



## Civic Federation News

April, 2015

*Serving the Public Interest since 1925*

Official Publication of the  
Montgomery County Civic  
Federation

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### **April Program: Transportation's Future - Today and Tomorrow**

**by Jim Zepp, First Vice President**

Our program on Monday, April 13th will address the ongoing discussion and revolution in transportation thinking and planning. Adrian Guan, senior technical programs specialist for Intelligent Transportation Systems-America (ITSA), and a representative from the US DOT's Beyond Traffic Project will be speaking about the implications for planning and preparing for the future. In addition, Christof Spieler, a Houston, TX Metro board member, professional planner, and transit user will offer his insights via telephone into the data-driven transformation of Houston's transit services by dramatically improving local bus service at no additional cost to taxpayers.

Watching an episode of Magnum P.I. the TV show is a window into what modern life was like, even for someone living an affluent lifestyle on a luxurious estate in the 1980's. Making a phone call to warn someone required getting to a home, business, or pay phone; receiving the warning was impossible if you were in a car or outdoors; and accessing a computer data file meant sneaking onto a Naval base to use a mainframe terminal. Today all of this and more can be done by about 60% of American adults with a cellphone or smartphone carried around in a pocket.

As unbelievable as these capabilities may have seemed to Thomas Magnum and his associates as they pursued a case, we have to realize that the world of transportation is already experiencing equally revolutionary changes in how we deal with the current challenges of traffic congestion and plan for future transportation needs and capabilities. For example, vehicles are already being sold with automatic accident avoidance and parking assistance capabilities. Therefore 30 years from now concerns about expanding roadway capacities and traffic management may be as relevant as worrying about setting a VCR to tape the next episode of Magnum would be today.

#### **Federation Meeting**

##### **Session 865**

Monday, April 13, 2015

7:45 1st Floor Auditorium  
County Council Office Building,  
100 Maryland Avenue  
Rockville, MD

##### Agenda:

- 7:45 Call to Order & Introductions
- 7:50 Approval of Agenda
- 7:51 Announcements
- 7:55 Approval of Minutes of March 9 meeting
- 7:56 Treasurer's Report
- 8:00 Program: Transportation's Future
- 9:20 Committee Reports
- 9:40 Old & New Business
- 9:45 Adjournment

Spending billions of dollars over the last 60 years for highways, transit systems, and other modes of transportation has led to continuing complaints about congestion and demands for more capacity in the mistaken belief that this will result in a free flow of traffic at any time and to any destination, even in major cities. Consequently, even the most ardent of advocates for more highways have come to realize that continuing to build more roads will never achieve this goal. Supporters of new transit projects have been slower to recognize this reality.

The single most effective solution to traffic congestion has been the 2008 recession. Substantial decreases in congestion occurred in 99 of 100 major metropolitan areas. As transportation consultant, Joe Cortright has noted,

...the US made more progress in reducing traffic congestion than any other time in history. New data show that in 2008 the amount of traffic congestion in the nation's cities declined by 30 percent, and that congestion was lower in every hour of every day in 2008 than it had been the year previously. How did we make these big gains? Not by adding more highway lanes or transit -- the physical infrastructure barely changed -- we did it with a very modest decline in car travel. On urban interstate highways, total vehicle miles traveled in the US declined by about 3 percent in 2008.

[www.ceosforcities.org/blog/the-tipping-point](http://www.ceosforcities.org/blog/the-tipping-point)

Based on this information, INRIX, a company that collects and analyzes national traffic congestion data, concluded that,

Demand management can have sizeable impact on congestion, even if total volume changes are modest. Massive increases in fuel prices had effects similar to policy initiatives under consideration such as variable pricing, managed lane

The **Montgomery County Civic Federation** is a county-wide nonprofit educational and advocacy organization. It was founded in 1925 to serve the public interest. Monthly Federation meetings are open to the public. The ***Civic Federation News*** is published monthly except in 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 Civic Federation***".

