**Rapid Transit Steering Committee Meeting  
EOB, 9th Floor Conference Room  
August 27, 2013, 4:00 – 6:00 pm**

**Voting Members In-Attendance**  
Arthur Holmes, Jr. (Chair), Dan Wilhelm, Mark Winston, David Hauck, Casey Anderson, Leif Dormsjo and Mark Hansen

**Non-Voting Members**  
Al Roshdieh, Charles Lattuca, Brady Goldsmith, Gary Erenrich, Carolyn Biggins, Emil Wolanin, Edgar Gonzalez, Stacy Leach and Bruce Johnston

**Other Attendees**  
Sean Egan, Rick Kiegel, Phil McLaughlin, Greg Ossont, Frank Spielberg, Celesta Jurkovich, Wilen Holden, Reberta Faul-Zeitler and Jonathan Parker.

**Introductions and Welcome –** Al Roshdieh started the meeting and introduced new member, David Hauck.  **Approval of Minutes for April 30, 2013**The Committee approved the minutes from the July 30, 2013 without comment or changes. **Service Planning and Integration Study Work Group Report**

Dan Wilhelm reported on the work group meeting held the previous week. Mr. Wilhelm said that he thought the group had an interesting and useful meeting and discussed many policy issues. Chris Conklin from VHB added that the discussion focused on ground rules for when a bus would deviate from a corridor to serve an activity center. For example BRT service to activity centers located near the end points of a BRT corridor are more easily added and have less impact on performance. Mid corridor activity centers could be handled at intervals, perhaps every third bus and those buses would start and end their service from these midpoint locations. Mr. Wilhelm added VHB would compile these ideas for further review.

Dan Goldfarb from VHB gave a short presentation on the US 29 Corridor. He spoke about “key nodes” that need to be focused on such as the Burtonsville Park and Ride, White Oak, FDA and Silver Spring CBD. He also discussed the need to analyze corridors at different levels or buckets: long, mid length, short and interlining. The presentation also covered:

* Connectivity between activity centers and other transit services.
* Forecasted land use changes and growth areas.
* Forecasted employment growth in the corridor.
* Number of people projected to use the corridor for commuter trips.
* Number of buses, open and closed door, required in a corridor and who are they serving.
* Corridor mode share.
* Existing and future peak period travel demand.
* US 29 connections for other corridors.

Mr. Anderson asked what assumptions are being made by VHB in regards to commuter based services versus a system people would use for routine trips and will span of service, frequency, and operating time accommodate non-commuters. Mr. Goldfarb responded that the more connections that can be made with higher density areas, more non-commuting trips can be expected. Mr. Spielberg asked about off-peak services and said this is probably a policy issue. Mr. Goldfarb said that they could use heavy rail as a benchmark. Mr. Conklin said leaving aside hours of operation, etc.; people really want to know that the system is reliable for all types of trips. Mr. Erenrich said the question is how shorter, non-commuter, trips are blended in along the backbone.

**Countywide Transit Corridors Functional Master Plan Briefing**

Chuck Lattucaprovided a power point presentation on theCountywide Transit Corridors Functional Master Plan, Planning Board Draft.

Committee members made points about lane repurposing, the cooperation of local jurisdiction (Rockville), connectivity to the CCT and MARC systems, and ridership in certain corridors.

**Update on Corridor Cities Transitway (CCT)**

Mr. Kiegel provided an update on the project. He spoke about the Governor’s announcement of $100 million for the CCT. He also said that Phase 1 (from Shady Grove Metrorail Station to Metropolitan Grove) of the project will be built first and that there is no Phase 2 (from Metropolitan Grove to Clarksburg) work plan at this point. However MDOT remains committed to building the entire project. Another round of cost estimates will be completed between October and the end of the year. The CCT team is focusing on issues related to the Shady Grove Metro Station (WMATA), preparing for FTA New Starts under the new process and the environmental process under NEPA. An open house is planned in October/November. The CCT will also deviate off the dedicated route to serve the Universities at Shady Gove and Glaxo Smith Kline.

**Other Business**

Mr. Roshdieh said that there was a discussion about a bus demonstration project and he asked for volunteers to form a committee to head up this effort. David Hauck volunteered to chair the work group. Chuck Lattuca would reach out to set up meetings.

**Meeting Calendar**

The next meeting is scheduled for September 24, 2013 at 4:00 pm until 6:00 pm in the EOB 9th Floor Conference Room.

Chuck Lattuca will be contacting the working groups regarding meeting dates, which will be posted on the web site.