

Montgomery County Rapid Transit System (RTS) Bus Rapid Transit (BRT) Corridor Advisory Committee (CAC)

CAC Overview

Background

The Montgomery County Transit Corridors Functional Master Plan recommends, among other things, implementing a 102-mile Bus Rapid Transit (BRT) network comprised of 10 corridors (the 10 corridors include two MD 355 corridors (North and South, with the Rockville Metro Station being the dividing line) and two MD 97 corridors (North and South, with Wheaton Metro Station being the dividing line) plus the Corridor Cities Transitway (CCT). The Montgomery County Council, during its review of the Master Plan, stated in its accompanying resolution, “A vital facet of facility planning is to receive input and feedback from affected property owners, civic and business groups, and transit riders and road users, ... Accordingly, a citizens’ advisory group comprised of residents, business owners and other relevant stakeholders must be created for each corridor which enters into facility planning to make recommendations to the County on the design, construction and proposed station locations for the transit corridor.”

Although the Master Plan recommends 10 BRT corridors, the initial priority is to conduct three corridor studies for potential implementation of BRT: The three corridors being studied are:

- **The MD 355 Corridor (both North and South segments);**
- **The US 29 Corridor; and**
- **The MD 586 (Veirs Mill Road) Corridor.**

In following the direction of the County Council, Montgomery County Department of Transportation (MCDOT) began planning in the summer of 2014 for the creation of five Corridor Advisory Committees (CACs), corresponding to the RTS corridors being studied:

- **MD 355 North** (Frederick Road/Hungerford Drive from Clarksburg to Rockville Metrorail station)
- **MD 355 South** (Rockville Pike/Wisconsin Avenue from Rockville Metrorail Station to Bethesda Metrorail Station)
- **US 29 North** (Burtonsville to New Hampshire Avenue)
- **US 29 South** (New Hampshire Avenue to Silver Spring Metrorail Station)
- **MD 586** (Veirs Mill Road from the Rockville Metrorail Station to the Wheaton Metrorail Station).

CAC Selection Process

The County began advertising for self-nominations to these committees in late September, 2014. Extensive outreach was conducted through the end of November 2014 to solicit member nominations including press releases and ensuing media coverage, numerous partner organization news announcements and email blasts, and an 85,000 household/business direct mailing. These efforts resulted in 254 committee self-nominations being received by MCDOT.

For the member selection process, the County engaged the assistance of civic presidents of communities next to RTS corridors and relevant Chambers of Commerce for businesses located along the corridors. In addition, residents from communities not having an active civic organization and at-large representatives were also selected for the committees. All selections were based upon the following criteria:

- Geographic proximity to the corridor;
- Potential degree of impact from the RTS project;
- Population represented – larger subdivisions for residents or larger number of employees/congregants/constituents for businesses/employers;
- Diversity, such as business size or type, organization mission, age, ethnic background, gender, etc.;
- Transit or road user within the corridor (both types sought).

The total number of members representing each corridor was constrained by the following factors:

- Maximum number of direct stakeholders = 30;
- Maximum number of at-large representatives = 10;
and
- Direct stakeholders must outnumber at-large representatives by a ratio of at least 3:1.

This selection process resulted in five CACs with a total of approximately 150 members.

Expectations of CAC Process

The CACs will play a unique and important role in the overall public outreach process for the BRT Corridor studies. The CACs will meet regularly with the project team to review information, ask questions and provide feedback. This feedback will be reviewed by the project team and meeting summaries will be published on the project website. The CACs are advisory committees and not decision-making committees.

The CACs serve as one part of the overall public outreach process for the BRT corridor studies. Public involvement through public workshops, community meetings and the project website will allow the general public to provide input and feedback as the corridor studies progress.