**Table of Contents**

April Program: Transportation's Future - Today and Tomorrow.....	1
Transportation Committee Report.....	4
Bicycling: Another Transportation Alternative.....	5
Shrink Deer Herds – Organize Now!.....	6
President's Message - Housekeeping.....	7
The Race to Recycle—Update.....	8
Montgomery County Ranked Maryland's Healthiest.....	9
Where are the Minutes?.....	10

strategies and better travel information. When a road network is at capacity, adding or subtracting even a single vehicle has disproportionate effects for the network. This phenomenon has been well known for a long time, but this data illustrates it in real-world terms on a nationwide basis.

[www.wstc.wa.gov/meetings/agendasminutes/agendas/2009/Mar18/Mar18\\_BP3\\_Scorecard2008WSTC.pdf](http://www.wstc.wa.gov/meetings/agendasminutes/agendas/2009/Mar18/Mar18_BP3_Scorecard2008WSTC.pdf)

Consequently, emerging technological and innovative approaches that manage traffic demand are being recognized as having the potential to reduce congestion while using existing transportation resources. These include sensor arrays and real time computer control of traffic signals that reroute or delay vehicles from congestion points; congestion pricing and incentive programs that encourage drivers to avoid peak rush hour times or routes; and automated vehicle controls that prevent accidents, minimize vehicle spacing while maximizing speeds, and optimize routing choices. A subset of these methods are called Intelligent Transportation Systems or ITS.

In its most recent initiative, the Beyond Traffic project, the US Department of Transportation is redirecting national efforts by state and local governments towards these strategies for solving transportation problems. As described in Government Technology magazine,

In thirty years, the transportation system in the United States will be a fossil – a relic of the 20th century that utterly fails Americans in 2045. That's the dire scenario U.S. Transportation Secretary Anthony Foxx predicted February 2 while in Mountain View, Calif., at the Google campus. After a short jaunt in one of Google's automated electric vehicles, Foxx – along with Google executive chairman Eric Schmidt – unveiled Beyond Traffic ([www.dot.gov/BeyondTraffic](http://www.dot.gov/BeyondTraffic)), the U.S. Department of Transportation's new framework for building an intelligent transportation network and avoiding the transit nightmare the agency envisions if the current system is not modernized.

[www.govtech.com/fs/Beyond-Traffic---Planning-for-the-Future-of-Transportation.html](http://www.govtech.com/fs/Beyond-Traffic---Planning-for-the-Future-of-Transportation.html)

While waiting for the future to arrive in Montgomery County, there are alternatives that can be adopted right now for improving our transportation services. Houston, TX has used a data driven approach to redesigning its bus service. Called Reimagining Transit

(<http://transitsystemreimagining.com/web>), this effort will transform local bus service to:

- provide service in its most populated areas on a 15 minute frequency, including Sundays
- 90% of routes will be 10 to 20 minutes faster
- 99% of riders will be within ¼ mile of a stop
- in certain areas where street patterns make access to transit difficult, bus drivers can divert from their routes for on-demand pickups and drop-offs

These major improvements in transit service are being funded by simply reallocating about 25% of existing resources and the data analyses on which this plan is based cost \$1.2 million. Consequently, Houston will go from planning to implementation in about a year and a half.

This program is very timely as it dovetails with the Civic Federation Transportation Committee's analysis of the implications of the County Executive's proposed creation of an Independent Transit Authority – a possibility with potentially immense tax implications for all residents. As always, our program is open to the public, and it will include a lively dialogue with our speakers and plenty of time for Q & As.

## **Transportation Committee Report**

### **By Jerry Garson, Transportation Committee Chairman**

At the request of the County Executive Ike Leggett, Montgomery County is studying the development of a possible Rapid Transit System including Bus Rapid Transit which would run in the 355 corridor, the Route 29 corridor and along Viers Mill Road. This is in addition to the proposed Purple Line and the Corridor Cities Transit Way.

