



MULTIMODAL TRANSPORTATION BOARD
MINUTES January 26, 2021 7:00pm

Members

Present: Larry Schoen
Alice Giles
Monica Simon
Shariar Etemadi
David Drasin
David Zinner
Ted Cochran

Staff: Bruce Gartner, Executive Secretary
Chris Eatough, Office of Transportation
Allison Calkins, Office of Transportation
Kimberly Woods, Office of Transportation
David Cookson, Office of Transportation
Molly Nur, Office of Transportation

Members

Excused:

Members of the Public: Brian O'Malley
Don Halligan
Terri Hansen
Jason Quan
Aphaia Harper

1. Approval of Agenda for Meeting

The draft agenda for the meeting was approved by members without modification.

2. Review of unofficial minutes from December 8, 2020

David Zinner motioned to approve the minutes, Alice Giles seconded the motion. The motion to approve the minutes carried.

3. Public Comment

There was no public comment.

4. New Business/Ongoing Business

i. Studies of Regional Transit Authority for Baltimore Region

Brian O'Malley from the Central Maryland Transportation Alliance was introduced to the group members. The CMTA is a nonprofit organization which goal is to improve transportation options in the Central Maryland region, also known as the greater Baltimore Metropolitan region.

- The CMTA offers transportation 1 on 1 workshops where they help concerned citizens on their path to becoming effective advocates for better transportation in their communities.

- The CMTA also produces reports like the Transportation Report Card and Commissioning Reports. The purpose of putting out reports is to inform people and to shape the debate around certain transportation priorities.
- CMTA also does direct advocacy for example they are currently supporting a bill in Annapolis called the transit safety and investment act. More information about the Transportation Alliance can be found on their website www.cmtalliance.org

CMTA has made it a priority to look into reforming the way transit in the region is governed and financed. The Greater Baltimore region is home to nearly half of Maryland's population, and it generates nearly half of its economic productivity. The CMTA believes that it is critically important that the transportation system serves that area well. There hasn't been any new capacity added to the MTA network since it double tracked the light rail in 1997. The Central Maryland Region received a D on the 2020 Transportation Report Card.

The CMTA partnered up with the Greater Washington Partnership ENO Center for Transportation to generate the Transit Reform for Maryland Report. CMTA would like to see more local control and more accountability for local governments for results. As well as the ability to raise funds for improved transit services.

Key highlights from the Report:

- Currently, of the 50 largest transit systems in the U.S., the MTA is the only one that answers only to one person: The Governor.
- Determining the long-term vision and goals for what a transit system should accomplish is vital to a healthy transit network.
- The lack of local participation in planning and funding decisions has been a contributing factor in the maintenance problems and lack of significant expansion or improvement in the last two decades.
- Three case studies for best practices: Metro Transit (Minneapolis-St. Paul region), the Massachusetts Bay Transportation Authority (Boston region), and the Port Authority of Allegheny County (Pittsburgh region).
- State involvement in Maryland transit is beneficial, but power is too consolidated.

Three options for governance reform, with varying degrees of deviation from the status quo:

1. establishing three advisory boards;
2. establishing a board of directors over the Maryland Transit Administration;
3. or establishing a Baltimore Regional Transit Authority with participation from the state and local governments.

Don Halligan from the Baltimore Regional Transportation Board (BRTB) briefly went over the Baltimore Region Transit Governance and Funding Study. The BRTB is the state designated federally acknowledged regional transportation planning body for the Baltimore Region. The Baltimore region includes Annapolis, Baltimore, Anne Arundel, Carroll, Harford, Howard, and Queen Anne's. The BRTB was started in response to state legislative

interest, at the request of the Central Maryland Regional Transit planning commission, and Maryland Transit Administration.

The objective the of the BRTG and Funding Study is to develop alternatives on how the region could structure or organize and fund regional transit services. The study kicked off last December. A copy of the study's schedule can be found at:

https://www.baltometro.org/sites/default/files/bmc_documents/general/transportation/transit/transit-governance-and-funding-study_0_schedule.pdf.

Preliminary Governance & Funding Goals

- Improve Coordination
 - Support local planning efforts.
 - Improved regional planning.
- Improve Service
 - More service hours and frequency.
 - Better transit reliability.
- Increase Investment
 - Address State of Good Repair needs
 - Invest in major transit infrastructure.
- Regional Connections
 - Better meet regional travel needs.
 - Seamless connections between services.
- Enhance Decision Making
 - More local input and support.
 - Promote transparency & accountability.
- Ensure Equitable Investment
 - Expand funding sources
 - Improve cost effectiveness of delivering services.

