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TO PRINT, USE [PRINT VERSION](#)

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of note

Next MCCF Meeting

Monday, January 14, 2019, 7:45 p.m. @ the Executive Office Building in Rockville. "Pedestrian Safety/Vision Zero" [AGENDA, P. 2](#) • [PROGRAM, P. 3](#)

January's Community Hero

It's Corinne Hart of Woodside Park Civic Assn. [READ PROFILE, P.5](#)

December Meeting Minutes

General Meeting #900 [P.17](#)
Executive Committee Meeting [P.19](#)

Get involved! MCCF needs a secretary or two co-secretaries to take meeting minutes.

Membership Application

Join or Renew Now [SEE FORM](#)

Federation Meeting #901

Monday, January 14, 2019

7:45 p.m.

Lobby Level Auditorium

Executive Office Building

101 Monroe Street, Rockville

AGENDA

- 7:00 *Social Time for Members*
- 7:45 Call to Order/Introductions
- 7:50 Approval of Agenda
- 7:51 Announcements
- 7:56 Treasurer's Report
- 7:57 Community Hero:
Corinne Hart **P.5**
- 8:00 Program: *Pedestrian Safety/Vision Zero: Reaching These Important Goals* **P.3**
- 9:25 Committee Reports
- 9:35 Old and New Business
- 9:45 Adjournment

About MCCF Meetings

All monthly MCCF meetings are open to the public. They are held on the second Monday of each month, September through June, at 7:45 p.m.

The January meeting will be held in the **Lobby Level Auditorium of the Executive Office Building at 101 Monroe Street, Rockville, Maryland.**

Walkers can enter by buzzing security at the door. You can park for free either in the lot at East Jefferson and Monroe Streets or in the lowest level of the EOB. Drive onto the ramp in the front of the building (ignore "permit parking only" sign), turn left at the second, lower level; use the intercom at the gate to the parking garage and at the door to the elevators to inform security you're attending the MCCF Meeting. ■

mccf

The **Montgomery County Civic Federation, Inc.**, is a county-wide nonprofit educational and advocacy organization founded in 1925 to serve the public interest. Monthly MCCF meetings are open to the public (agenda and details at left).

The *Civic Federation News* is published monthly except July and August. It is emailed to delegates, associate members, news media, and local, state, and federal officials. **Recipients are encouraged to forward the *Civic Federation News* to all association members, friends, and neighbors.** Permission is granted to reproduce any article, provided that proper credit is given to the "*Civic Federation News* of the Montgomery County (Md.) Civic Federation."

Civic Federation News

civicednews AT montgomerycivic.org

TO SUBMIT AN ARTICLE, SEE PAGE 18

January Program: What's 'Vision Zero' and What's Being Done to Get There?

By Karen Cordry, Second Vice President

Vision Zero is an ambitious program for addressing the causes of deaths and serious injuries to pedestrians, bicyclists, and drivers, with the ultimate goal of reducing such deaths and injuries to zero. When Montgomery County formally approved the program in early 2016, it became the first suburban jurisdiction to adopt this approach. In two prior issues of the *Civic Federation News* (in **October** and **November** 2018), I reported on what the program was and how it was being monitored by the County's Pedestrian, Bike, and Traffic Safety Advisory Committee (PBTSAC).

The program has several fundamental principles:

1. Traffic-related deaths and

severe injuries are preventable and unacceptable. The term "accidents" is a misnomer because it implies we can't figure out how to prevent crashes.

2. Life takes precedence over mobility. While we can usually accommodate both, if a choice must be made, we choose life.

3. Speed is a huge factor in determining what happens if cars and people collide.

4. Safe behaviors can be improved through education and enforcement; government has to work at all levels to ensure maximum effectiveness of its efforts.

5. Perhaps most critically: *human error is inevitable, so we need to design around the fact that people don't behave perfectly.* Pedestrians and drivers alike are ever

more distracted and in a hurry. Our road safety efforts must take that into account and use designs that make it easy to interact for all users to interact safely.

