

Minutes
January 11, 2011

President Matt Zaborsky called the meeting to order at 7:30 p.m. and after introductions Arnie Gordon approved the agenda and minutes and Lori Wilen seconded.

SPECIAL PRESENTATION: Arthur Holmes, Jr., Director of Department of Public Works and Transportation, Montgomery County Department of Transportation

Matt Zaborsky introduced Mr. Holmes, stating he is a longtime military officer, a very distinguished commanding general who has won several awards and decorations such as the Legion of Merit, the Bronze Star Medal and the Distinguished Service Medal. Holmes also served a seven year stint with the Montgomery County Planning Board, serving as a commissioner, and then vice-chair and chairman. Between 2002 and 2004, he served as Director of Go Montgomery! – a Department of Public Works and Transportation (DPWT) agency devoted to implementing the County's Master Plan in all transportation regions. He took over the helm of DPWT, in October 2004.

Mr. Holmes introduced two staff members: Fred Lees, Acting Chief of the Traffic Division and Bob Simpson of the Planning Division. He then described the Intercounty Connector (IC) as a six-lane state highway (3 in each direction) that is estimated to cost the state \$2.6 B. As Mr. Simpson passed around the ICC map and chart like the one below without the map which you can see on the website below. Mr. Holmes pointed out the contracts on the map and gave us updates on their completion, with Contracts A, B, and C scheduled to be completed by the end of 2011.

Contract A – 95% completed (may be finished by end of winter, but paving depends upon the weather)

Contract B – 61% completed

Contract C – 81% completed

Construction Sequencing
Map and Actual Chart Located at
www.iccproject.com

	Contract A	Contract B	Contract C	Contract D	Contract E
From/To	I-270 to MD 97	MD 97 to US 29	US 29 to I-95	Collector-Distributor Roads Along I-95	I-95 to US 1
Contract #	AT3765960	AT3765B60	AT3765C60	AT3765D60	AT3765E60
Cost	\$478.7M	\$559.7M	\$513.9M	\$70M - \$85 M	\$50M – \$65M
Notice to Proceed (NTP)	11/13/2007	01/16/2009	04/07/2008	Deferred	To Be Determined
Open	Late 2010/Early Spring 2011	Late 2011	Late 2011	Deferred	To Be Determined
Miles	7.2 Mainline	7.0 Mainline	3.7 Mainline 2.5 Miles along I-95 2.0 Miles along US 29	3.0 Collector – Distributer Miles 4.9 Miles of I-95 Resurfacing	0.9 Mainline 0.7 Miles along US 1
Interchanges	3	2	3		1 and 1 intersection
Design –Builder (D-B) Team	Intercounty Constructors (IC)	MD 200 Constructors	ICC (IC3) Constructors		
D-B Location	Rockville, MD	Beltsville, MD	Beltsville, MD		
A Joint Venture (JV) of:	Granite, Corman, and Wagman	Kiewit, Corman, and Wagman	Shirley, Clark, Atkinson, Facchina, and Trumbull		

The ICC will be a toll road. All tolls will be collected electronically because all drivers will be required to use the E-Z Pass. Mr. Holmes asked Mr. Simpson to distribute the toll rate chart as shown below.

ICC Toll Rates for Cars from
I-370 to MD 97 (5.5 Miles)

Time Frame	Monday – Friday	Saturday and Sunday
Morning Off-Peak (5 a.m. – 6 a.m.)	\$1.15	\$1.15
Morning Peak (6 a.m. – 9 a.m.)	\$1.45	\$1.15
Day Off-Peak (9 a.m. – 4 p.m.)	\$1.15	\$1.15
Afternoon/Evening Peak (4 p.m. – 7 p.m.)	\$1.45	\$1.15
Night Off-Peak (7 p.m. – 11 p.m.)	\$1.15	\$1.15
Overnight (11 p.m. – 5 a.m.)	\$0.60	\$0.60

Arthur Holmes, Jr. stated the state set the tolls and expects there will be some modification to the above tolls as time passes.

Mr. Holmes said there will also be a bus rapid transit on the ICC, with a parking space and bus stop at 97 and the ICC north of Norbeck Road (MD 28). He indicated traffic on Routes 97 and 28 will not be able to use the ICC as a shortcut. The intersection of Routes 28 and 97 is being improved as part of the ICC, but not to the level of the future update of the intersection.

