

**Glenmont Exchange, Inc.**  
**GlenmontExchange.org**

**Minutes of the June 23, 2014 meeting**

Attendees: David Shaw, Josh Goodman, Peg Beck, Ian Rothman, Steve Hines, Rich Brown, Scott Williamson, Dorinda Danneman, Kim Persaud.

The Agenda was approved. The Minutes were approved with one correction – the next meeting date of June 23, 2014. Treasury Balance is \$516.50, no expenses or deposits. We have 10 individual members, 7 association members and 2 business members.

Tony Fracasso, the Nominations Chairman, is not in attendance. Candidates are listed on the agenda. Term for officers is June to June. Officers were approved by voice vote.

Tax Exempt status for the Exchange was discussed. There is a \$400 charge to file. Ian Rothman offered to fill out the 501C3 application. Tax Exempt status is retroactive to organization's incorporation date.

Need to determine projected expenses for next year, what is base-line for corporate expenses, include renewal fees for non-profit organization. Need to project 4 year budgets.

May be premature to file – organization is still developing, still defining mission. Need to develop business plan with goals and objectives.

A Motion to defer decision of when to file for 501C3 for 12 months passed.

There will be a hearing on Plaza del Mercado on July 8 at 11 am, in the Council Hearing room. 100 Maryland Avenue, Rockville, MD. In order to get a grocery store, they must get approval for LA Fitness Gym. County may provide a matching grant.

Scott Williamson from Communities for Transit spoke about Bus Rapid Transit. They are a non-profit, involved in public outreach. They are interpreting the county and state plans.

The 2013 Master Plan proposes 10 major Rapid Transit lines covering 81 miles. The proposed stops have not been determined yet. This is a response to the suburban to urban change in the county. There is little space for new roadways. By 2040 the population is projected to increase by 21%, Employment by 39%. Lane miles, however will only have increased by 5%, resulting in a congestion increase of 70%.

Minutes submitted by Dorinda Danneman, Secretary

Bus Rapid Transit could be thought of as “Metro on Wheels”, not bus service, not a rail line. BRT would have high quality, high capacity vehicles in dedicated lanes. These lanes would bypass the traffic, providing frequent, reliable service. Sheltered transit stations would be provided. Fares would be collected before boarding, boarding would be easy with level doors; a combination of a low floor bus and raised platforms.

Ideally, Ride-On bus services would be redesigned to serve the neighborhood BRT stop. If lanes are dedicated to BRT, there would be a need to not jam them up with local buses. BRT lanes would need to be physically separate and have separate traffic signals that prioritize the BRT buses.

Construction costs for BRT are projected to be the lowest of the different types of mass transit. Metro – 250M/mile, Highway – 136M/mile, Light Rail – 75M/mile and BRT – 17M/mile.

The state is developing plans for BRT on state road. Montgomery County is the only area that has authorized this type of project. The SHA is currently studying the Georgia Avenue and Viers Mill Road corridors, with plans to study Route 355 and Route 29. The state and county would probably share maintenance costs for lanes, lights and stations. The lane separations and barriers could create problems for motorists turning.

If the Bus Rapid Transit is not built, the funding will likely move to the up-county areas. The county budget currently for roads is 30M and does not seem to be enough.

**The next Glenmont Exchange meeting will be held on Monday, September 22, 2014.**