There are many such "engineering" projects being considered and more on the way. The situation in Montgomery County—particularly on and near the major traffic corridors on Georgia Avenue, Veirs Mill Road, and Connecticut Avenue—are complicated by the fact that these are State roads, so changes made there must involve the cooperation and funding of not only the County, but the State as well. Some of the changes being considered involve matters such as getting State authorization for the County to control (and lower) speed limits on those

January Program, cont.

roads in the more densely populated areas and implementing “road diets” by which small decreases in lane width create additional space within the existing right-of-way boundaries to provide for separated bike lanes and/or broader buffers between the road and adjoining sidewalks. An added benefit is that the narrower lanes tend to encourage cars to drive a bit more slowly, which helps with the basic goal of keeping speeds down so that there is more time for all parties to react and avoid a crash. Better lighting and better maintenance to keep road markings freshly painted are also key elements.

Governmental efforts to address these issues are being supported and spurred by community activists. This month’s program will feature speakers from the Montgomery



Thompson Law Firm

County Park and Planning Department, which is putting together Master Plans for this area (including the most recent plan for the Veirs Mill corridor that has just been circulated) that include consideration of specific areas and intersections where the Vision Zero principles are being proposed for inclusion. We also expect to have speakers from

the County and State Transportation departments who will be responsible for designing and implementing these proposals. And, finally, our Community Hero, Corinne Hart (see page 5), from the Woodside Park Civic Association, will join us to talk about what her community in particular is doing with respect to the issues they have identified in their neighborhood along Dale Drive between Georgia Avenue and Colesville Road.

This is clearly an issue whose time has come and one in which every civic association in the county has a stake. This is a very timely topic, as both the County and State delegations plan to look at funding for these issues as they are brought to the fore. We urge all of you to attend and to encourage others in your associations that are interested in these issues to join us as well. ■

Corinne Hart of Woodside Park Civic Association is MCCF's January 'Community Hero'

By Alan Bowser, 1st Vice President

Corinne Hart, the President of the Woodside Park Civic Association in Silver Spring, is this month's Montgomery County Civic Federation Community Hero.

Hart is also Co-Chair of the Dale Drive Safety Coalition, an advocacy group formed by residents working to ensure the safety of all pedestrians, bicyclists, and motorists using Dale Drive. They have urged the Montgomery County Government to implement effective interventions to increase safety on the road in order to reduce the frequent crashes that put drivers, pedestrians, and bicyclists at risk. There were 15 car crashes on Dale Drive in 2017 and one pedestrian has been killed.

The Coalition has made important progress, including the down

classification of all of Dale Drive to a minor arterial road, increased enforcement on the road, installation of a range of traffic-calming interventions, and funding to launch a pedestrian safety facility planning study. However, there is still much to be done. They are strongly advocating that Montgomery County fully fund the design and construction of long-term pedestrian safety interventions, lower the posted speed limit to 25 mph, more regularly deploy speed cameras, and implement additional traffic calming techniques, such as narrowing the driving lanes.

First-hand knowledge of speeding vehicles, frequent crashes and near-misses, poor road conditions, and the lack of sidewalks along Dale Drive led to Hart's activism about

pedestrian safety in her community. She often talks about an incident when she was crossing Dale Drive with a baby stroller and was nearly hit when a car swerved to avoid crashing into a vehicle which had stopped to allow her to cross the busy road. After she started her advocacy to ensure the safety of her family and her neighbors, she also met the daughter of a man who was hit and killed by a speeding car as he went on his Sunday morning walk on Dale Drive. These experiences— together with crashes that continue to occur, including ones where cars have crashed into the front lawns of homes—compel Hart to continue fighting until all of Dale Drive and other high-risk roads in the County are safe for all users. She wants to

Community Hero, cont.

see major changes on the road so that families with strollers do not have to walk into oncoming traffic because of the lack of sidewalks and school children are not at risk as they wait alongside Dale for their buses in the morning.

With her neighbors, she has met with a broad range of County elected officials and transportation staff to secure their commitment to a safer Dale Drive. After meetings in Spring 2018, Montgomery County officials committed to a comprehensive traffic study, pedestrian refuge islands in some of the crosswalks, new signage, repainting faded shoulders and crosswalks, painting advanced stop lines ahead of the crosswalks, repairing the shoulder, and other interventions recommended by the traffic study.