He acknowledged the concern of the eastern side of MD 97 going into MD 28 once Contract A opens, but the state has made some improvements, and he has met with Councilmember Nancy Navarro. He promised that traffic counts will be conducted before and after the ICC opens to see what improvements must be made, and Mr. Simpson passed out a chart like the one below. He said some people had advocated speed bumps, but because of the rather circuitous route, Mr. Holmes did not think speed bumps will be needed.

By the end of 2011 the bus rapid transit will have a direct route to Baltimore Washington Airport.

Mr. Holmes then explained the lane change chart below.

Changes to Number and Type of Lanes
at the MD 28/MD 97 At-grade Intersection
Implemented by the ICC Project

Approach	Existing Lane Types	Post-ICC Project Lane Types
Eastbound MD 28	Left, Left, Thru, Thru, Right	Left, Left, Thru, Thru, Right
Westbound MD 28	Left/Thru , Thru, Thru, Right	Left , Thru, Thru, Thru Right
Northbound MD 97	Left, Left , Thru, Thru, Right	Left, Thru , Thru, Thru, Right
Southbound MD 97	Left, Thru, Thru, Thru, Right	Left , Left, Thru, Thru, Thru, Right

Notes:

BOLD lanes are existing lanes where the lane type will change Post-ICC.

BOLD Italicized lanes are new or added lanes Post-ICC.

Arthur Holmes, Jr. then opened a question/answer session about the charts above. Blanks in the response column below indicate GOCA members sometimes commented on a member's question or statement.

Questioner	Question	Arthur Holmes, Fred Lees, and Bob Simpson's Responses
Paul Jarosinski	Are we losing a left turn lane on northbound (NB) MD 97?	Yes, that left turn lane will become a thru lane because the ICC will attract some of the traffic heading west, so rather than everyone needing to turn left on 28 to either continue on 28 or turn onto Muncaster Mill Road to get to the Metro bus, they will now come up to the ICC to get to the Metro bus. Fewer people will be turning left because more traffic will be attracted to the ICC.

Paul Jarosinski	The right turn is already lined up. Are you changing the alignment? People speed up now in the right lane to go through the intersection because on the other side of the intersection there is a merge lane from westbound Rt. 28. Will you take away the left turn lane and leave the right lane as it is?	Now there are officially two receiving northbound thru lanes and the merge lane comes in for a short distance. This will make the three thru lanes legal. We will check with the ICC staff about the alignment.
Sharon Dooley	Coming eastbound on 28 to cross Georgia, the lanes going across Georgia are not lined up correctly, and people are turning left from where they should not.	We will recommend restriping so there is not the impression that cars are coming at you when you are sitting to make a left turn. The left lane will now only turn left, not go thru, and a thru lane will be created so three lanes are going through the intersection. There will no longer be the deceptive shift in lanes. The sign is rather misleading and needs to be changed.
Matt Zaborsky	The Policy Area Mobility Review (PAMR) and Local Area Transportation Review have long been considered failing measures of measuring traffic. Will the new system be more accurate?	The Transportation Policy Area Review (TPAR) was created by the Transportation Department and will be much simpler. Edgar Gonzalez could come to a meeting to introduce the new policy. It looks at roads and tells you if you've made a change in a road, have you changed the mobility of the area?
Matt	Regarding the priority list and Rts. 97 and 28, is there a possibility of moving the project up the priority list?	We are about to create the priority letter and should complete it within the next month. We cannot promise the project can be moved up.
Barbara	What criteria is used for that list?	The transportation system has to support the development in and around the project. We have already identified the deficiencies, and the TPAR system will tell us what other elements or roads we need to work on. It is not the loudest council member or the squeaky wheel that gets you what you want. Go to your council person so you will have a voice at the table.
Paul Jarosinski	Has the council given you input yet?	No, we haven't started the letter yet.
Paul Jarosinski	Matt Zaborsky and I have tried to make the point that two of the longest back-ups are at that Routes 97/28 intersection according to the Transportation Department's Highway Mobility Report of 2009. The ICC staff has told us there will be a 10 – 20% increase in the northbound traffic at that intersection because of the attraction to the ICC. Have you taken that into account when doing the priority list? There will also be 13,000 additional cars per day southbound; will the additional turn lane be sufficient? Not very many southbound drivers currently turn left onto Route 28 now and all of them get through.	
Arnie Gordon	All of this depends upon the calculation of critical lane volume. Montgomery County continues to use an outdated formula no longer used by the state or the University of Maryland that fails to account for back-ups. According to the county method, Muddy Branch Road and Great Seneca Highway have more traffic than the intersection of Routes 28 and 97, which cannot be possible.	I will talk with the planning section, and the TPAR system will tell us where to start in the policy area. Once you become familiar with that system, you may discover it is much better than the former system.
Sharon Dooley	Recently Washington SSC has been doing work on Bowie Mill Road just south of Route 108 over to the park, and the road is patchy and bumpy.	That will get fixed.
Arnie Gordon	Are contractors required to post bonds when they do work for the county? We have had a lot of contractors in our neighborhood that have begun work but stopped perhaps because of the recession and the result is a muddy mess that the county has to clean at its expense.	Yes, they post bonds, and we do not repair areas disrupted by contractors without collecting payment from them. Call 311 if you have any problems. That gets you into the system and to my department.

