



**MULTIMODAL TRANSPORTATION BOARD**

January 23, 2018

7:00 p.m.

George Howard Building, Columbia-Ellicott Room  
3430 Court House Drive, Ellicott City, MD 21043

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**AGENDA**

1. Approval of the December 5, 2017 Minutes
2. Announcements
  - i. US 29 Pedestrian Bridge
  - ii. New Transit Buses
  - iii. Deborah Myers
  - iv. Transit Development Plan Public Hearing
  - v. MagLev
3. Public Comment
4. Old Business
  - i. Transit Development Plan
  - ii. Regional Transportation Agency
  - iii. Office of Transportation Advisory Groups – update from MTB member liaisons
  - iv. US 1 Safety Evaluation
  - v. Maryland Department of Transportation Attainment Report
5. New Business
  - i. FY 2019 Priority Letter
  - ii. Walk Howard, Pedestrian Plan
6. Adjournment

Future MTB Meetings Dates  
February 27, 2018 State Transportation Planning  
March 27, 2018



**MULTIMODAL TRANSPORTATION BOARD MINUTES**  
*December 5, 2017 at 7:00 p.m.*

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**Members Present:** Ron Hartman, Chair  
Astamay Curtis  
Brian Dillard  
Larry Schoen  
Rick Wilson

**Staff:** Clive Graham, Executive Secretary  
John Ainsley, Recording Secretary

**Members Excused:** Jason Quan  
Debbie Meyers  
Alive Giles  
David Zinner

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1. **Approval of the October 24, 2017 Work Session Minutes** (minute 01<sup>1</sup>)

Astamay Curtis moved to approve the minutes of the October 24, 2017 meeting and Rick Wilson seconded the motion. The minutes were approved by a vote of 5-0.

2. **Announcements** (minute 01)

Clive Graham, the Administrator Office of Transportation (OoT), announced that the Office of Transportation has been awarded two MD Bikeways Grants from the Maryland Department of Transportation.

3. **Public Comments** (minute 02)

There was no public comment.

4. **Old Business** (minute 02)

i. **Transit Development Plan** (minute 03)

Clive presented highlights of the Draft Final Transit Development Plan to the MTB. The TDP presentation included the following major topic areas;

- Current performance of fixed routes
- Reconfiguration of bus route system
- Short Term goals- Phase I (next 18 months) major reconfiguration of current routes
- Long Term Goals- Phase II (three plus year vision), includes additional expansion routes
- Mobility Service- addressing the high costs of paratransit service/ future increased demand

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<sup>1</sup> Minute references are to the meeting audio recording; see link on the Multimodal Transportation Board webpage.

The MTB was in general support of the TDP and would like to forward a resolution of support letter to the County Council. Clive advised that the resolution would have to be drafted by next week so it would be available for the Council Public Hearing on January 16, 2018. It was also suggested that MTB members attend the hearing to show their support of the plan.

**ii. Regional Transportation Agency/ Commission (Update) (minute 69)**

Clive gave the following updates:

- All four partners have signed the Memorandum of Understanding regarding the (Regional Transportation Agency) RTA and the establishment of the RTA Commission
- The RTA Commission Board was official seated today on December 5, 2017
- The Board voted and adopted the Bylaws and elected officers

Clive introduced Cristin Tolen, the new RTA General Manager. Cristin has past experience working for the Maryland Department of Transportation and was involved in past efforts to form a regional transportation entity in Central Maryland. Cristin said she was looking forward to the challenges in her new role.

**iii. Office of Transportation Advisory Groups- update from MTB member liaisons (minute 72)**

Due to time constraints, this item will be taken up at a future MTB meeting.

**iv. US 1 Safety Evaluation (time permitting) (minute 72)**

Due to time constraints, this item will be taken up at a future MTB meeting.

**v. Connecting Howard County Status (time permitting) (minute 72)**

Due to time constraints, this item will be taken up at a future MTB meeting.

**5. New Business (minute 73)**


**Maryland Department of Transportation Attainment Report (minute 73)**

Ron Hartman suggested that the MTB should spend some time on the Report at a future meeting. Ron requested the members to review the full report, and bring relevant topics back for discussion. It was also suggested a speaker from MDOT might be invited to a future meeting. See attached link;

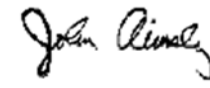
[http://www.mdot.maryland.gov/newMDOT/Planning/CTP/CTP\\_17\\_22/Documents/2017\\_AR\\_01\\_12\\_17.pdf](http://www.mdot.maryland.gov/newMDOT/Planning/CTP/CTP_17_22/Documents/2017_AR_01_12_17.pdf)

6. **Adjournment** (minute 75)

