

Summary Minutes MARC Advisory Council Meeting  
Thursday January 17, 2007, 4:30 p.m.  
Hall of the States, Room 283  
444 North Capitol Street, N.W.  
Washington, D.C. 20001-1512

Attendees:

MARC Advisory Council:

Carol Oberdorfer, Brunswick – Present  
Chikwe Njoku, Penn & Camden – Absent  
Christopher Field, Penn - Present  
David Frederick, Brunswick - Present  
Deborah Foster, Brunswick – Absent  
Evelyn Anderson, Brunswick – Absent – New Member  
Hameed Ahmed, Camden – Present  
Juan Calvo, Penn – Present  
Laurence Gross, Brunswick – Present  
Luke Ritter, Penn – Absent - resigned  
Lynda Clarke, Penn – Present  
Rafael Guroian, Penn & Camden – Present  
Steve Chan, Penn – Present

Staff:

Frank Fulton, Deputy Director of MARC Train & Commuter Bus Services  
Jim Knighton, MTA Director of External Affairs  
Matthew C. Fenton – Project Manager – MTA Office of Engineering  
Donald Scheuerrman, Chief Engineer – Montgomery County Department of Public Works & Transportation  
Shri Gondhalekar, Architect and Project Manager - Montgomery County Department of Public Works & Transportation

Guests:

None

The meeting was called to order at 4:58 PM by Chairman Lynda Clarke.

Matt Fenton – Project Manager and Engineer for the MTA – presented the renovation plans for the Halethorpe rail station, which is on the Penn Line.

The first phase of the Halethorpe Station Renovation Project, which has been completed, was to expand the parking lot to its current size and layout.

The second phase of the Halethorpe Station Renovation Project is described below.

The current rail station is at the north end of the existing parking lot. The new rail station will be slightly south of the existing site, centrally located on the existing parking lot. The new site will have covered elevated platforms, a waiting room, public restrooms, and fare vending machines. The 700 foot long elevated platform will be constructed with prefabricated concrete slabs on supports – similar to the Odenton Station. This compares with the 800 foot long platform at New Carrollton, the 700 foot long platform at southbound Odenton, and the 800 foot long platform at Northbound Odenton. There will be a three-level elevator that will take passengers to the overhead pedestrian bridge level, the platform level, and the parking lot level. The appearance will be similar to the MARC rail stations at Odenton and BWI Airport.

Currently, comments are being taken from the MTA. A consultant then produces an 85% design. Another review takes place, and then a 100% design is produced. There is another review, and then a final set of requirements/drawings are produced. The contract is then put out to bid. Current plans indicate the contract will be put out to bid around the end of summer to the beginning of fall 2008. It is hoped that a notice to proceed on construction work can be sent out around March 2009, with an estimated completion date around the end of 2010 or January 2011. The estimated budget for this renovation is on the order of \$10-\$15 million dollars.

Don Scheuerman and Shri Gondhalekar of the Montgomery County Department of Public Works and Transportation presented plans for the Silver Spring MARC station on the Brunswick Line. The renovations at Silver Spring will involve improvements to car and pedestrian access to the station. Full access to the MARC train station will continue throughout all the renovations, and the train station will remain fully operational.

Phase one of the improvements were completed in the past. Phase two is what is being proposed, and will consist of demolition, relocation of utilities, digging holes, pouring concrete, building bridges and bathrooms.

There will be a Transit Center, which is a multi-tiered facility, similar to a layer cake. The bottom two levels will be for busses – local, commuter, and interstate. In the current configuration, busses compete with automobiles and pedestrians. This Transit Center will support the Silver Spring metro, the Purple Line, and a new hotel, which is yet to be built. There will be bike lockers, and drop-off/pick-up locations for drivers. This renovation project will not be touching the rail facilities.

There will be a new pathway which will be parallel to Ripley Street, and will be ADA accessible. The grade will be 5% or less, with illumination averaging 8 foot candles, with a range of 3 to 18 foot candles, which exceeds the minimum standard of 1 foot candle of illumination. The length of the pathway will require rest locations in order to meet ADA standards.

There will be blue safety telephones, which will allow you to dial 911 and reach the Montgomery County Police Department.

This will be put out as a Best Value Contract, with the lowest price being only 50% of the evaluation. Past performance and proposed scheduling will be factored into a final award decision.

It is planned that bidding will occur around the end of January 2008, with work to start during the summer of 2008. The project is estimated to last 22-26 months after start of work. It is estimated that the cost of this project will be in the range of \$75 million.

Additional information is available at: [www.montgomerycountymd.gov/sstc](http://www.montgomerycountymd.gov/sstc)

The meeting was adjourned at 5:41 PM