

Maryland Big Tree Program

City of Gaithersburg
Bohrer Park at Summit Hall Farm
506 S. Frederick Avenue
Gaithersburg, MD 20877

February 14, 2012

Dear City Officials:

Thank you for your interest in the Maryland Big Tree Program. Your tree has been recorded in the program's register. Enclosed you will find the official record of your tree as it appears in the Register of Big Trees. Also included is a list of how your tree ranks in the State among trees of the same species.

The Maryland Forest Service has been collecting data on the largest trees of each species growing in our state since 1925. The Maryland Big Tree Program registers these trees. The goal of the program is to recognize tree owners as good stewards of trees and to educate citizens about the importance of trees in our lives. Participation in the program is voluntary.

The champion or co-champion trees for each species are determined by the value of the total points. The tree in each species with the greatest number of points is awarded the title of "Champion Tree." If the total points of the largest trees are within five points of each other, they are designated "Co-champions". The formula used for calculating total points is as follows: a tree receives one point for each inch in circumference (measured usually four and one half feet above ground), plus one point for each foot in height, plus one quarter point for each foot of average crown spread.

If a tree is designated a champion, it will be automatically considered for nomination in to the National Register of Big Trees, a program of the conservation organization, **American Forests**, unless you request otherwise. Their website is www.americanforests.org.

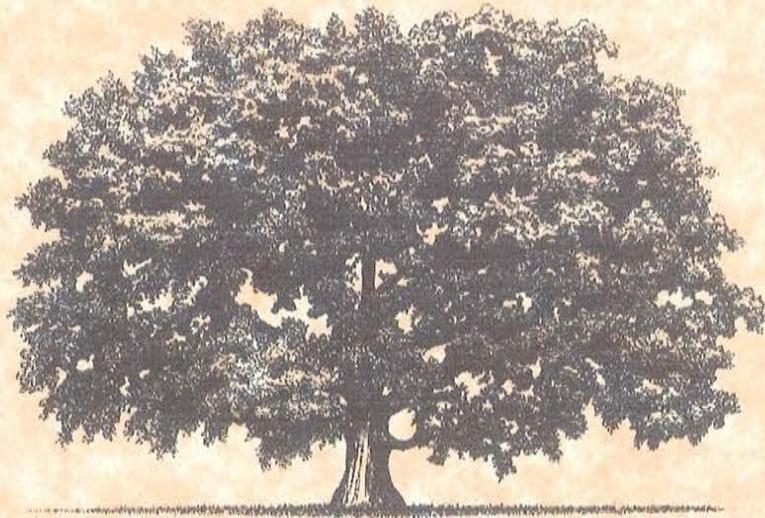
Throughout the year, Maryland's Big Tree Program updates the listing of champion trees. A list of champions on Microsoft Excel is available at www.cecilfb.sailorsite.net or by contacting John Bennett at mdbigtreeprogram@aol.com or by phone at 410-287-5980. Owners' addresses and phone numbers are not released to the public.

Trees will be measured every five to ten years. Should the status of a tree change (change of ownership, mortality, etc.) please contact me at the above email address.

Sincerely,

John Bennett
Volunteer Coordinator





Maryland Big Tree Program
Official Record
Royal Paulownia - Maryland State Champion

Paulownia tomentosa

Located in Montgomery County

BT-2350

Owned by: City of Gaithersburg, Bohrer Park at Summit Hall Farm
506 S. Frederick Avenue
Gaithersburg, MD 20877

Nominated by: Joe Howard

Measured by: Joe Howard, Joli McCathran, John Bennett

On: February 8, 2012

The official measurements of this tree are:

Circumference: **16 feet, 3 inches**
Height: **62 feet**
Average Crown Width: **68 feet**
Total Points: **274.0 points**

Maryland Big Tree Program
Department of Natural Resources Forest Service





Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor
Anthony G. Brown
Lt. Governor
Beverley K. Swaim-Staley
Secretary
Darrell B. Mobley
Deputy Secretary