HISTORY OF MDOT MTA AND LOTS

Implications for Transit Funding and Governance

- Long history of State involvement in transit development and funding in the Baltimore Region
 - State's role created stability and created an early vision for rapid transit services
- Maryland has been less active in suburban systems
 - Provide technical support and funding but allow more local control
- The MTA expanded its jurisdiction twice:
 - Management of federal transit funding for statewide transit programs
 - Modal expansion from a Baltimore-oriented transit operator to the provider of light, heavy and commuter rail (MARC) and commuter bus services for the greater region

More information can be found at: <https://baltometro.org/transportation/planning-areas/multi-modal-planning/transit-human-service-transportation-coordination>

ii. Legislative Proposal to abolish Transit and Pedestrian Advisory Group and incorporate duties into MTB

Bruce Gartner went over the “Summary of Legislative Proposal to Eliminate TPAG and amend provisions related to the Howard County Multimodal Transportation Board (MTB)”

- The Office of Transportation is proposing to eliminate the Transit Pedestrian Advisory Group through legislation and incorporate duties into the general powers, and duties of the Multimodal Transportation Board and its membership.
- Two members of the TPAG would join the MTB to fulfill the two current vacancies on the MTB.
- OOT would slightly modify the languages related to the Multimodal Transportation Board.
- The Chair of the TPAG Marion Handler is supportive of the proposal
- Bruce Gartner would like endorsement from the MTB when it comes to testify in the front of the County Council in March.
- The board was briefed on the proposal, supportive comments were made, and there was no opposition.
- Some hesitation was expressed about including scooters as active transportation.

iii. 2021 State Transportation Priority Letter Process

David Cookson gave the group an update on the Priority Letter Process.

- Priority letters represent each County’s internal ranking of transportation priorities
- Involve request for a wide variety of projects (ie, transit improvements, highway reconstruction, highway capacity projects).
- Multi-modal submissions enable local governments to have a greater impact on all State transportations investment decisions.
- The Priority Letter forms the basis of some of the decision making that MDOT considers as they are pulling together the consolidated transportation frame, which is six-year funded program for construction planning or projects that they directly fund.
- The Priority Letter is due to MDOT by April 1st.

Priority Letter Process			
January	February	March	April
*Project Planning	*Public Meeting	*Send Draft Letter to County Council and State Delegates for Feedback	*Finalize Letter
*Survey development	*Meet with Council Members	*Review Results	*Submit Letter to MDOT
*DPZ/DPW Meeting	*Meet with Delegates	*Ch. 30 Finalized	
*Survey	*Draft Priority Letter	*Finalize Draft Letter	
*Public Outreach Notice	*Ch. 30 Scoring Input		
*Work session with MTB	*Compile Comments		
	*Review Results		
	*Develop Draft Letter		

Last year’s priority letter was recently emailed to board members for comment. David advised members to look over the letter and provide feedback to the OOT regarding what the letter should/shouldn’t include. Consideration and/ or opportunities such as funding cuts, travel patterns, smaller scale projects, etc.

5. Development Updates- Dave Cookson

Upcoming Public Meetings

Project	Meeting Date	Meeting Type	Notes
ZB-1119M Hickory Ridge Village Center	January 27	Zoning Board	Redevelopment of Hickory Ridge Village Center to amend the Preliminary Development Plan
BA 776-D Karin Neufeld, et al (JN)	February 4	Hearing Examiner	Appeal of a DPZ letter approving WP-20-016 for Clarksville Crossing Page 2 for lots 7-12 to share an access easement instead of providing public road frontage and removal of specimen trees
Cascade Ridge	February 4	Planning Board	Planning board approval for 9 acre parcel 16 single family lots on Landing Road.
ZB 1118M Erickson at Limestone Valley	February 10	Zoning Board	To rezone 62.11 acres from B-2 & RC-DEO to CEF-M for development of a continuing care retirement community and to permit the expansion/relocation and architectural enhancement of the existing Freestate Gasoline Service Station (MD 108, 12170 Clarksville Pike & p/o 5450 Sheppard Lane)
BA 20-002C Rock Realty, Inc. c/o H&H Rock Companies	February 18	Board of Appeals	Conditional Use for 58 age-restricted adult housing units consisting of semi-detached dwelling units. (12170 Lime Kiln Road, Fulton, MD)