Jim Haddow	Regarding other roads in Olney, are there plans to improve the safety of any of them?	I no longer work for the planning board, but the transportation department looks at roads for safety and has both a pedestrian safety element and a safety element for drivers. We are a service organization that must hear from constituents to know what problems need to be addressed.
Arnie Gordon	Emory Lane has been affected negatively by ICC construction, particularly between Muncaster Mill Road and the ICC. It has become almost more than an arterial to avoid Routes 97 and 28, so the road now has holes which the state keeps patching. We were told when they redo our neighborhood that Emory Lane would be repaved.	I do not know who told you that. We have a pavement management system and have created a program each year. Have you been on Avery Lane? We repaired that and can only do what we can with the resources. We ensure we fairly distribute the repairs throughout the county.
Barbara Falcigno	I have heard from others that when driving east on Emory Lane coming from Muncaster Mill Road to Georgia Avenue, there are huge back-ups on Emory Lane at Cashell Road, and the difficulty in turning left on Cashell Road stops cars from going straight.	We can look at the queue and consider changing the timing if necessary. I travel through that intersection and have not seen the back-up and the plane that monitors it has not seen the back-up either.
James Messimore	I have seen this situation and it stems from the string of traffic that was previously queued at the left hand turn lane on north bound Georgia Avenue.	
Keith Carlson	Regarding the southern stretch of Prince Philip Drive between Georgia Avenue and Rt. 108, do you have an update on what is planned to reduce traffic?	We have discussed this at length and will construct some chokers and pedestrian rescue islands by the end of 2011.
Arnie Gordon	How will that affect ambulances from Leisure World that cut onto Prince Philip Drive to get to the hospital?	The above measures are not as disruptive as speed bumps and give an illusion the road is more narrow although it is the same width. It is similar to area on Connecticut Avenue and on Arcola Avenue.
Paul Jarosinski	Will drivers run off the side of the road and get into ruts?	With the delineators, that has been quite eliminated. Drivers will not accidentally run off the road.
Jim Haddow	Many people who were upset about the delineators we put in now realize it has improved safety.	The measures have resulted in drivers slowing down.
Marsha Smith	Will you be paving the potholes on Dr. Bird Road from Rt. 108 to Norbeck Road?	You can report the potholes on the county reporting system and they will get done. We cannot pave in the winter. Some roads are state though, and we will report those potholes to the SHA.
James Messimore	Regarding Cashell Road and Emory Lane, the purpose for a light is to: increase traffic flow, decrease wait time, and reduce emissions. Our neighborhood has not seen any of those purposes fulfilled, but rather the opposite. I have often waited at that light over 70 seconds going south on Cashell Road without seeing a single car going through. If you are the first car at the light going south on Cashell and the next car is about three car lengths back when the light changes to green, it will change back to red before that next car reaches the intersection.	If you are the first car in line, you will get through the intersection and then wait for the cycle. As it is timed, and it operates independently of other signals, it can be very traffic responsive. We have had low minimum green times, the minimum amount of green time that will come to any particular phase, including along Emory. It is about 25 seconds there. Then there is a vehicle extension which is coming along, and a maximum green time of 60 seconds on Emory, but that assumes continuous traffic which extends the green time. When we first put the signal in at Cashell Road, we had the vehicle extension between the time that one vehicle comes over the detector to let the signal know to continue adding green until the next one. It was originally only three seconds, and we found there was a gap between one car and the next causing a gap out so it would go back to the mainline green. That has been extended to five seconds to try to reduce the frequency of one car coming forward and the next car not having a chance to move forward in time to extend the green time. We also extended the green time considerably along Cashell Road to ensure accommodation of much shorter cues. When we first installed the signal there were problems with the green gaping out and cues building up. Modifications have been made to accommodate that, and we are open to suggestions.
Sharon Dooley	I think there has been some confusion about why the light was put in because many residents did not think it was necessary.	In 2007 a homeowners association requested a traffic signal, and after our traffic signal study, which involves checking counts, crashes, and delays, we determined that the 4-way stop met the volume criteria and the delay criteria for a traffic signal. A finalized study said a traffic signal was needed, but the interim step was to install an all-way stop and monitor it over some years. In the middle of 2010 we determined by synchroanalysis, not critical lane analysis, that the overall intersection delay was reduced by a traffic signal. There may be a slight increase in delay on Cashell Road but there is a reduction in delay on Emory. The calculation for peak hours with an all-way