As part of these proposals the County Executive proposed creation of an “Independent Transit Authority” that would operate in Montgomery County. The following are parts of the bill that was introduced in Annapolis.

- “Create a transit authority to perform county transit functions that is:
- “An instrumentality of Montgomery County that may sue and be sued and is a body corporate and politic; and governed by a board composed of five members all of whom shall be appointed by the county executive subject to confirmation by the county council;”
- “Create a special taxing district to finance the cost of county transit functions; impose a special tax; specify the organization of the transit authority specify the powers necessary and proper for the transit authority to exercise its assigned county transit functions, including the power to:
- “Incur debt, including issuing revenue bonds, commercial paper, or other similar instruments, including revenue bonds issued to refund outstanding debt instruments, secured by revenues received by the transit authority and other funds that the county or any other governmental or private person may make available for that purpose;
- “Acquire real and personal property and interests in real and personal property located in and outside the special taxing district and pledge, mortgage, encumber, grant concessions in connection with, sell, lease, transfer, or convey any interest in its real and personal property to the county or any person;
- “Acquire property by condemnation in accordance with title 12 of the real property article, if the acquisition of the property is needed to implement the capital improvement program of the transit authority ;“...

- Provisions of the Montgomery County charter do not apply to the transit authority, unless the governing body of Montgomery County expressly provides by law that a charter provision applies to the transit authority.
- A Montgomery County tax limitation that would otherwise apply to ad valorem or special taxes imposed in a special taxing district does not apply to revenue, including tax revenue, raised for the purpose of paying the cost of county transit functions.

The bill contained these provisions that would permit tax increases without regard to the Charter limits or other tax limitations. A hearing by the Montgomery County delegation of the Maryland State Legislature was held on January 30, 2015 at which time a significant number of residents spoke out against this proposal. After the hearing Ike Leggett withdrew the bill.

The county has set up 5 Citizens Advisory Committees to study the proposed Bus Rapid Transit routes along routes 355 and 29 and Viers Mill Road. MCCF has members on 4 of the 5 committees.

The proposal for Route 355 South has 6 stops at WMATA rail stations and 7 additional proposed stops. The proposal for 355 North from Rockville includes the WMATA rail stop at Shady Grove and additional bus stations to Redgrave Place in Clarksburg.

The proposal for Route 29 includes 9 stops in addition to the Silver Spring transit center stop continuing to the Burtonsville Park and Ride.

The MCCF Transportation Committee will have a tour of the County's Transportation Management Center on Thursday June 18, at 7:00 P.M.. This is the center which controls all the traffic lights and cameras in Montgomery County. If any members other than the Transportation Committee or Executive Committee would like to attend this tour, please let me know in advance. [garson@comcast.net](mailto:garson@comcast.net)

## **Bicycling: Another Transportation Alternative**

### **by Peggy Dennis, Transportation Committee member**

With all the discussion and arguments about building a Bus Rapid Transit (BRT) system and how to fund it, the discussion about how to improve our existing dual bus system (MetroBus and RideOn) is often overlooked. Also forgotten is the issue of how to get more people from their homes in the suburbs to their closest transit stop without having to drive there and without parking facilities that don't exist at local transit stops. A bicycle is a good, healthy, environmentally friendly alternative.

I know many reading this newsletter do not own bicycles and would not consider buying and using one, but for those who are more adventurous and inclined to exercise in the outdoors while traveling (killing two birds with one stone) I provide the following information.

The Washington Area Bicyclists Association – our metropolitan area bicycle advocacy and information resource – now has a Montgomery County Chapter which is actively working with our government officials to improve the bicycle infrastructure and make bicycling safer and more attractive for all types of cyclists. Their website is [www.waba.org](http://www.waba.org).