Ron adjourned the meeting at 8:23 pm. The next MTB meeting is scheduled for **January 23, 2018 at 7:00 pm.**

  
\_\_\_\_\_  
Clive Graham  
Executive Secretary

12/7/17  
Date

  
\_\_\_\_\_  
John Ainsley  
Recording Secretary

12/7/17  
Date

**SIGN-IN SHEET**

Multimodal Transportation Board

Date: 1/23/18

**PLEASE PRINT**

	NAME	ADDRESS	E-MAIL ADDRESS (Optional)
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HOWARD COUNTY OFFICE OF COUNTY EXECUTIVE  
3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2013

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Allan H. Kittleman  
Howard County Executive  
akittleman@howardcountymd.gov

April 12, 2017

The Honorable Pete Rahn  
Office of the Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076

**Re: FY 2018 Howard County Priority Letter**

Dear Secretary Rahn:

Please accept the following "Priority Letter" from Howard County. The letter includes a list of transportation projects Howard County is recommending be included and funded by the Maryland Department of Transportation's (MDOT) FY 2018-2023 Consolidated Transportation Program and also includes requests for technical and policy support. The projects requested for funding are listed in priority order, are "Major Capital Projects" as defined by MDOT guidance, and are consistent with the Maryland Transportation Plan.

Thank You and Acknowledgments

Before listing our requests, please accept our thanks and appreciation for prior and ongoing State funding for the following projects:

- Widening of US 29 from Seneca Drive to MD 175

*MD 32 Corridor Improvements*

- Phase 1: Dualization of MD 32 from MD 108 to Linden Church Road
- Phase 2: Linden Church Road to I-70, including MD 32/MD 144 intersection improvements
- Phase 3: Evaluation of the widening MD 32 north of I-70 to the Carroll County line
- Design and construction improvements at the US 1 and Kit Kat Road intersection
- US 29: Bus Rapid Transit (BRT). Planning for enhanced express bus service to Silver Spring along the US 29 BRT corridor

We also wish to thank you for the valued technical assistance provided by MDOT staff, especially the extensive assistance from the Maryland Transit Administration and the State Highway Administration on the following projects:

- US 40 at Rogers Avenue intersection
- I-95 Noise Walls in Elkridge
- US 1 at Montevideo Road intersection
- Blandair Park interchange on MD 175

### Requests for Funding

The following recommendations are the result of review and input by County staff from several departments and offices, as well as by elected and appointed officials. Input also included an extensive public involvement process, including a public survey with over 1,400 responses, and over 300 unique written comments and a public meeting held on February 21, 2017. The results of the survey and public meeting materials can be found at: <https://www.howardcountymd.gov/Departments/County-Administration/Transportation/2018-Priority-Letter>

### **Capital & Construction Projects**

1. US 29 from the Middle Patuxent River to Seneca Drive, widening including access improvements to the Rivers Edge Community, and accommodations for BRT.
2. Transit Capital Improvements:
  - Purchase rolling stock (buses) to replace vehicles that have exhausted their useful life to maintain a fleet with a state of good repair and to expand service on a number of the most traveled fixed routes
  - Rolling stock, road and signal improvements and development of high quality BRT stations in Downtown Columbia and future stations for the US 29 BRT system
3. US 1 Sidewalk: Construct sidewalk along US 1 southbound in the median between North Laurel Road and the Prince George's County line
4. MD 108: Construct intersection improvements along MD 108 at Ten Mills Road
5. MD 100 and MD 103: Replacement of the existing interchange

### **Design & Engineering Projects**

1. *I-70 Corridor*
  - I-70: US 29 to US 40; widen one lane in each direction
  - Upgrade/reconstruct the I-70/Marriottsville Road interchange
  - Design and implement I-70/US 29 interchange capacity enhancements

### *MD 175 Corridor*

2. MD 175: Evaluate the improvement of existing access points into Columbia Gateway Drive, including a third access point through the potential extension of MD 108 across MD 175 into Columbia Gateway Drive and direct access to Columbia Gateway Drive from I-95
3. MD 175: US 1 to Snowden River Parkway; continued comprehensive traffic modeling leading to design alternatives including the US 1/MD 175 and US 1/I-95 interchanges