Newly Submitted Development Plans					
Plan Name	Plan Number	Units	Description	OOT Comments	Next Steps
Willington Farms Phase 1 Section 1	F-21-025	45 units, mix of detached and attached	The is the road plan for a section of phase 1 of the 395 single family attached and detached development.	No comments as of now, under review	N/A
Bethany Glen	SP-21-002	154 Units	Applicant is proposing 154 units of age restricted housing on two parcels on Bethany Lane south of I70 and on MD 99 of I70.	OOT has requested the sidewalk segment extend to the firehouse and to Postwick Road, sidewalk on internal roads as well as bike lanes on MD 99.	Resubmit

Larry Schoen questioned whether there were any improvements on Bethany Lane for bicyclists. David Cookson informed Larry that he would have to double check the comments to verify. It all depends on the type of frontage improvements that the applicant was proposing.

Dave Briefly went over a few plan review updates that were previously presented to the MTB.

- Lakeview Retail (Broken Land Pkwy near Cradle Rock Dr)
 - OOT requested that the applicant provides sidewalk/pathway along the frontage to Cradle Rock Dr and connect to existing bus stop.
 - **Update-** Project went to HC planning board, it was denied.
- Dorseys Ridge Phase 1 (Cooks Lane at Old Columbia Road)
 - OTT asked applicants to provide phasing information on the pathway and sidewalk elements on Old Columbia Road.
 - **Update-** Approved.
- Roberts Property (US 1 near Duckett's Lane)
 - Provide ped connections to Belmont station, confirm viability of sidewalk/pathway connection to the north and south, bus stop pad.
 - **Update-** Resubmit, OOT is working with applicant to extend extending he shared use path to Loudon Ave.

6. Office of Transportation Updates

i. RTA Leadership Changes

Jason Quan is no longer with Howard County's Office of Transportation. Jason Quan is now the General Manager of the RTA.

ii. Active Transportation/Complete Streets Implementation Updates

Bike Projects Update

- Route 32 Bike Alternative
 - SHA must provide a parallel biking option to Route 32 from Route 108 to Burntwood Road.
 - Ten Oaks Road is the selected option.
 - HoCo met with MDOT staff on 1/21/21 to provide guidance on priority and design.

Larry Schoen requested that MTB members be provided with the notes once SHA provides OOT with more material regarding Route 32.

- Complete Streets Design Manual
 - Being developed chapter by chapter by CSIT.
 - Draft expected for public review around June.
 - Design Manual Update due to County Council in October.

Larry Schoen brought to the group’s attention that based on the tentative schedule provided the design manual is about seven weeks behind schedule. Bruce Gartner informed Larry that the schedule was tentative as of November 25, 2020. The CSIT will more than likely need to meet up more than once a month to play catch up.

- The Hickory Ridge Bike Corridor Study
 - The study is now available for preview on the BikeHoward website www.bikehoward.com/projects/hickory-ridge-bike-corridor/.
- 2021 Active Transportation Virtual Open House
 - Webpage will be posted soon on the OOT website.
 - Week long event from February 19th-26th
 - “Office Hours” will be available.

iii. FY2022 Budget Calendar

Howard County Budget Calendar FY22	
Jan-Feb	Spending Affordability Committee Meetings (Thurs @7pm)
February	Planning Board Considers Capital Budget and Recommendations for County Executive
March	County Executive’s Second Residents Budget Hearing
April 1st	Capital Budget Submitted to Council
April 19th	County Executive Budget Presentation (6:30pm)
April 20th	Preliminary Date for Public Hearing on Capital Budget (4pm)
April 22nd	Operating Budget Due to Council
April-May	Operating and Capital Budget Work Sessions typically take place MWF beginning at 9am
May 5th	Preliminary Date for Public Hearing on Operating Budget (6:30pm)
May 19th	Budget Amendment Pre file Deadline
May 26th	Target Date for Budget Adoption by County Council

7. Adjournment

The meeting was adjourned at 8:42 p.m.

8. Next Meeting

The next MTB meeting is scheduled for February 23, 2021.

Bruce Gartner /2020
Executive Secretary Date

Kimberly Woods /2020
Office of Transportation Date