The following is a WABA invitation: "On Sunday, April 12 from 10:30 AM to 12:30 PM, join the WABA Action Committee for Montgomery County and Bethesda neighbors in a community walk of Arlington Road in Bethesda. Arlington Road has a history of safety issues for drivers, pedestrians and bicyclists. Many pedestrians have been struck by drivers including a mother with a baby stroller in a crosswalk. Walking to Bethesda Elementary School is unsafe. Drivers weave frequently between lanes due to the lack of left turn lanes, and this increases the risk of crashes. A redesign of the street to facilitate better traffic movement and turns, decrease crossing distances, and provide a dedicated protected bike lane would benefit residents, employees and visitors to the area.

"On our walk, we will see firsthand some of the challenges that make it a rough, if not dangerous, place to bike, walk, and drive. Along the way, we will discuss our campaign to redesign the road to better accommodate all its users and connect the area's popular multi-use trails. Beginning at the southern end of Arlington Road, at the Bethesda Pool, we will walk a mile north and finish at the Bethesda Farmers Market at Bethesda Elementary, so remember your shopping bags."

I asked, why, if this is a tour to promote bicycling, will we not be touring by bicycle? The answer: if we do it by bicycle, it will over in 10 minutes. But I, and some others, will be walking my bike, and biking back to my car at the end of event. You come, too, with or without a bike.

## **Shrink Deer Herds – Organize Now!**

**by Peggy Dennis, Past President**

The Kemp Mill Civic Association has started to organize to be ready for the 2015-2016 hunting season. Kemp Mill is, according to KMCA's President Ira Unger, "overrun with deer". What was a rare and valued sight 40 years ago is now a daily plague carrying Lyme disease, causing automobile accidents and destroying the vegetation in yards and nearby stream valley parks.

Other civic and neighborhood associations are urged to discuss and start taking action on this problem now. Community "buy in" to the best, safest and most cost effective (no cost to homeowners or the taxpayers) solution takes time, public education and coordination with organized hunting groups. A list of information and resources on bow & arrow hunting can be found on our website on the Current Issues – Environmental page:

<http://www.montgomerycivic.org/currentissuesEnv.html>

And I will be happy to come to any association meeting to describe first hand how a top notch hunter has helped shrink the herd in our community. We are on our way to a sustainable number of deer.

## **President's Message - Housekeeping**

### **Paula Bienenfeld**

As it is spring, the traditional time for cleaning house, I wanted to take this column to give all our members an update on what the Executive Committee has been doing and what we do in our Executive Committee meetings.

#### **Website**

We are working on a refresh of our website. Virginia Sheard and Louis Wilen have been spearheading the effort, with input from others, on updating our website and making it more user-friendly. As most of you know Jim Humphrey created the website and managed it for many years. From that time to this, websites and of course website software and technology has changed greatly. Our current website uses old technology: each time a change such as updating our monthly program is required, the website must be downloaded, the changes made, and then the website uploaded for the public. That is very clumsy and we will be switching to a faster more accessible site as well as changing the look of the website.

In our review of the proposed changes we discussed what we'd like to see, and what we think you'd like to see, in a website. Of course, we had to anticipate what you'd want. We don't know for sure. So, please take a look at the website and tell us what you like about it, what you don't like, and what you'd want in an updated website.

#### **Twitter Feed**

The Civic Fed twitter feed is going great guns. We now have over 350 followers, including many county employees and elected officials, news organizations, reporters, and county agencies. Interest groups are also followers. Please be sure to check the feed for updates on our programs and activities. If your association has an event you'd like us to publicize, or an issue people should be aware of, let us know. We can tweet out the information.

#### **The Awards Banquet!**

After much deliberation and work, especially by Executive Committee member Danila Sheveiko, we have a location and date for the banquet. We will be holding the banquet on June 5th, at Tony Lin's, conveniently off both Randolph Road and the Rockville Pike in Rockville at 12015 Rockville Pike, in the Giant/Barnes and Noble strip mall. Peggy Dennis, past president, and Jeff Slavin are spearheading the Awards Committee and are going through the nominations for our three awards now, The Star Cup, the Wayne Goldstein Award, and the Sentinel Award. To read about the awards go to our website, and click on the tab on the left. Nominations are closed, but the website describes the awards and lists our past honorees. Reservations to the banquet will be available for purchase shortly; check the website and our twitter feed for updates.