CORINNE HART

In June 2018, she and other members of the Dale Drive Safety Coalition sponsored a community walk along Dale Drive which attracted more than one hundred neighbors and elected officials who walked along the road, pointing out dangerous intersections and troubling road conditions for both pedestrians and drivers. Soon after the walk,

construction began on a series of pedestrian safety and traffic calming measures that have the enthusiastic support of the neighborhood.

In her role as President of the Woodside Park Civic Association, Corinne has focused on pedestrian and traffic safety issues throughout the neighborhood, advocating for improvements on Georgia Avenue and throughout Montgomery Hills, and providing a platform for residents to strengthen their advocacy on environmental, safety, and traffic issues throughout the neighborhood. She became WPCA president in May 2018.

Corinne lives on Dale Drive in the Woodside Park section of Silver Spring with her husband and daughter. Professionally, she is a senior adviser for women's issues at the U.S. Agency for International Development. ■

Addition of I-495 and I-270 Toll Lanes Proposed by the State of Maryland

By Jerry Garson, Chair, MCCF
Transportation Committee

[Most of the following is an information update. The source is information received from the Maryland Department of Transportation at its latest updates that occurred on December 11 and 14, 2018, and has not been verified by MCCF.]

Today, on average, severe congestion lasts for 7 hours each day on I-270 and 10 hours each day on I-495. We see peak daily Beltway I-495 traffic regularly on Saturday, a day when there are limited number of drivers going to office work places. On I-495 at an automated traffic counter west of New Hampshire Avenue in the mornings, westbound peak traffic occurs between 5 and 6 a.m. most non-holiday weekdays. On I-270 southbound, we see peak

traffic volumes also between 5 and 6 a.m.

We see from traffic data on I-270 during the weekday hours between 8 and 9 a.m. that the traffic volume southbound is 52% compared with northbound of 48%.

The State conducted surveys of congestion on the two routes and the following is the survey results:

■ 84% of respondents always or usually experience delays due to congestion when using I-495 and I-270.

■ 77% of respondents who reported taking an alternative route to avoid congestion on I-495 or I-270 stated their alternative route took them through or near residential neighborhoods.

■ 47% of respondents indicated that congestion causes extra costs besides just time, such as extra fees

at daycare, missed medical appointments, or reduced quality of life.

■ 43% of respondents who own or work for a business indicated they make fewer service calls or deliveries as a direct result of congestion on I-495 and I-270.

■ 88% of respondents agree that addressing congestion on I-495 and I-270 in Maryland is an important priority.

Many of the complaints MCCF receives are about cut-through traffic in local neighborhoods. We now see why when 77% of the Marylanders stated their alternative route took them through or near residential neighborhoods.

On December 11, 2018, the Maryland Department of Transportation issued a letter to Maryland State

I-495/I-270 Toll Lanes, cont.

Comptroller Peter Franchot, Nancy K. Kopp (Maryland State Treasurer), Edward J. Kasemeyer (Chair, State Senate Budget and Taxation Committee), Maggie McIntosh (Chair, State House Appropriations Committee), Anne R. Kaiser (Chair of the State House Ways and Means Committee), and Victoria L. Gruber, (Exec. Dir., State Department of Legislative Services) starting a 45-day review and comment on the presolicitation report. After the Budget Committee’s review and comment period and before issuing a public solicitation, reporting agencies shall seek the official designation by the Board of Public Works as a P3 and approval of the solicitation method.

If the current proposed timeline shown at right is correct, the earliest work could occur would be in 2021.

Current Maryland Dept. of Transportation Proposed Timeline

<u>Milestone</u>	<u>Date</u>
Board of Public Works approval of P3 Designation	Feb. 2019
Request for qualifications released to industry	April 2019
Shortlist of qualified teams announced	Q2 2019
Draft request for proposals released to short-listed teams	Q3 2019
Final request for proposals released to short-listed teams	Q1 2020
Technical/Financial proposals due	Q3 2020
Selection of preferred proposer	Q3 2020
Board of Public Works approval of P3 Agreement(s)	Q4 2020
P3 Agreement(s) executed	Q4 2020
Financial close target	Q4 2020

The Maryland Board of Public Works is the Governor, the Comptroller, and the Treasurer of Md.