		stop is 17 vehicle hours of delay versus 15 vehicle hours of delay with the traffic signal, not a huge difference. However, many intersections are on the cuff of overall delays between traffic signals and all-way stop, and as volumes increase a traffic signal becomes a more efficient option.
Arnie Gordon	Why are there two no-right-turn-on-red signs at the intersection of Emory Lane, Cashell Road, and Hillcroft Drive, one for the eastbound Emory Lane drivers turning southbound on Hillcroft Drive and the other for the southbound Cashell Road drivers turning west on Emory Lane?	The signs are necessary because of poor sighting distance.
James Messimore	Do you always use the 70% rule, because if you use the 100%, you would not need a signal?	Typically we do use the 70% rule.
James Messimore	A comparison of the data from 2006 to 2009 traffic counts shows that traffic actually stayed the same or decreased on the major artery, Emory Lane, in all but eight fifteen-minute segments out of an eight hour day and is expected to decrease further when the ICC opens, so it is curious a decision was made to install a signal. This light operates from 5:30 a.m. to 8:00 p.m. seven days a week. We request that the light only operate from 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 7:00 p.m. and flash at all other times.	
Paul Jarosinski and Arnie Gordon	That resolution passed at Cherrywood and Norbeck Meadows homeowners associations.	We will take your recommendation but may not change the signal because we are looking at safety along with traffic congestion. It has not been brought to my attention we are favoring one home owners' association over another.
Matt Zaborsky	We just learned you are studying Bowie Mill and Wickham Lane to potentially install a traffic signal. We were told at the hearings in April on the 32-acre Bowie Mill property that Bowie Mill Road was not as congested as we thought it was. The traffic studies indicated the 116 houses would not have a negative effect on traffic and were told the ICC was considered a traffic mitigation measure.	We had completed a traffic signal study at that location, and we will be installing a signal at Bowie Mill and Cashell Road by July or in the fall of 2011.
Barbara Falcigno	There is no traffic mitigation payment from that development.	
Ellen Bogage	GOCA is an umbrella organization and must seek local traffic information. We in Victoria Springs were not told about the light at Cashell Road and Bowie Mill Road. Would you please proactively communicate at least with GOCA at the study stage so we can filter the information down to the neighborhoods?	Historically we do well with requests for traffic control devices, but we typically do not go out into the communities. We can consider doing that, but we have to do what is in the best interests of the transportation system in terms of safety, congestion, and efficiency. We will notify you but that does not mean you can vote down a traffic control device.
Paul Jarosinski	The budget is tight, and the traffic signal at Cashell Road and Bowie Mill Road cost \$275,000 to install plus \$650 a year for electricity.	We use the money in our budget as efficiently as possible to ensure an effective and safe transportation system, and I will depend on my engineers to make decisions on traffic controls.
Helene Rosenheim	The transportation chair of the Olney Town Center Advisory Committee emailed me three points he wanted addressed. 1. Spartan Road between Giant and Safeway – Any possibility of a crosswalk for pedestrians? This would encourage people to walk rather than drive between the stores. The planning staff had recommended that the transportation department look at that	

	section of Spartan to see how it can be improved. How do we initiate that process?	
Barbara Falcigno	Safeway is spending \$154,000 in mitigation payments, so we want to ensure that money is spent around Safeway.	
Helene Rosenheim	2. The Bus Rapid Transit (BRT), the Olney Bus Way – What is the status?	An independent study group is looking at the best places to put the RBT and it depends on right of way and ridership. The study may be completed by the end of this spring.