### **The Sentinel column**

Each week the Civic Federation publishes our column in the Sentinel, thanks to our long-time supporters and friends at that newspaper. We are always looking for new columns spotlighting issues around the county. I urge you to send us a column for publication. This is a good way to get your issue out to the wider world. The Sentinel has a print edition and an online edition and the column can be accessed online at our website: [www.montgomerycivic.org](http://www.montgomerycivic.org).

### **You!**

The Civic Federation can't operate without you. We are always looking for more members (both associations and individual members) and volunteers to help us carry out our objective: protecting and enhancing the quality of life we all want. Do you have an important issue you want the Civic Fed to take up? Is there a burning desire to hold a workshop or provide information? The Civic Federation is the countywide venue for that. Please step up and contribute your knowledge and time to support your fellow residents. Thanks!

## **The Race to Recycle—Update**

### **By Carole Ann Barth, Immediate Past President**

Last fall, we had a program comparing and contrasting recycling and waste management programs in MOCO and Prince George's County (PGC). Recently, the Maryland Department of the Environment released the official numbers for waste diversion and recycling in calendar year 2013. PGC ranks number one in the state for waste diversion with a rate of 64.53%. MOCO is number two with a waste diversion rate of 60.18%.

The waste diversion rate is a measure of how much waste is kept out of the landfill (or incinerator) through recycling and source reduction activities combined. Source reduction means stopping waste before it happens. Source reduction activities include practices such as:

- bringing your own travel mug instead of using a disposable cup
- using containers to store leftovers and pack lunches instead of disposable wrap
- using rags or towels to clean spills instead of paper towels
- bringing your own reusable shopping bags instead of getting disposable paper or plastic bags

Each County receives a source reduction credit based on how much waste they have avoided. Both MOCO and PGC received the maximum source reduction credit of 5%. The source reduction credit added to the recycling rate equals the waste diversion rate. Thus, PGC's waste diversion rate is 64.53% (59.53% recycling rate plus 5% source reduction credit).

Looking at only recycling, neither County has the number one recycling rate in the state. That honor goes to Washington County, with a recycling rate of 61.89%. PGC is number two at 59.53%, and MOCO is number three at 55.18%. You can see all the counties' numbers here: <http://www.mde.state.md.us/programs/Land/RecyclingandOperationsprogram/StateAgencyRecycling/Documents/recyclables%20by%20commodity%202013.pdf> (Note: this link is unstable due to changes in MDE's website. If it doesn't work, search on "MD County Recyclables by Commodity in Tons for Calendar Year 2013")

So what's next? MOCO has adopted a goal of recycling 70% of waste generated by the end of calendar year 2020. Key to achieving that rate will be increasing recycling by the commercial sector. Historically, residential recycling rates in MOCO have far outstripped commercial recycling rates--even though businesses in MOCO are required to have recycling programs.

Meanwhile, PGC is pursuing the goal of zero waste. PGC is quickly scaling up its pilot food waste composting program with the target of providing food-scrap composting countywide by 2016. PGC is also reviewing proposals for a new resource recovery park that would replace the landfill and consolidate recycling, waste-stream mining, composting, and energy generation activities into a single location.

Technologies successfully producing energy outputs from waste including pyrolysis, gasification, anaerobic digestion, plasma torch, or other conversion methods producing a fuel or energy product, such as electricity, syngas, synfuel, steam, and/or useable heat at a municipal scale will be considered by PGC. This technology may be used in concert with other high or low tech resource recovery systems.

Finally, in order to be sure that PGC employees "walk their talk", our offices have been stripped of the usual desk-side trashcans. The large cans have been replaced by miniature trash cans (a little smaller than a one-pound coffee can) emblazoned with the slogan, "this is all the trash I make."