FOR IMMEDIATE RELEASE

CONTACT: Jack Cahalan
Erin Henson
Office: 410-865-1025

GOVERNOR O'MALLEY ANNOUNCES LOCALLY PREFERRED ALTERNATIVE FOR THE CORRIDOR CITIES TRANSITWAY

New Bus Rapid Transit System to be a First for Maryland

HANOVER, MD (May 11, 2012) – Governor Martin O'Malley announced today that the locally preferred alternative (LPA) for the Corridor Cities Transitway (CCT) will be Maryland's first Bus Rapid Transit system operating along a 15-mile north-south corridor from the Shady Grove Metrorail station to the COMSAT facility near Clarksburg in Montgomery County. The Maryland Transit Administration (MTA) will now submit the project to the Federal Transit Administration (FTA) under its New Starts Program as the MTA prepares for the preliminary engineering phase of the project.

"The CCT Bus Rapid Transit line will provide easy, accessible, cost efficient transportation for Montgomery County's neighborhoods" said Governor O'Malley. "This north-south transitway line will reduce our dependence on cars as we continue our goal to double public transit use by 2020. The CCT will support nearly 15,000 jobs in the corridor, help facilitate smart growth through mixed used development and it can be built in a timely manner."

The preferred alternative will connect major employment, residential and activity centers in the corridor including Shady Grove, King Farm, Crown Farm, Life Sciences Center (LSC), Kentlands, National Institute of Standards and Technology, Metropolitan Grove, Germantown, and COMSAT. There will be direct connections to the Red Line at Shady Grove, the MARC Brunswick Line at Metropolitan Grove and local bus service throughout the corridor. The CCT has the support of Montgomery County Executive Isiah Leggett, as well as the Montgomery County Council, the Mayors of Gaithersburg and Rockville and many others along the 15-mile corridor.

"The significant economic advantages of implementing Bus Rapid Transit is not lost on Montgomery County," said County Executive Leggett. "Bus Rapid Transit can be built sooner and at a significantly lower cost while complementing our master plan. The design and construction of the CCT project is vital for the county and state, and we must collectively move forward to bring it into service as soon as possible."

(more)

Under this preferred alternative, the CCT, as proposed, will be a pedestrian friendly system with a total of 16 stations. It is projected to carry 47,700 boardings a day by 2035. The CCT will operate at street level on a fully dedicated right-of-way separate from existing traffic, allowing for fast and reliable operation. CCT stations will be located in or near dense residential communities or commercial and business centers putting the system within walking distance for many and making it easy to access. Parking will be available through existing and/or new Park and Rides at Shady Grove, Crown Farm, LSC West, Metropolitan Grove, Germantown, and COMSAT. The transitway is being designed to accommodate a future hiker/biker trail over its entire length.

“Modern, smart and efficient transportation infrastructure is critical to growing our communities, expanding our economy, creating jobs and protecting our environment,” said Lt. Governor Anthony G. Brown, who earlier this month spoke at the National Bus Rapid Transit Institute Forum in College Park. “The CCT Bus Rapid Transit project will provide fast dependable travel time on a dedicated transitway while offering the flexibility for buses to directly serve surrounding communities. The choice of BRT is a good fit for the needs and resources of the corridor’s communities, and it will help ensure that Montgomery County has a robust and diverse transportation infrastructure.”

The CCT BRT service will feature innovative, stylized vehicles with low floors and multiple doors opening at sidewalk level allowing people to walk on and off as they do on the Metro subway. The vehicles use alternative clean fuels and state-of-the-art technology. Fares will be purchased before boarding, not onboard the vehicle. Concepts showing bus rapid transit can be found at http://www.mdot.maryland.gov/Bus_Rapid_Transit_Components.html.

The CCT will be constructed in two phases. Phase I will involve a 9-mile segment between Shady Grove and Metropolitan Grove. Phase II will be 6-miles long from Metropolitan Grove to COMSAT. The area encompassed by the Phase I segment has seen significant development over the past 20 years and has reserved transitway rights-of-way and will support the ridership to begin this service. Additional information on the CCT can be found at <http://www.cctmaryland.com>.

Planning for this project has included extensive public participation and the MTA has worked with local communities to develop a plan that provides the greatest benefits while minimizing adverse impacts. Public outreach and agency coordination will continue to be an integral part of the development of the final environmental impact statement, providing opportunities for local residents and stakeholders to contribute to the planning and design of the project.