Theresa Kyne Robinson	So there may not be an BRT planned for Olney?	There has been no decision made yet. The Washington Metropolitan Area Transportation Authority (WMATA) is doing a study along Viers Mill Road, so that road will likely have the first BRT.
Helene Rosenheim	3. There is a proposal to build a building that will face Third Street, which is on the east side of Georgia, north of High Street. What steps can we take to see that is developed according to our Town Center plans?	We only build the roads in the Master Plan. Normally when someone builds next to a master plan road it is part of the subdivision conditions so the subdivision would have to build that particular road. I suggest if you know who is building it and the date the proposal is going before the planning board, have someone attend that meeting.
Louis Wilen	Is there any plan to automate the traffic signals so emergency vehicles have priority? For 25 years, in some other communities, the emergency vehicles send a signal to the traffic signal.	Twenty five years ago we did have that system through Opticon in the state of Maryland including Montgomery County, but it has gone away. It was really not effective; some people were finding transmitters online. Now if a fire station is in the vicinity the signal is hard-wired to it so a button can be pushed to control the signal. They also rely on horns and flashing lights.
Louis Wilen	What happens here is that an emergency vehicle comes up behind vehicles that are forced to proceed through the intersection, which is very dangerous.	Preemption is one factor being considered in the BRT decision.
Ed Weisel	Another aspect of congestion on Georgia Avenue is the importance of access for emergency vehicles from Leisure World to Montgomery General Hospital. Cue-jumping or the BRT would give emergency vehicles access. Roy Peck has been raising this issue for years.	
Matt Zaborsky	Georgia Avenue is a state road.	
Helene Rosenheim	Which office is doing the BRT study?	The transportation department.
Sharon Dooley	The BRT has been one of the top three priorities for Olney in the last couple of years.	The transportation department is a service organization and if you ask for something, we will try to do it. We will fix potholes within 47 hours. Contact us by 311 or by email if you cannot get through.
Matt Zaborsky	Thank you for coming out tonight to present all this information.	Thank you for the invitation and opportunity to speak with you. Let me know when you would like to have Edgar Gonzalez talk about TPAR.

OFFICERS/COMMITTEE/LIASON REPORTS

Treasurer: Ruth Laughner said the current balance is \$14,180 and passed around the treasurer's book.

Correspondence Secretary: Ruth Laughner said not much new information is in the correspondence book but passed it around.

Chamber of Commerce: Joe Buffington had no report but thanked Tanterra's homeowners association for the generous \$500.00 donation for the police substation.

Olney Town Center Advisory Committee (OTCAC): Helene Rosenheim gave the following update:

1. Safeway is closing January 15 and plans to open by Thanksgiving.
2. Harris Teeter is opening in May.
3. Embroidery Express and Hypnotic Hair Salon are opening in the Madison Building in March.
4. New trees have been planted next to Five Guys behind the Sherwood sign.

The next OTCAC meeting will be held in the community room of the Buffington Building January 25 at 7:30 p.m.

Carolyn Knight asked if there were any plans for improvements for the building at the intersection of Routes 97 and 108. The first floor is vacant, but Designs by Nicole is on the second floor. Ms. Knight suggested a mural to cover the wall, and Ruth Laughner said a local artists' group may create something for it.

Civic Federation: Arnie Gordon stated the Maryland-National Capital Park and Planning Commission (M-NCPPC) is continuing to rewrite the county's zoning documents, and the Zoning Advisory Panel (ZAP) has commented on the draft residential district language with the following concerns:

1. The proposed residential standards would allow:
 - a. Tandem housing – a detached house behind another detached house on the same plot of land
 - b. A cottage court – several small detached houses around a central court yard on an assemblage of lots
 - c. A garden court – larger detached houses around a green court
 - d. A corner store in an R60 or R90 residential zoned neighborhood
2. Neighborhood protections will be altered. Some existing strategies were rewritten into a proposed new format but the new language may weaken their enforceability. The following protections were entirely deleted:
 - a. "Maintain and enhance the quality and safety of houses."
 - b. "Protect residential neighborhoods by channeling thru traffic from residential streets and discourage spill-over parking from nonresidential areas."