On the state level, the Department of the Environment has announced a statewide zero waste goal. The state plan aims to divert 85 percent of what's now being buried in landfills or burned in incinerators, and to recycle 80 percent of it by 2040. Planned actions include: enhanced waste management reporting; new source reduction requirements; augmented composting, recycling and reuse guidance and mandates; clean energy recovery incentives; expanded materials and process bans; numerous government lead-by-example initiatives; and market and job creation inducements. You can download the plan here: [http://www.mde.state.md.us/programs/Marylander/Documents/Zero\\_Waste\\_Plan\\_Draft\\_12.15.14.pdf](http://www.mde.state.md.us/programs/Marylander/Documents/Zero_Waste_Plan_Draft_12.15.14.pdf)

## **Minutes of the March 9th, 2015 Meeting**

**By Danila Sheveiko, Recording Secretary**

**CALL TO ORDER:** President Paula Bienenfeld called the 863st session to order at 7:45pm. Introductions followed.

**AGENDA:** It was moved and seconded to approve the agenda.

**ANNOUNCEMENTS:** Reports from Councilmember Berliner's Infrastructure & Growth Forum that was well attended with much discussion of the Independent Transit Authority bill. Lack of diversity and representation from East County was also noted. Jim Zepp, 1st Vice President, announced kick-off meetings of the Down-County school capacity study (see schedule here) starting March 9th; Bus Rapid Transit kick-off meetings of the five Corridor Advisory Committees (see schedule here) – the \$22 million studies would normally take four years, but might be completed in just two.

**MINUTES:** It was moved and seconded to approve the minutes of the February meeting as they appeared in the Newsletter. The minutes were approved.

**TREASURER'S REPORT:** Jerry Garson reported net income of \$761.33 for the period.

**COMMUNITY HERO:** Jim Turner of Bethesda & collaborators for informing the public and organizing opposition to the Independent Transit Authority MC 24-15 bill.

**PROGRAM:** Montgomery County Budgets. Presentations by Steve Farber, Council Administrator for the Montgomery County Council, a representative from the Office of Management and Budget; and Joseph F. Beach, Director of Finance from the Department of Finance. Discussion of the proposed County Operating Budget, other government and department requests, bond authority and ratings, impact on commercial and residential property tax assessments. Grants and Enterprise Funds separate from Operating Budget. The non-water tax-supported budget for the Department of Environmental Protection is \$1.8 million. Regional economy declined by 1% in 2013 due to sequestration. Discussion of third-party audit of MCPS budget, which is 90% labor costs. There are no defined benefit pension plans for County employees, except public safety and WSSC. Montgomery County Police Department budget is about \$250 million.

**NEW BUSINESS:** White Oak Master Plan resolution on the Subdivision Staging Policy (SSP) proposed by White Oak residents passed by acclamation. It requests the Council require Planning Department establish a mechanism to track development under the Plan with corresponding web page, as done for other County Plans, AND that the SSP issues be addressed comprehensively when the Council revises the SSP for the entire County in 2016, not as a separate White Oak amendment to the SSP. Resolution on Special Committee on ITA passed as amended. The MCCF Transportation Committee will provide information and survey membership on costs and funding options for proposed transit projects.

**ADJOURNMENT:** The meeting adjourned at 9:56pm.

# **Minutes of the March 19th, 2015 Executive Committee Meeting**

**By Recording Secretary, Danila Sheveiko**

**The Executive Committee convened at the residence of Virginia Sheard.**

**CALL TO ORDER:** Paula Bienenfeld, President, called the meeting to order at 7:30 PM. Present: Jerry Garson, Peggy Dennis, Jim Zepp, Carole Ann Barth, Danila Sheveiko, Virginia Sheard, Alan Bowser, Jean Cavanaugh, and Harriet Quinn.

**ADOPTION OF AGENDA AND MINUTES:** Paula called for and received unanimous approval of the proposed agenda as amended to include discussion of locations for future MCCF meetings. Paula called for and received unanimous approval of the minutes.