CCT Bus Rapid Transit Key Facts

- Mode: Bus Rapid Transit
- Overall Length: 15 miles
- Stations: 16 proposed
- Average Daily Ridership: 47,700
- Maintenance Facility: Near Metropolitan Grove
- Bus Rapid Transit Vehicles: 68

(more)

Projected Capital Cost

- Total Project: \$828 million
- Phase I: \$545 million
- Phase II: \$283 million

One-way Travel Time

- COMSAT to Shady Grove: 49 minutes
- Metropolitan Grove to Shady Grove: 33 minutes
- Frequency of service: 6 minutes during peak periods and 10 minutes off peak

Schedule

- Summer 2012 – begin New Starts process
- Spring 2013 – FTA Approval to Enter Preliminary Engineering

Dependent on Funding

- Winter 2014/2015: Initiate Final Design Activities
- Summer 2017: Receive Full Funding Grant Agreement from FTA
- Summer 2017: Begin Right-of-Way Acquisitions/Permitting/Agreements
- Fall 2018: Begin Construction
- 2020: Service begins

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From: [Britta Monaco](#)
To: geoghb@erols.com
Cc: [Doris Stokes](#)
Subject: RE: BRT NOT Wanted in Montgomery County, MD
Date: Wednesday, May 16, 2012 6:10:22 AM

Mr. Barsky, thank you for copying the City of Gaithersburg on your e-mail to Governor O'Malley regarding the CCT. Your correspondence will be shared with our elected officials.

Britta Monaco
Director
Department of Community & Public Relations
City of Gaithersburg
31 S. Summit Ave.
Gaithersburg, MD 20877
301-258-6310 x2111
Fax: 301-948-6149
bmonaco@gaithersburgmd.gov

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-----Original Message-----

From: geoghb@pop.erols.com [<mailto:geoghb@pop.erols.com>] On Behalf Of geoghb@erols.com
Sent: Tuesday, May 15, 2012 1:59 PM
To: CityHall External Mail
Subject: BRT NOT Wanted in Montgomery County, MD

cc: City of Gaithersburg

May 12, 2012

Governor Martin O'Malley
110 State Circle
Annapolis, Maryland 21401

Your Dreadful Bus Rapid Transit Decision

Your decision for BRT instead of LRT (Light Rail) for the Corridor Cities Transitway (CCT) in Montgomery County is no doubt the worst transportation decision you have made since taking office as Governor of Maryland.

When you first came into office one of the first decisions you made was to continue construction of MD 200 highway despite many objections. That road was built in record breaking time between 2007-2011 during our worst recession cutting a wide swath of right of way through Montgomery County. Other major roads were also built during that time.

It took you several years to make the wise decision for LRT for the Purple Line. The decision was very slow in coming but you finally did the right thing.

Meanwhile a modal decision for the CCT languished while you did nothing about a timely decision. Although Montgomery County leadership and citizens preferred LRT they became so disgusted with a non decision and

super delayed construction schedule, they eventually decided to go with the state vaunted BRT for the CCT. Maybe politically a good strategy to get Montgomery County to switch to BRT but a despicable course of action for good transportation for the county and state.

Now you can blame the county for wanting BRT and in keeping with that political decision you followed suit. Not your fault, not your strategy?

You think BRT will be useful 10, 25, 75 or 100 years from now? You should know better. You made all the right comments about LRT for the Purple and Red lines. But now, all of a sudden LRT is unaffordable and takes too long to build for the CCT, especially in one of the most heavily traveled corridors in the state.

Convince me that a wide super 8 lane divided highway can be built so quickly while a simple 2 track LRT takes eons to plan and build. Meanwhile, all over the US and world LRT is getting built, even in Washington, D.C. It's LRT the public wants, not junk BRT.

Montgomery County is going nuts about BRT with its plans for a 160 mile BRT network. They are thirsty for diesel bus exhaust everywhere. You want Maryland to be transformational with energy use and clean environment - Montgomery claims to be a green county. How do you propose to achieve that with more and more buses polluting the environment?