4. Pedestrian, Bicycle, and ADA Access and Safety Improvements: Design and construct sidewalks, pedestrian safety improvements, bicycle safety improvements and final design and construction of the short term network projects in Howard County's Bicycle Master Plan and Pedestrian Master Plans. Specifically, we will be requesting state grant funding for the following projects:
  - Conduct planning for pedestrian and bicycle access into the Columbia Gateway area
  - Finalize design of the Downtown Columbia to Stevens Forest Road connector
  - Finalize design of pedestrian and bicycle improvements along Dobbin and McGaw Roads
  - Finalize design of the North Laurel Connections project to join Savage and Laurel in a connected bicycle and pedestrian network
5. MD 108: Guilford Road to Trotter Road; design and construct pedestrian, bicycle, automobile, and streetscape improvements
6. MD 175: US 1 to Dorsey Run Road; widening and reconstruction including final design and construction of the US 1/MD 175 interchange
7. MD 103 at US 29: Addition of a third lane along MD 103 onto the ramp towards US 29 northbound
8. Traffic Signal Back-up Generators: Evaluate and plan a system for developing a back-up generator installation program at key state highway traffic signals within Howard County
9. Noise Walls: Evaluate, design, and construct noise walls at Dumhart Road, at the southwest corner of I-95 and the MD 216 interchange

#### Requests for Technical Assistance and Support

We would like to request MDOT's cooperation and technical support and assistance for several important county led projects and initiatives on state roads and highways. These projects reflect the county's desire to advance projects in coordination with the state to ensure timely and effective project delivery. These projects are:

- Investigating safety and congestion issues on the MD 99 corridor between Marriottsville Road and US 29/MD 99 intersection

#### *US 1 Corridor*

- US 1: Development of a safety audit for US 1

We want to draw your attention again to the spike in the number of pedestrians killed by cars in the US 1 corridor during 2016. Six people—a higher annual number than ever before—were hit and killed by cars in this rapidly growing, evolving and economically important area. We strongly urge you to support and enhance efforts and initiatives to put safety first for the State's and the County's vulnerable road users and the development of safe infrastructure for all.

- US 1: MD 175 to just north of Montevideo Road; phased arterial highway reconstruction including pedestrian, transit and streetscape improvements



- US 1: Construct intersection improvements along US 1 at MD 103 (Meadowridge Road), and Whiskey Bottom Road
- Widening of the Marriottsville Road Bridge over I-70 to enable future widening of Marriottsville Road north to MD 99 and south to US 40
- Study of a potential transitway that would connect Downtown Columbia, Oakland Mills, and Columbia Gateway Office Park, including a possible transit bridge over US 29
- Construction of safety and aesthetic improvements to the existing pedestrian-bicycle bridge over US 29 between Downtown Columbia and Oakland Mills
- North South Connector/Jug Handle: a major collector planned to connect the US 29/Broken Land Parkway interchange to Little Patuxent Parkway, including a spur off the existing northbound US29 off-ramp pursuant to the Downtown Columbia Plan
- MD 108: Construct intersection improvements along MD 108 at Centennial Lane
- Designating Downtown Columbia as a Transit Oriented Development

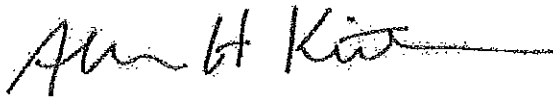
#### Other State Initiatives

1. The County urges the state to fully fund and implement MDOT's MARC Growth and Investment Plan improvements on the Camden Line, including track improvements, rolling stock and additional service.
2. The County fully supports the SHA's I-95 Active Traffic Management project. We urge the MDOT to continue to advance it.

Both of these projects are needed to ensure safe and efficient travel throughout the region and Howard County.

Thank you for considering Howard County's priority transportation needs.

Sincerely,



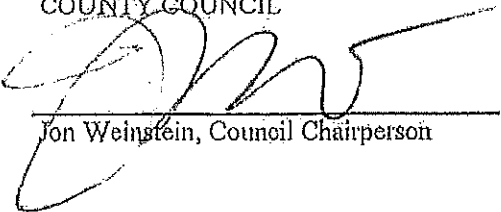
Allan H. Kittleman  
County Executive

The Honorable Peter Rahn  
April 12, 2017  
Page 5

Attachments

Thank you for your positive endorsement of Howard County's state transportation projects and priorities.

COUNTY COUNCIL



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Jon Weingstein, Council Chairperson

HOWARD COUNTY DELEGATION



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Senator Guy J. Guzzone, Chair

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Delegate Vanessa Atterbeary, Chair

Copy:

Howard County Delegation  
Howard County Council Members  
James F. Ports Jr., Deputy Secretary for Operations, MDOT  
R. Earl Lewis Jr., Deputy Secretary for Policy, Planning, & Enterprise Services, MDOT  
Tyson Byrne, Manager of Regional Planning, MDOT  
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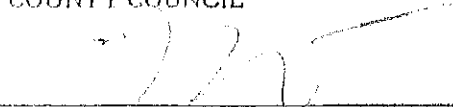
File: CTP Priority Letter FY 2018- FY 2023

The Honorable Peter Rahn  
April 12, 2017  
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HOWARD COUNTY DELEGATION