The Civic Federation is warning neighborhood associations about these changes and recommending residents become familiar with them because these zoning changes will come before the county council for action before the council works on the 2012 budget this spring.

On a positive note, Councilman Marc Elrich has introduced a bill that increases the fine for sediment control violations from \$500 to \$1,000/day of violation. Mr. Gordon noted that the fabric fencing used to control erosion likely costs more than \$500 and stated he would like GOCA to support Mr. Elrich's bill. He then wrote the following resolution:

"Whereas one of the most significant pollution impacts of the Chesapeake Bay is sediment from runoff entering the estuaries of all major tributaries and

Whereas all streams originating in or passing through Montgomery County have sediment from runoff discharged into them and

Be it resolved the Greater Olney Civic Association supports the adoption and enactment of Montgomery County Council Bill 60-10 to increase the maximum penalty for violation of the county erosion and sediment control law to at least \$1,000."

Barbara Falcigno seconded the above resolution. Matt Zaborsky asked if homeowners that fertilize their lawns would have to pay the fine and Arnie Gordon said he thought only developers would have to pay. Mr. Zaborsky then asked if a homeowners association that contracts out the landscaping would have to pay the fine and Mr. Gordon thought that may be likely. Sharon Dooley asked if the installation of a new pool would be affected by the bill, and Mr. Gordon said he would have to check. Ellen Bogage asked if the bill had been scheduled for a public work session and expressed a concern about GOCA taking a position on a bill not yet read by the members. Mr. Gordon said he would come back with more information.

Ms. Bogage withdrew the resolution. Mr. Zaborsky asked if the members would like to have the proposed zoning changes explained by Jim Humphrey from Montgomery Civic Federation because he is very versed in zoning and has the community perspective. Ellen Bogage requested that someone from the planning board also be present so different views are presented.

Membership Committee: Jim Haddow said four homeowners associations have already paid their membership bills and he expected more to pay in the coming weeks.

Transportation: Paul Jarosinski listed the questions we still have regarding the ICC construction.

1. Are ten days above 50°F still needed to complete the ICC?
2. Is the ICC still scheduled to open early 2011? There is no final date yet determined, and the electrical, signage, and other critical work must be completed prior to the opening date.
3. The ICC still needs a final layer of asphalt. The ICC team is monitoring progress weekly and when they know a specific opening date they will share that with us.
Matt Zaborsky interjected he had met with ICC Community Liaison Carla Julian who had told him Contract A would be open in February.
4. How long will Georgia Avenue (MD 97) be only one lane northbound often in the evening? Mr. Jarosinski had asked the ICC team if that would stretch into the daytime hours and was told that drainage work necessary for the new configuration of MD 97. The contractor is permitted to work overnight and up to 11:00 a.m. northbound for contract specifications.
5. When will the widening of MD 97 to three lanes begin? The contractor will continue to perform drainage and excavation work this winter as weather permits, however, the remaining paving work will occur once the temperatures are more favorable.

6. Traffic single construction at MD 97 and ICC ramps E and F? Traffic single construction at MD 97 and MD 28 will affect traffic. Drainage work on MD 97 at the ICC and removal of the temporary crossover that is no longer needed.
7. Does rebuilding of the Cherrywood pond have a date for construction? The ICC contacted the homeowners association in August, 2009, about doing the work that fall but they had not started by the association's annual meeting. The fourth deadline promised is October, 2011.

Regarding traffic numbers and priorities, the annual average daily traffic of MD 97 northbound just south of the MD 108/MD 97 intersection was 42, 970 vehicles and north of the intersection the count was 47,000, which shows a pickup of 5, 000 vehicles. In contrast the # 3 ranked Brookeville Bypass traffic count was 11, 600 vehicles, so there is more than three times as much traffic at MD 97/MD 108 than at the Brookeville Bypass.

Matt Zaborsky introduced Paul Jarosinski to Sharon St. Pierre, Councilmember Craig Rice's chief of staff, noting her interest in GOCA's preference for developments at MD 97/MD 108.

Barbara Falcigno shared when she was GOCA's president she had spoken with Glenn Orlin of the Montgomery County Department of Transportation about shifts in the priority list. She stressed the need to provide data to move the appropriate projects up the priority list.