Phase 1 Solicitation Scope MDOT is proposing a 50-year concession agreement that entails:

- Reconstruction/Rehabilitation of the American Legion Bridge.

- Construction of price-managed

lanes and general-purpose lanes along the corridor starting in Virginia and going into Maryland along I-495 to I-95.

- Maintenance and operations responsibilities for priced managed lanes and associated assets.

- Developer responsible for financ-

I-495/I-270 Toll Lanes, cont.

ing the entire phase using toll revenues collected from the managed lanes. Developer to take revenue risk.

The State's Initial Solicitation Vision involves the following:

- Developer will be selected according to "best-value," based on which proposer can best meet and balance MDOT's goals and values.

- | Looking for a partner to move the most traffic, avoid community and environmental impacts, provide a concession payment/revenue sharing with the State, and deliver fast with the least disruption to travelers and the community.

- | Seeking a partner with "shockingly innovative" approaches to provide high value with a focus on ensuring excellent customer service to MDOT and the public.

- Solicitation process will focus on

openness and flexibility to allow developer to provide its best proposed solutions. Technical Requirements will focus on outcomes to facilitate open scope.

- Evaluation of proposals will focus on performance outcomes.

MDOT is currently developing technical information to make available to the industry:

- LIDAR-based (light detection and ranging) topographic surveys;

- Utility record plans, designations, and utility mosaic;

- Historical geotechnical and boring information;

- Historical pavement information;

- MDOT SHA, Mont. County, and Prince George's County record plans;

- Right-of-way plats and mosaic;

- Existing and 2040 traffic, including volumes and simulation model outputs; and

- Traffic and Revenue.

The LIDAR-based topographic surveys were reported to the Montgomery County Civic Federation, Inc., back in October occurring at the Sligo Creek Golf course.

Price-managed lanes are being considered as an alternative under the Managed Lane Study. Price-managed lanes are separate, newly added highway lanes that use congestion pricing to maintain speed and/or throughput. Travelers have the option to pay a toll for reliable travel times in the price-managed lanes or may use the nontolled, preexisting general purpose lanes as they do now. General-purpose lane users may enjoy less congestion when other travelers opt into the price-managed lanes. Accordingly, it is anticipated that the system improvements would provide congestion relief for all users, includ-

I-495/I-270 Toll Lanes, cont.

ing users of bus services, across the program corridor.

PRICE-MANAGED LANES

During extensive periods of congestion, travelers on the program corridor do not have an option to avoid delays; local and arterial routes are already saturated with traffic. Adding more general-purpose lanes is neither financially feasible nor is it likely to relieve congestion over the long term as the region's population is expected to grow and drivers—left without a reliable option that manages traffic demand—will be forced to drive in a congested corridor. While the Purple Line project and the State of Maryland's investment in Washington Metropolitan Area Transit Authority (WMATA) improvements



PROXIMITY
OF EXISTING
COMMUNITIES
TO I-495

are important expansions of transit capacity and access in the region, further expansion of rail services—which all have operating expenses well in excess of farebox revenues—will not be self-sustaining either.

Toll rates will be set under the authority of MDTA in accordance with all statutory requirements. Similar to the Intercounty Connector and I-95 Express Toll Lanes, tolls will be collected via E-Z Pass and video tolling at highway speeds. The toll rate setting process will follow the process prescribed in the

Transportation Article §4-312, which includes at least 45 days of legislative notification of proposed toll-rate setting, public hearings in any Counties in which the toll-rate setting will occur, a public comment period, posting of proposed rates on the MDTA's website, and proper notice of the board meeting at which the vote will take place. Toll rates will change throughout the day to manage congestion and enable reliable trip times.

We will keep you informed on these projects. ■

Truth or Consequences

MC/PG 106-19: A Bill to Discourage Fraudulent Development Documents

By Carole Ann Barth

MC/PG 106-19 requires an applicant who seeks to subdivide land in the County to certify *under penalty of perjury* that development documents are true, correct, and complete to the best of the applicant's knowledge.