You have little control over the price of noxious fuel. Not only do buses consume tons of it but also the delivery trucks bringing it to the depots. Buses require fuel on an endless basis no matter the efficiency - forever.

Buses have much less capacity than modern LRT that you boasted about for the Purple Line. "This is not your grandfather's LRT" - remember? LRT trains can be coupled together as needed and controlled with a single operator. Each bus requires an operator and more buses needed to match the capacity of LRT. That's greater bus frequency and fuel consumption forever. Over the long run LRT is by far more efficient than any bus and certainly more attractive to riders. LRT enhances the county, buses do not. Montgomery County has too many buses now. Rail is what is needed - not more buses.

If true BRT is built with separate lanes, etc. how is that so much cheaper than LRT which can also be built in many places with only ballast, ties and rail. You can't possibly justify the long construction schedule of LRT while roads get priority and built quickly. Apparently, you want to send more money abroad to buy foreign oil. The new patriotism? That money can be used to construct clean, smart LRT.

BRT is a loss in every conceivable way. Buses will wear out in 10-15 years and need replacing. LRT cars can last 50 years and more. BRT roadways will need heavy repairs frequently due to heavy bus usage.

Your BRT decision for the CCT is totally unwarranted from a practical and transportation need. Maybe a smart political decision but lousy from every other perspective for the community.

You have now made me and many others feel ashamed of your considerable anti rail decision when you could have made it years ago for LRT. Shame on you for giving Montgomery County a worthless, needless and expensive transit monster.

As with LRT, BRT could be all electric powered by clean renewables. Bet

nobody thought of that. Thanks to you we can all breathe more noxious pollution from buses. Your legacy for generations to come. You will make us green OK, But from breathing in more O'Malley bus pollution.

It's time to reverse course or you will be the next Titanic captain.
Moving ahead ... in the wrong direction.

BRT = Build Rail Transit

George Barsky

mail2web - Check your email from the web at
<http://link.mail2web.com/mail2web>

Distributed to M&CC:5/21/12
Committee

From: George Zamora [\[mailto:gpzamora@gmail.com\]](mailto:gpzamora@gmail.com)
Sent: Wednesday, May 09, 2012 10:04 AM
To: Lauren Klingler
Subject: BOSE vacancy

Hi Lauren,

I hope you are doing well, I have not seen you in a long time. I saw Lynn last night at the City Council meeting and we talked about Nathaniel's resignation and I am interested in applying for regular membership with BOSE. I am attaching a brief letter of interest to this e-mail. Please let me know if it is enough or if I have to do something more elaborate or send it by regular mail.

Thanks Lauren, hope to see you soon,

--

George P Zamora

Mayor Sidney A. Katz, Members of the City Council and members of the Board of Supervisors of Elections:

As the current Alternate Member of the Board of Supervisors of Elections it is within my interest to apply for the vacancy of regular member of BOSE. For the last few months I have gained more knowledge on the policies and procedures of BOSE and I consider myself a capable candidate to fill this vacancy.

I would greatly appreciate your consideration, and I am looking forward to continue serving the residents of the City.

Sincerely,

George P Zamora
301-448-8766



May 8, 2012

Michael B. Stevenson, Sr.
41 0 Watch Hill Lane
Gaithersburg, MD 20878

Dear Mr. Stevenson:

Your term on the Personnel Review Board expired on May 6, 2012. On behalf of the entire community I would like to express appreciation for your commitment to serving our City in this capacity. Our Boards, Commissions, and Committees perform vital functions in a variety of areas, and we recognize and value your contribution very much.

Our appointment policy requires that all volunteer positions be advertised to provide the public with an opportunity to apply. In the near future, we will be evaluating the requests to fill the vacancies on the Personnel Review Board and appointments will be made by the Mayor and City Council soon thereafter.

If you would like to be reappointed or if you no longer wish to serve on the Personnel Review Board, please indicate by signing below and returning this letter.

Again thank you for your commitment to the City of Gaithersburg. If you have any questions, please feel free to contact me at 301-258-6310.

Sincerely,

Lauren Klingler

Lauren Klingler
Dept. of Legal Services

Please check box:

I would / I would not like to be reappointed to the Personnel Review Board

Michael B. Stevenson Sr.
Name

5/11/12
Date