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

<table>
<thead>
<tr>
<th>Members Present:</th>
<th>Staff:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Larry Schoen</td>
<td>Bruce Gartner, Executive Secretary</td>
</tr>
<tr>
<td>Alice Giles</td>
<td>Chris Eatough, Office of Transportation</td>
</tr>
<tr>
<td>Monica Simon</td>
<td>Allison Calkins, Office of Transportation</td>
</tr>
<tr>
<td>Shariar Etemadi</td>
<td>Kimberly Woods, Office of Transportation</td>
</tr>
<tr>
<td>David Drasin</td>
<td>David Cookson, Office of Transportation</td>
</tr>
<tr>
<td>David Zinner</td>
<td>Molly Nur, Office of Transportation</td>
</tr>
<tr>
<td>Ted Cochran</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Members Excused:</th>
<th>Members of the Public:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Brian O’Malley</td>
</tr>
<tr>
<td></td>
<td>Don Halligan</td>
</tr>
<tr>
<td></td>
<td>Terri Hansen</td>
</tr>
<tr>
<td></td>
<td>Jason Quan</td>
</tr>
<tr>
<td></td>
<td>Aphaia Harper</td>
</tr>
</tbody>
</table>

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
    o State’s role created stability and created an early vision for rapid transit services
  • Maryland has been less active in suburban systems
    o Provide technical support and funding but allow more local control
  • The MTA expanded its jurisdiction twice:
    o Management of federal transit funding for statewide transit programs
    o 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 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.
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

<table>
<thead>
<tr>
<th>Project</th>
<th>Meeting Date</th>
<th>Meeting Type</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZB-1119M Hickory Ridge Village Center</td>
<td>January 27</td>
<td>Zoning Board</td>
<td>Redevelopment of Hickory Ridge Village Center to amend the Preliminary Development Plan</td>
</tr>
<tr>
<td>BA 776-D Karin Neufeld, et al (JN)</td>
<td>February 4</td>
<td>Hearing Examiner</td>
<td>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</td>
</tr>
<tr>
<td>Cascade Ridge</td>
<td>February 4</td>
<td>Planning Board</td>
<td>Planning board approval for 9 acre parcel 16 single family lots on Landing Road.</td>
</tr>
<tr>
<td>ZB 1118M Erickson at Limestone Valley</td>
<td>February 10</td>
<td>Zoning Board</td>
<td>To rezone 62.11 acres from B-2 &amp; 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 &amp; p/o 5450 Sheppard Lane)</td>
</tr>
<tr>
<td>BA 20-002C Rock Realty, Inc. c/o H&amp;H Rock Companies</td>
<td>February 18</td>
<td>Board of Appeals</td>
<td>Conditional Use for 58 age-restricted adult housing units consisting of semi-detached dwelling units. (12170 Lime Kiln Road, Fulton, MD)</td>
</tr>
</tbody>
</table>
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.

### Newly Submitted Development Plans

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

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

### 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
Executive Secretary

Kimberly Woods
Office of Transportation