So, what does this mean, and why is this seemingly technical bill one of MCCF's top legislative priorities this session? Imagine you are enjoying your morning coffee, when the raucous roar of chainsaws shatters your peace. You look out the window and, to your horror, someone is cutting down forest on your property.

Imagine how you feel, when you find out this has happened, not by error or confusion over a property

Affected documents include:

- (1) an exemption from submitting a forest conservation plan;*
- (2) a natural resources inventory/forest stand delineation, including any required drawings;*
- (3) a forest conservation plan, including any required drawings;*
- (4) a forest mitigation bank application, including any maps or drawings; and*
- (5) any other regulatory development application that does not require either a natural resources inventory/forest stand delineation, a forest conservation plan exemption, or a forest conservation plan.*

line, but by deliberate submittal of fraudulent applications or plans. In other words, imagine that someone has obtained a permit to clear and build on land they don't own, without getting permission from the landowner.

Well, some citizens don't have to imagine, because this (and similar situations) have actually happened here. Irreparable harm has occurred because people have gotten permits under false pretenses. This can happen because the Maryland-National Park and Planning Commission (M-NCPPC) does not verify land ownership when reviewing plans. Moreover, when confronted about bogus permits, M-NCPPC senior officials stated, "M-NCPPC is not required to

MC/PG 106-19, cont.

take any action with regard to individuals or entities that submit false or misleading documents.”

That means there are no consequences for lying, unless the aggrieved party can successfully sue. Requiring applicants to sign under penalty of perjury, however, means that falsifying development documents would be a criminal offense under Maryland state law. Perjury is punishable by years in prison, fines, and court fees. It's also important to remember this bill will not affect anyone who makes an honest mistake, only those who choose to lie on these legal documents.

Lastly, this bill puts forest conservation documents on the same footing as other documents (such as stormwater management permit applications) which are currently



signed under penalty of perjury. Surely having accurate submittals is just as important in the forest conservation process.

Status: The bill has been assigned to the Land Use, Transportation, and Public Safety Committee. Both the Montgomery and Prince George's delegations held local hearings on MC/PG 106-19. We will keep you up-to-date as things progress during the session. ■

**SOMETHING TO
TALK ABOUT?**

*Need to share
a community concern?*

*Want to know how to do
something for your own
civic association?*

*Would like to meet
your fellow civic activists?*

Come early to the January 14 meeting. From 7:00 to 7:45 p.m., members of the MCCF Executive Committee will be available to talk in the EOB Auditorium. Light refreshments will keep you from going hungry. Be social, be a part of the civic movement, and be here.

Stupid Is As Stupid Does: MCPS Management of Synthetic Turf Fields

By Bailey Condrey, President

Nearly two complete decades into the 21st Century, I'm regularly reminded of the award-winning movie *Forrest Gump* and the adage he made famous that so adequately and unfortunately reminds us of how Montgomery County Public Schools manages the synthetic turf fields it oversees and continues to place at the county's institutions of learning.

The surreal nature of this issue and the utter incompetence repeatedly on display as MCPS tries to side-step, once again, valid explanations for how a brand new, "state-of-the-art" synthetic turf athletic field faces emergency closure should rankle every public official in Montgomery. Dare I say it won't, because nobody in a position of authority has any say over how MCPS wastes

money and endangers the health of students and the environment through its love affair with this product, made even more dangerous by the documented cavalier manner in which MCPS pretends to manage it. Now the new wiz-bang zeolite infill is "cutting and gashing" athletes' skin.

I need not take any more time getting into the latest iteration of why another syn turf field has problems because the Parents' Coalition already has done the leg work. Suffice to say, the Montgomery County Civic Federation and allies will continue to encourage legislators to support Governor Larry Hogan's legislation seeking an inspector general for Maryland public schools. The legislation, however, should be amended to focus specifically on MCPS, a quasigovernmental organi-

zation desperately in need of inspection as it carelessly wastes more money on an *unproven* and unsafe boondoggle for the plastics industry and contractors. Ask yourself, does an organization that lies to your face repeatedly need tighter independent governance? *Forrest Gump* can answer that one.

