eapen	Mike Watkins
Neil Harris	Ron Welke
Erik Morrison	Kam Yee
David Rosenbaum	

Apologies

Girum Awoke	Mike Janus
Peter Henry	James Woods

Staff

Project Manager - Rick Kiegel	Chris Bell - Operations and Traffic Task Lead
Facilitator - Holly Storck	Anthony Brown - Logistics Staff
Traffic Engineer - Elizabeth Andrew	Gary Erenrich - Montgomery County DOT
Station Architect - Todd Connelly	Rob Robinson - City of Gaithersburg
Segment Engineer - Denny Finnerin	Crystal Saunders - Public Involvement Task Lead
	Jordan Vann - Logistics Staff
	Carl Williams - Logistics Staff

General Public

Karen O'Keefe - Town Courier Publication

Meet and Greet/ Mapping Exercise:

Holly Storck, AAC One facilitator, introduced herself and welcomed the Area Advisory Committee (AAC) members to the meeting. She requested they place two dots on the AAC One Corridor map - a green dot representing where they live and a red dot representing where they work. The map provided an aerial view of the Metropolitan Grove, Firstfield, NIST, and Kentland Station areas. Nearly all of the dots were placed west of I-270 and the majority was in the Kentlands/Lakelands/MedImmune/Quince

Orchard area. There were two dots near Firstfield Station, one dot near Metropolitan Grove Station, and no dots near the NIST Station. There were several dots that were “off the map” indicating that the person either lived or worked outside the area shown on the map.

Welcome:

Rick Kiegel, the CCT Project Manager, welcomed everyone and thanked them for participating on this AAC. He explained how the AAC meeting will be run and discussed the roles of the facilitator and project team. He indicated that the goal is for the meetings to be very informal with interactions between the members and project team. To the greatest extent possible, presentations to the group will be done using paper copies so that members can take notes and place it in their binders for future reference. Rick then introduced the facilitator, Holly Storck. She also thanked persons for attending, and asked members to go around the table and introduce themselves by saying their name, how long they’ve lived or worked in the area, their interest in the project and why they wanted to participate in the AAC process. Overall, the members represent varying lengths on time spent in the corridor and have a mixture of interests but are united in their concern regarding the steadily increasing amounts of traffic in the area.

Expectations:

Holly asked members to fill out the MTA’s Title VI form. MTA uses this form as a reporting mechanism to the Federal Transit Administration (FTA) to demonstrate the breadth of people that participate in the public planning process. Title VI of the Civil Rights Act of 1964 ensures that no person be excluded from participation in, or denied the benefits of transit services and programs on the basis of race, color, or national origin. The demographic information collected from the Title VI form will be provided to the MTA’s Office of Fair Practice who will handle the information gathered in strict confidence. Completion of the form is voluntary and many members turned them in at the end of the meeting.

Holly then walked the members through the AAC binder. The binder included 12 sections: AAC Advertisement, AAC Area Designated Corridor Map, Team Contact Information, AAC Handbook, Meeting #1 Agenda, AAC Kick-Off Event information, and empty tabs for future meeting agendas and handouts.

Holly reviewed the handbook emphasizing the: AAC Roles and Responsibilities, Ground Rules of a Successful Meeting, Weather Related Cancellations, What is Consensus?, How the AAC’s communicate with the Community-At-Large, and the AAC meeting timeline. She requested that members review the handbook in detail and bring the binder to all events. The Team Contact Information sheet will be updated to include contact information for the member as agreed to at sign-in. Finally, Holly stated that if anyone has questions, please contact her.

Project Update:

Rick discussed the current status of the project

- The project is moving very quickly and there may be a need for an extra AAC meeting or two this year. The meeting is to solicit comments based on items that come up during the design of the transitway. This will ensure that the committee is current with the design elements as the

project moves forward and that input can be obtained prior to MTA's final decisions on a specific matter.