President's Report: Matt Zaborsky announced Jim Haddow and Roy Peck will not continue in their board positions due to Mr. Haddow's professional commitments and Mr. Peck's relocation to Texas. He then listed GOCA's 2010 significant achievements:

1. Stopping Buehler Road from being extended
2. Successfully reducing the number of houses on Bowie Mill Road from 146 to 116

A continuing problem is the Wheaton church that is planned for Emory Church Road.

New issues:

1. Aging in Place
2. Barbara Falcigno and Brad Branch are looking at the possibility of a youth or teen center.
3. The owner of the Sherwood sign contacted Mr. Zaborsky to say she has been approached by someone who wants to make the sign a Dynamic Message Sign (DMS) and wanted to have input from GOCA. Mr. Zaborsky suggested she check with the State Highway Administration (SHA) to see what SHA prefers. The sign was installed in memory of her parents who had taught at Sherwood High School, but it is on SHA property.
4. Matt Zaborsky encouraged members to contact him by emailing him.

Nominating Committee – Ron Berger said:

1. He is seeking nominations for GOCA awards and requested members email him nominations. The entries will be counted and the results will be announced at the February 8th meeting. The award ceremony is March 6th at Longwood Recreational Center. The nominating forms are on the GOCA website.
2. The slate of officers nominees are:
 1. President – Matt Zaborsky
 2. Executive Vice-President – Jodi Finkelstein
 3. First Vice-President – Ellen Bogage
 4. Second Vice-President – Lori Wilen
 5. Recording Secretary – Theresa Kyne Robinson
 6. Corresponding Secretary – Kathy Curtis
 7. Treasurer – Ruth Laughner

The bylaws allow nominations tonight but not after tonight. No one nominated an individual, so the slate will be voted on at the February meeting.

Unfinished Business

Matt Zaborsky stated he is working with Maryland Senators Roger Manno and Karen Montgomery on the property lien issue and will contact Delegates Bonnie Cullison and Sam Arora. He would like the bill, known in the 2010 legislative session as HB 842 or the "The Residential Association Sustainability Act of 2010", to ensure that homeowners associations are paid eight months of the unpaid assessments, late fees, interest, and any attorney's fees and costs associated with establishing the lien. He noted the difficulty in securing a mortgage because of all the delinquencies and said that Florida has already passed such a bill.

Paul Jarosinski said that ten homeowners are on the list he passed around at the December meeting. He read the names of the homeowners associations on the list and asked if there were representatives at the meeting who would like to add their homeowners to the list so they could help spread the word about the need for the bill. Mr. Jarosinski has been in contact with

Delegate Aisha Braveboy's legislative aide who said that the delegate's bill writers are currently writing the bill, and Mr. Jarosinski expects a call from the aide tomorrow.

Barbara Falcigno moved to adjourn the meeting at 9:22 p.m. and the motion was seconded.

Respectfully submitted,
Theresa Kyne Robinson, Recording Secretary

People in attendance: Ron Berger (Norbeck Meadows), Ellen Bogage (Victoria Springs), Brad Branch (Olney Mill), Joe Buffington (Olney Chamber of Commerce), Keith Carlson (Hallowell), Kathy Curtis (Lake Hallowell), Sharon Dooley (James Creek), Barbara Falcigno (Olney Oaks), Arnie Gordon (Norbeck Meadows), Howard Greif (Norbeck Grove), Dan Gross (Gazette Newspaper), Jim Haddow (Hallowell), Terri Hogan (Gazette), Arthur Holms (Montgomery County Department of Transportation), Paul Jarosinski (Cherrywood), Carolyn Knight (Olney Oaks), Ruth Laughner (Williamsburg Village), Fred Lees (Montgomery County Department of Transportation), James Messimore (Cherrywood), Theresa Kyne Robinson (Olney Oaks), Helene Rosenheim (Highlands of Olney), Sharon St. Pierre (Office of Councilmember Craig Rice), Bob Simpson (Montgomery County Department of Transportation), Marsha Smith (Lake Hallowell), Carol Sullivan (Cherrywood), Ben Tiongson (Maryland-National Capital Park and Planning Commission – Montgomery County Park Police), Ed Weisel (Norbeck Meadows), Lori Wilen (Cherrywood), Louis Wilen (Cherrywood), Matt Zaborsky (Norbeck Meadows)