The following December 21, 2018, press release is reprinted with permission from The Parents' Coalition:

BREAKING: 'DANGEROUS' ARTIFICIAL TURF ISSUE CLOSES RICHARD MONTGOMERY HIGH SCHOOL FIELD

The Parents' Coalition has learned that the brand new Richard Montgomery High School artificial

Synthetic Turf Fields, cont.

turf field was closed in November due to “dangerous-turf” issues.

The Richard Montgomery High School (RMHS) replacement artificial turf field **opened on August 24, 2018**, and by the end of November the field was closed for “dangerous-turf” issues. For those following the many issues surrounding the replacement of this plastic field the **“dangerous-turf” issues come as no surprise.**

To date, we have documented the following issues surrounding the replacement of the RMHS artificial turf field:

■ **In 2014, we saw that the RMHS artificial turf field was already failing.**

■ **In 2016, the RMHS artificial turf field had failed.** Yet, the Board of Education continued to keep the

field open and put students on the field for athletic events.

■ **MCPS did not have the RMHS plastic grass field replaced under warranty.** Instead, they allowed the defective field to be used and did not require the vendor to replace the field under warranty.

■ **MCPS did not have any funding to replace the RMHS plastic grass football field.** Money was taken from the Operating Budget (teacher salaries and classroom supplies) to replace a plastic football field.



Initially, the Superintendent’s office said money for new artificial turf fields was going to be used for the RMHS replacement field, but later said the money was coming from the Operating Budget. The **original MCPS-FieldTurf-County Council scheme hatched in 2011** was that the rental fees from the artificial turf fields would pay for the replacement of the fields. Rental fees from these fields have not come anywhere close to paying for the replacement costs.

■ **The Superintendent’s office did not reveal the supplier of the infill for the RMHS replacement field.** Where the zeolite is mined and how it is tested is important with regard to the quality and safety of the rock, but that information was not revealed.

■ **The used RMHS artificial turf plastic field and the 120 tons of**

CIVIC FED TONIGHT!

SEEKING POSSIBLE SPEAKERS FOR YOUR CIVIC ASSOCIATION MEETINGS?

Members of the MCCF Executive Committee have extensive experience in issues such as transportation, land use and zoning, schools, parks, environmental concerns, taxes, and public spending. Plus, they have a community-oriented perspective on these matters. If you would like an executive committee member to speak at a meeting, contact President Bailey Condrey at *president at montgomerycivic dot org*. Include topics/possible dates.

Synthetic Turf Fields, cont.

crumb rubber were not recycled as MCPS had promised. **Instead, the football field of plastic and 120 tons of crumb rubber were dumped in Baltimore County and in a Virginia landfill.** The Superintendent's office called the discussion of the plastic grass and 120 tons of crumb rubber **pollution a "distraction from core mission."**

■ The infill for the replacement RMHS plastic grass field was to be crushed volcanic rock known as zeolite. **Zeolite is commonly used as kitty litter because it is a porous rock that absorbs moisture and odors.** Zeolite has not been evaluated for its safety as an athletic surface for children or adults. The new RMHS plastic grass surface with the zeolite infill generated immediate complaints from athletes who said



their **skin was being repeatedly cut and gashed from the RMHS plastic grass surface.**

■ Despite the numerous red flags and warnings concerning the Board of Education's decision to require zeolite as the infill in all MCPS plastic grass fields, the **MCPS Superintendent's office continued to claim that the RMHS plastic grass would be "state of the art" and would "ensure student health and safety."**

