

Glenmont Exchange, Inc.
GlenmontExchange.org

Minutes of the October 24, 2016 meeting

Attendees: Ian Rothman, Josh Goodman, Dorinda Danneman, Mike Madden, Stu Carlow, John Bogasky, Daniel Klasik, Arquilla Ridgell.

The minutes of the June meeting were approved.

Treasurer's Report: All dues for the year have probably been received. Cash balance at October 24, 2016 was \$1,079.00, Net Income was \$201.00. The Exchange joined the Montgomery Civic Federation.

A new web address, GlenmontExchange.com will be obtained by Ian Rothman. Expenses will be \$13.00/year for domain name registration, \$50.00/year to Joshua Pitlick for hosting. Ian will be our webmaster. Approved, with Ian abstaining.

County public school rehab program: Lee and Argyle are two of the five oldest schools that have not yet been rehabbed. They are on the schedule to be rehabbed or replaced by 2022. Students would attend Tilden on Old Georgetown Road during construction.

Privacy World: The Winchester townhouse models are open now. The second section is being torn down now, and will have a different developer. The search continues for a grocery store to anchor the third section.

Plaza del Mercado: LA Fitness is slightly delayed due to permitting problems with the pool. They should be open at the beginning of December. Aldi should be open by Christmas. The landscaping in the parking lot is being installed.

Mike Madden, MTA, spoke about the Purple Line. He has been involved in the project since 2002.

The Purple Line is to be a alternative for public transport around the Beltway. It will be light rail, like in Baltimore (to BWI). It is powered by overhead wires, runs in tracks, does not need grade separation and can run in roadways or off to the side.

From Bethesda to Lyttonsville it will run on an old railroad right-of-way. This right-of-way has been encroached on by adjacent landowners. The ROW across the golf course is 100 feet wide, and MTA is making some adjustments across the course.

Connections to Metro will be made and to all three Maryland commuter rail line, also to Amtrak and regional bus services.

Expected transit time from Bethesda to Silver Spring will be 9 minutes, other sections will be slower, total end to end transit time should be about 63 minutes. Most riders are expected to take shorter trips.

There will be 21 stations.

MTA will hire concessionaires to design, build, and operate the Purple Line. This is a pioneering contracting style. The bid process will narrow 6 teams to the selected team. There will be a 6 year period of design, construction and testing, a 30 year period of operations, and at end of the period the project may be transferred back to the state. The process encourages innovation to meet performance requirements. Contractors bring financing to the project pending State and Federal funding. Contact is \$5.6 Billion, \$1.99 B is construction cost. \$150M/year for operation.

The bidders were given a stipend of \$?M, so MTA would own the proposals. Specs were a stack 6" tall, responses were measured in stacks of boxes. Performance requirements have to be met on an annual basis.

Cars will be manufactured by a Spanish company, assembled in Elmira, NY. These cars are already in operation in Houston. The cars have lower clearance than the cars operating in Baltimore. Platforms will be 14" high to allow walk on boarding.

In Silver Spring, the route has been changed to the opposite side of Transit Center from Metro to allow lower/at grade access to Transit Center.

Purple Line will use the same SmartCard as Metro. Fares will not be based on distance; fare concept is similar to MetroBus. Fares will be set by and collected by the state of Maryland. Fares will be subsidized by the state, with 40% farebox recovery.

Bus lines will not be removed, but some routes may be changed. No additional parking lots are planned. Hours of service are expected to be similar to Metro's hours.

There will be 8 community advisory teams for the various segments of the Purple Line.

A lawsuit was filed 2 years ago, against the Federal Transit Administration, the MTA joined it, by residents in Chevy Chase adjacent to the railroad right-of-way for 1) Environmental reasons 2) Removal of trees 3) Storm water management 4) Rider projections. Ridership at 4 metro stations has been increasing. May have to file appeal, delays could cost \$13M per month.

Website: www.purplelinemd.com. Contact Outreach Staff or Mike Madden.

The next Glenmont Exchange meeting will be held on Monday, November 28, 2016
Minutes submitted by Dorinda Danneman, Secretary.