- The current cost of the project is \$545 million in 2012 dollars. The estimate is being updated now based on advancements in the design and is expected to increase.
- Rick emphasized the project is funded for preliminary engineering, final design and most right-of-way acquisition. No money is allocated for construction in the six year Consolidated Transportation Program (CTP) but funding is expected to be available when needed. The team is preparing to have 15% preliminary design completed by summer 2014 and 30% preliminary design completed by fall 2015. Final design and right-of-way acquisition would occur in 2016 and 2017 with construction proposed to begin spring 2018. The phasing or the order in which the pieces of the project will be constructed has not yet been determined.
- The project's alignment has been established and there will be no opportunity for the AAC to modify it. However, there are two special studies currently ongoing – Mission Hills and Value Engineering. These will be completed prior to the next AAC meeting and Rick wanted the AAC to be aware of them.
 1. Realignment around the Mission Hills Community. This was proposed by the community to avoid “taking” a house and altering the main entrance into the development off of Muddy Branch Road. The study is examining options to move the alignment to the median of Muddy Branch Road or along one of several alignments that take the CCT around the east and north side of the community. No decision on the realignment has been made.
 2. Value Engineering is being performed on the existing alignment to determine if the CCT design can be changed to lower the project costs and allow a faster construction timeframe. Segments being evaluated include Quince Orchard Road/Firstfield Drive, Great Seneca Highway, Muddy Branch Road and Key West Avenue.
- Finally, Rick indicated that he will not attend most of the meetings. Holly will serve as the AAC's point of contact. All questions should be directed to her. The technical staff will be at all of the meetings to encourage direct communication with the technical experts.

Topics for Future Discussion:

Holly asked the members to list their top three concerns they have regarding the project. **The bolded items were mentioned by multiple members.**

- Cost (cost to ride and to construct the project)
- Ease of use
- Access (getting to station from home or work)
- Station at/connection to the Germantown Transit Center
- **Ride time/travel time from Metropolitan Grove to Shady Grove**
- Density at station areas
- **Interface of traffic with other movements - CCT integration with cars, bikes, pedestrians and existing public transportation**

- **Attractive to use**
- **AAC input on the “Value Engineering study?”** Desire to maintain the Gold Standard that is currently proposed
- People will ride from the middle of the CCT to the end of the line but probably not from end to end (Metropolitan Grove, Shady Grove)
- Dedicated lanes are a must
- Metropolitan Grove station is currently not very easy to get to
- What types of right-of-way are needed for the project?
- Many residents use the Great Seneca Highway bike path for recreational activities and would not like to see it disturbed
- **Environmental impacts**
- **Pedestrian safety around the community and transitway**
- What is the proposed ridership and how does it compare with the existing bus service?
- **Which stations, (specifically at N.I.S.T. and Kentland) will have parking and how much?**
- What are the impacts of an additional third CSX track at Metropolitan Grove?
- **Getting construction funding**
- **Communicating the merits of the project to the appropriate parties**
- The Lakelands community has the same entrance issue as Mission Hills and is concerned with the safety and design of the transitway
- Coordination with the other two AACs
- **Operation of the Kentland station? Any alignment impacts expected?**
- Bike pathway along the length of the CCT is needed
- Intersection design (specifically at Great Seneca Highway) and how it will accommodate all users
- What type of vehicles will be used?
- What are the capital and operational costs and the impacts to property owners?
- Station siting especially along Great Seneca Highway and Quince Orchard Road
- Entrance and egress into and out of the neighborhoods
- What types of mitigation projects are warranted?
- The Gold Standard is equal to the quality of service – dedicated right-of-way is desired
- Branding of stations
- Maintaining the project schedule
- On-going operating costs of system
- **Beauty and the integration of the stations**

Rick discussed different project delivery options the MTA is considering for the CCT. They include:

- Public, Private Partnership (P3)
- Design Build
- Design, Build, Operate, Maintain (DBOM) and
- Design-Bid Build

The P3 contracting option means that a single private partner will be responsible for designing, constructing, operating and maintaining the project, as well as providing some of the private funding. MTA's Purple Line team recently announced a decision to pursue P3 and the Baltimore Red Line team is discussing this option for elements of that project. Design Build is when a contractor finalizes the design of the project and constructs it. Typically this is done to minimize risk to the MTA and shorten the construction schedule. DBOM is similar to P3 but does not bring the financing aspect. Design Bid Build is the traditional construction delivery method where an agency contracts with separate entities for the design and construction of a project. Committee members wanted to know what role they can plan in securing funding for the project, similar to the previous efforts of the CCT Coalition.

Next Steps:

The team decided to continue to hold meetings at the Kentlands Clubhouse. After a vote, the AAC prefers a 7:00 p.m. to 8:30 p.m. meeting on either Wednesday or Thursday.

Saturday, April 5th is the AAC Kick-off event. It offers a chance to meet members of other AACs and hear about how transit and BRT are bringing benefits to communities across the country.

The next meeting is proposed for the month of June and the facilitator will work with the members to tentatively set dates for the next several meetings. The third AAC meeting is targeted for the August or September timeframe. AAC members should let Holly know if they know of any conflicts they may have.