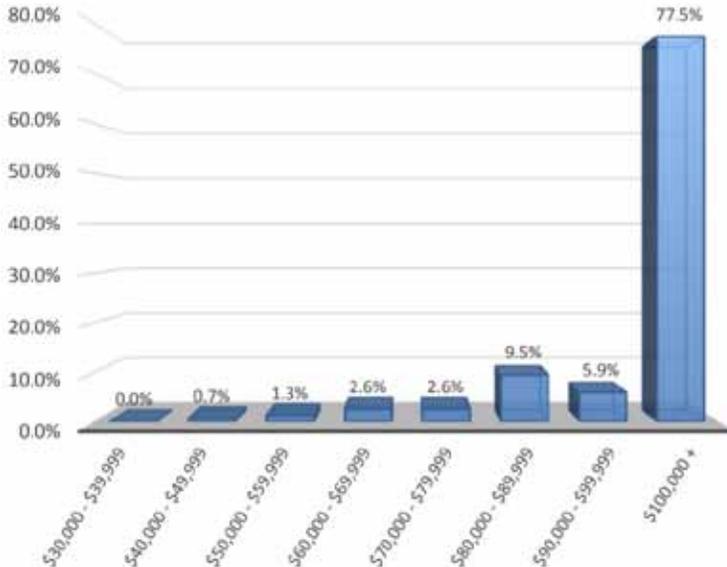
If the RMHS artificial turf replacement field is state of the art and would not harm students, why was the field closed in November, three months after installation? ■

WHAT'S TRENDING IN THE COUNTY

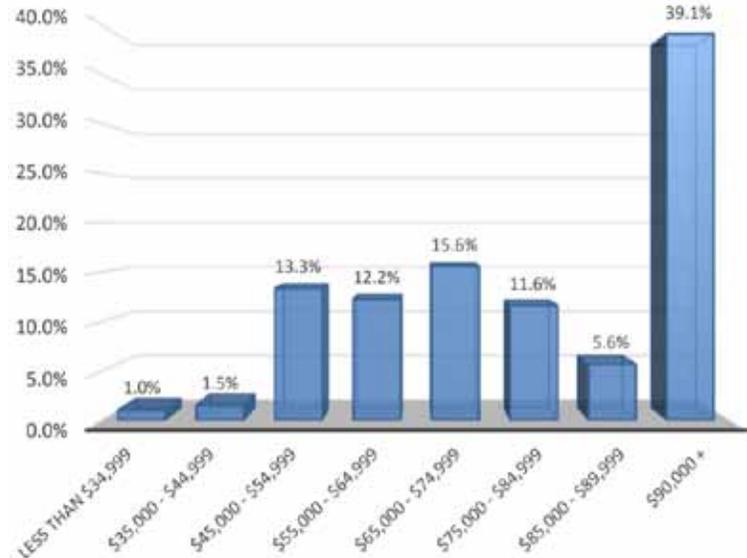
An exploration of data trends in Montgomery County. Each month statistics for a different topic will be reported.

Mont. County Public Schools FY2018 Administrators/Principal and Teacher Salaries

Other MCEA Professionals: Annual Salary



Teachers: Annual Salary



Source: Montgomery County Council Report: Montgomery County Public Schools Staff Statistical Profile FY2018.

Minutes of the December 10, 2018, MCCF General Meeting #900 in Rockville, Md.

By Bailey Condrey, President

The General Meeting convened at the Montgomery County Executive Office Building in Rockville, Md.

Call to Order: Bailey Condrey, President, called the meeting to order at 7:55 p.m.

Adoption of Meeting Agenda:

Bailey Condrey called for and received unanimous approval of the proposed agenda.

Minutes of the November 12

Meeting: It was noted by Jeff Griffith of the Parkwood Residents Association that the minutes should be amended to reflect the accurate wording of the I-495 Beltway Expansion Resolution passed by the

MCCF. The minutes were changed from “opposing 495 construction” to “regarding Beltway construction.”

Treasurer’s Report: Jerry Garson delivered the report and noted that the MCCF bank account was healthy and less than \$12,000.

DECEMBER PROGRAM

State Senator Craig Zucker, the chair of the Senate Delegation, and Delegate Marc Korman, the Chair of the House of Delegates Delegation, were the invited speakers for the meeting.

However, Delegate Alfred Carr stood in for Delegate Korman, due to a conflict. Del. Carr represents D-18 and is the Vice Chair of the Montgomery County House Delegation.

Sen. Zucker represents D-14.

They spoke on legislative priorities for the 2019 Maryland General Assembly Session.

