**Rapid Transit Steering Committee Meeting Minutes  
EOB, 9th Floor Conference Room  
September 24, 2013, 4:00 – 6:00 pm**

**Voting Members In-Attendance**Arthur Holmes, Jr. (Chair), David Dise, Leif Dormsjo, Marc Hansen, David Hauck, Shyam Kannan, Tom Street, Dan Wilhelm, Mark Winston

**Non-Voting Members**  
Tom Autrey, Carolyn Biggins, Gary Erenrich, Brady Goldsmith, Edgar Gonzalez, Rick Kiegel, Charles Lattuca, Stacy Leach, Al Roshdieh, Emil Wolanin

**Other Attendees**  
Mary Beck, Kelly Blynn, Jim Bunch, Sean Eagan, William Griffiths, Tyler Grote, Mike Kinney, Phil McLaughlin, Greg Ossont, Geri Rosenberg, Paul Silberman, Frank Spielberg, Melanie Wenger

**Introductions and Welcome**

**Approval of Minutes from August Meeting**The Committee approved the minutes from the August 27 meeting without comment or changes.

**RTS Bus Demonstration Work Group**David Hauck, Work Group Chair, gave an overview of conference call held on 10/6 to formulate the mission of the new working group. Chuck Lattuca presented the Committee with a memo detailing the Work Group’s membership, purpose and objectives for the Committee to review. He also highlighted the need to partner with nongovernment organizations to develop a grassroots approach to educating residents about the benefits of developing an effective Rapid Transit System (RTS) in Montgomery County. The work group will plan open house style meetings, demonstrate RTS buses and ask for input on branding.

Partnering organizations mentioned included the Coalition for Smarter Growth and Communities for Transit. It was suggested that we add Friends of White Flint to the list of organizations.

**National BRT Study on Development Outcomes**

[**http://www.montgomerycountymd.gov/RTS/Resources/Files/WMATAPresentationBRTEconDev092413.pdf**](http://www.montgomerycountymd.gov/RTS/Resources/Files/WMATAPresentationBRTEconDev092413.pdf)

Shyam Kannan from WMATA gave the Committee an overview of an economic development study called the “National BRT Study on Development Outcomes.” Mr Kannan is one of the study authors.

The study focused on Eugene, OR and examined the relationship between BRT development and jobs. Mr Kannan hopes that the analysis and lessons from this study can applied here in Montgomery County.

Member comments:

* It may be several years, after a RTS corridor is constructed, before such a study could be pursued in Montgomery County.
* A suggestion was made to review the MDOT study on the CCT. This study identified $1.2B in economic development benefits.
* It was noted that ITDP published a report in September on the impacts of transit systems (BRT and light rail) had on development. More Development for Your Transit Dollar: An Analysis of 21 North American Transit Corridors - See more at: <http://www.itdp.org/library/publications#sthash.lxsAlXS8.dpuf>

**Transit Signal Priority (TSP) Work Group Meeting Report**

Emil Wolanin gave an overview of the TSP work group’s activities over the previous month, and deliverables to be expected. He then introduced our consultants, Jim Bunch and Paul Silberman, from Sabra Wang.

Mr. Bunch gave a presentation *“Review of Draft Technical Memorandum #1*-- *Goals, Objectives, and Needs Assessment for Rapid Transit System (RTS) Transit Signal Priority”* <http://www.montgomerycountymd.gov/RTS/Resources/Files/TransitSignalPriority092413.pptx>

Member questions and comments:

* Is there a difference when using TSP in mixed traffic versus dedicated lanes situations? Mr. Wolanin responded that different TSP strategies might be applied in these cases (passive versus active).
* Could TSP be used to help minimize the degradation of traffic speeds (performance) in the mixed traffic lanes listed in the Functional Master Plan?
* TSP should be focused on moving buses quickly through mixed traffic segments.
* In order to attract RTS riders and get people out of cars, there needs to be clear performance standards and priority should to be given to the RTS buses at intersections. Mr. Wolanin said that a balanced approach needs to be achieved between buses, cars and pedestrians.
* Some members agreed that an effective RTS would benefit, and not harm, drivers and pedestrians.
* RTS performance standards need to be determined before finalizing TSP policies. We may be putting the cart before the horse.
* The TSP system needs to be compatible and interoperable any CCT and the Purple Line signal systems. Also components and software must be proven and have a record of reliability.

**Next Steps and Other Updates**

* The County Council public hearing on the Countywide Transit Corridors Functional Master Plan is tonight at 7:30pm.
* The Council’s Transportation, Infrastructure, Energy and Environment Committee is scheduled to hold as many as five work sessions on the plan. The tentative dates for the work sessions are Oct. 7, 11, 14, 18 and 21.

**Meeting Calendar**

The next Steering Committee meeting is scheduled for 10/29/13.