## **ANNOUNCEMENTS:**

- MCCF Transportation Committee is meeting this Saturday at the home of Max Bronstein.
- Montgomery County GreenFest is March 28th, 11am-4pm.

**TREASURER'S REPORT:** Jerry reported net income of \$761.33 for the period.

**PROGRAMS:** Paula introduced discussion of future programs.

- April: 21st-Century Transit Options & Alternatives (Jim Zepp)
- May: Water Quality Protection Charge aka Rain Tax (Peggy, Carole Ann)
- June: County Development Review Process, Part 2

## **ISSUES DISCUSSED:**

- Virginia and team introduced and discussed draft outline design for the new MCCF Web site layout.
- MCCF online calendar for planning purposes.

## **COMMITTEE REPORTS:**

### **Planning & Land Use:**

- Councilmember Riemer's bill removing DPS from plat signature authority was opposed by all agencies and has been withdrawn.
- Despite MCCF opposition, County Executive Leggett's Expedited Bill for a new \$200,000/year Developer Ombudsman approved by County Council.
- Proposal to change Zoning Text Amendment introduction procedures was adopted by Council. This removes requirement to include ZTA Advisory Committee recommendation in Council Staff Memos.

## **OLD BUSINESS:**

- Costco gas update: The Board of Appeals voted unanimously to reject Costco's application for a special zoning exception, ending a five-year civic battle.
- New transportation committee meeting schedule updates per MCCF resolution.
- Officer nominations committee updates.
- MCCF 90th Anniversary Banquet update.
- Awards Committee.

## **NEW BUSINESS:**

- General Assembly: MCCF legislative priorities.
- Earth Day, April 22, 45th Anniversary Events
- Newsletter deadline and articles – Saturday, Feb. 28th 6pm to Peggy Dennis at [mccfnewsletter@gmail.com](mailto:mccfnewsletter@gmail.com)
- Date and location of next ExComm meeting: April 16th, 7:00pm, Mid-County Regional Services Center.

**ADJOURNMENT:** The meeting adjourned at 10:15pm.

# MONTGOMERY COUNTY CIVIC FEDERATION MEMBERSHIP APPLICATION OR RENEWAL

July 1, 2014 through June 30, 2015

Mail to MCCF Treasurer: Jerry Garson  
8308 Raymond Lane, Potomac MD 20854  
301-765-9470; email: garson AT comcast.net

Form updated August 2014

Name of Organization/Individual \_\_\_\_\_ Date \_\_\_\_\_

Number of Households (Approx) \_\_\_\_\_ Annual Dues (see below) \$ \_\_\_\_\_

(Make checks payable to **Montgomery County Civic Federation**)

Membership Type	Number of Households	PLEASE CHECK	DUES	Max Number of Delegates	Voting Privileges
<b>Local Association</b> (civic, community, homeowner or municipality. Can not be a single local issue group.)	10 to 50		\$20	1	Yes
	51 to 300		\$35	2	
	301 to 600		\$50	3	
	601+		\$65	4	
<b>Umbrella Association</b> (Two or more local associations. Cannot be single local issue group.)	60 to 500		\$35	2	Yes
	501 to 1000		\$50	3	
	1001+		\$65	4	
<b>Regional or County-Wide Organization</b> (environmental, transportation, or other civic/community).	50+ memberships, not households		\$35	2	Yes
<b>Individual Associate</b>	(not applicable)		\$15	1	No
<b>Associate Group</b> (Gov't agency, business, or other organization)	(not applicable)		\$75	2	No

The newsletter is no longer mailed. Email is the only way to receive it. Organizations can also select less than the allowed number of delegates and pay according to that number.

1.	<b>Name</b> (President)		Phone (H)	
	Street		E-mail	
	City, State, Zip		Put email address in directory: Yes <input type="checkbox"/> No <input type="checkbox"/>	
			Phone	
2.	<b>Name</b>		(H)	
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	City, State, Zip		Put email address in directory: Yes <input type="checkbox"/> No <input type="checkbox"/>	
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