They touched on a number of topics, including the following:

- The Kerwin Commission’s effect on funding formulas for Montgomery County Public Schools;
- Sports Betting;
- Redistricting;
- Rank Choice Voting;
- The Democratic Legislature’s interactions with the Republican Governor Larry Hogan; and
- Beltway Expansion.

They also addressed questions from members of the Civic Federation on community priorities.

December Minutes, etc.

COMMITTEE REPORTS

Planning and Land Use

■ Harriet Quinn provided an update on ZTAs 18-02 and 18-11, dealing with cell tower infrastructure siting.

■ A number of developments occurred at the end of the county council calendar session that resulted in Hans Riemer tabling further discussion.

Transportation

■ A State Highway Administration meeting is to be held on Thursday, December 13, 2018, at 8:00 p.m., on infrastructure projects.

Public Finance

■ Former state senator Richard Madaleno is now the new Director of the County's Office of Management and Budget (OMB).

■ Montgomery County faces a \$41

million budget deficit.

Adjournment: Bailey called for and received unanimous approval for adjournment of MCCF's 900th meeting at 9:45 p.m. ■



STATE SENATOR
CRAIG ZUCKER,
LEFT, CHAIR
OF THE SENATE
DELEGATION,
AND DELEGATE
ALFRED C. CARR,
JR., RIGHT, WHO
REPRESENTS
DISTRICT 18
AND IS THE VICE
CHAIR OF THE
MONTGOMERY
COUNTY HOUSE
DELEGATION

Minutes of December 20, 2018, MCCF Executive Committee Meeting via Teleconference

By Harriet Quinn

Call to Order: Conference call meeting called to order at 7:50 p.m. Present: Bailey Condrey, Alan Bowser, Jerry Garson, Carole Barth, Jim Zepp, Jacquie Bokow, and Harriet Quinn.

Adoption of Meeting Agenda: Bailey called for and received unanimous approval of the proposed agenda with no changes.

Treasurer's Report: Jerry discussed latest expenses.

PROGRAMS

■ *January:* Pedestrian Safety coordinated by Alan and Karen. Alan will confirm parking.

■ *February:* Carole and Bailey co-

ordinating on Environment, Sustainability.

ANNOUNCEMENTS

■ Alan attended Committee for Montgomery Breakfast.

■ County Executive Elrich announced he will be proposing a savings plan for the 2018–2019 budget year.

■ Jim Zepp has been appointed to the National Academy of Sciences' Automated Transit Systems Advisory Committee.

■ Jerry attended P3 meeting on Governor's proposed Managed Lanes Project for I-270/I-495.

■ Board of Public Works approved contract for the engineering using Highway Trust Fund money.

■ Jerry and Carole testified at State Local Bills hearing in Rockville.

ISSUES DISCUSSED

■ Future programs for remainder of year.

■ Income Tax Offset Credit: Bailey will send letter to Executive Branch.

■ Podcast Schedule and Publishing.

■ Sentinel Columns.

■ Status of assignments/roles/committees.

■ Awards Committee.

■ Membership update, Constant Contact. Alan, Jerry, Jacquie working on online membership.

■ State Legislation Bills.

COMMITTEE REPORTS

Planning and Land Use

■ Cell Towers.

■ Planning Board will take up amending the General Master Plan

ExCom Dec. Minutes, cont.

for the County this year.

■ Viers Mill Road Corridor Plan and MARC Communities Plans transmitted to Council for future public hearings.

Transportation

■ Governor's proposed toll lanes for I-270 and I-495 was a topic of many testimonies at the State Priorities Hearing.

Education

■ Funding decisions for Kirwan Commission priorities delayed another year.

OLD BUSINESS

■ Annual Awards Event: Alan is looking into it.

NEW BUSINESS

■ Alan drafting intro letters to CEX, Council, Delegation.

■ Newsletter deadline and articles: Deadline is Dec. 31.

■ Date and location of next two ExComm meetings:
| January 24, 2019, 8110 Fenton Street, Silver Spring, 7:00 p.m.

Adjournment: Bailey called for and received unanimous approval for adjournment at 9:52 p.m. ■

Montgomery County Civic Federation

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