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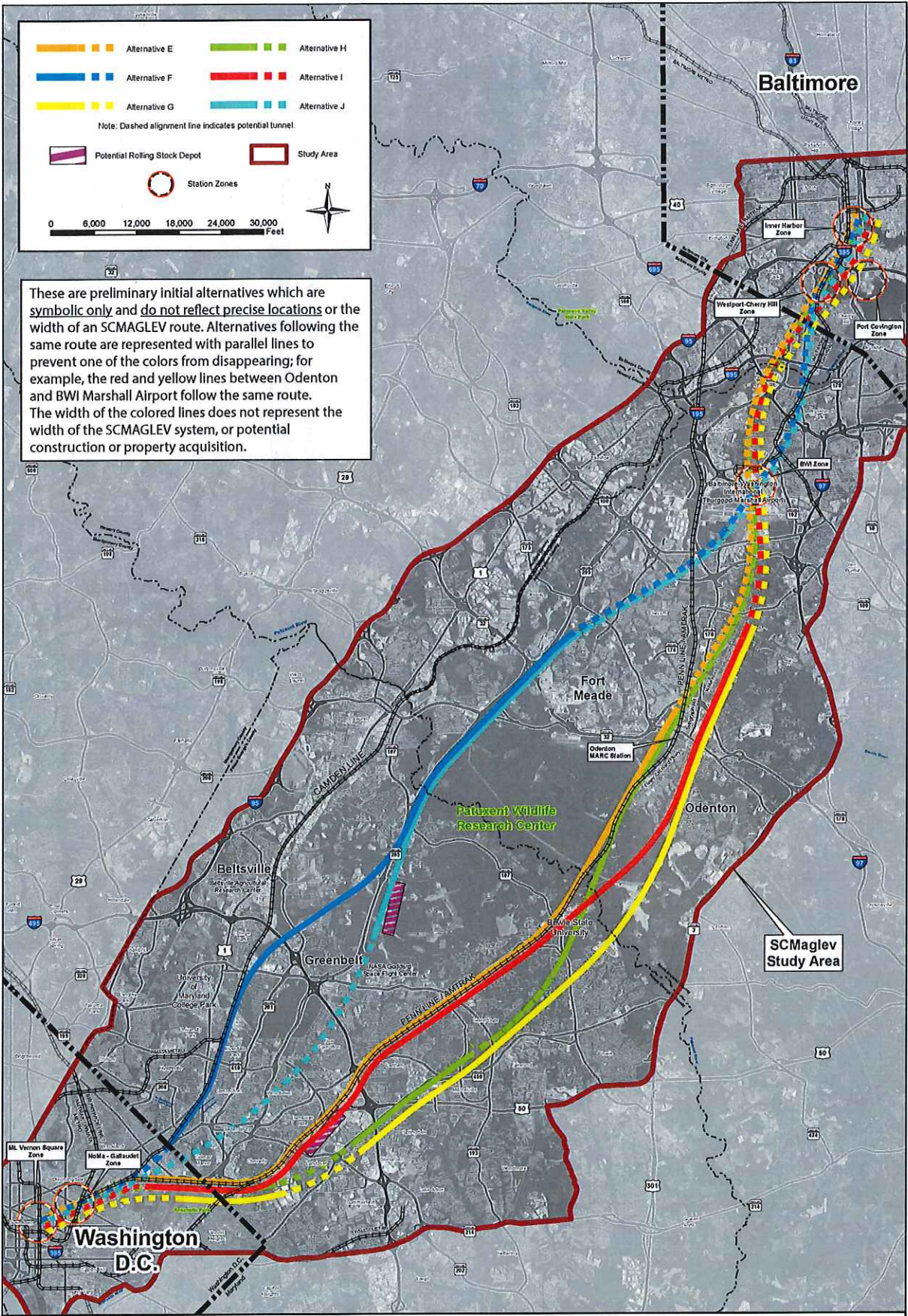
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File: CTP Priority Letter FY 2018- FY 2023



**BALTIMORE-WASHINGTON SCMAGLEV PROJECT**  
**Preliminary Alternative Alignments and Station Zones**

3/28/2017

Important Note: Station zones (general areas where a station may be located) and alternative alignments are approximate and are subject to change during the NEPA process based on: additional environmental analysis by the NEPA team; preliminary engineering by the project sponsor, Baltimore Washington Rapid Rail; input from government agencies; and public input.



**Project Information:**

The Baltimore Washington Super Conducting Maglev Project proposes to construct a new highspeed rail line between Washington DC and Baltimore, with a stop at BWI airport, using a super conducting magnetic system train to allow travel speeds of up to 311 MPH for a 20 minute end to end travel time. The project is part of the northeast maglev group; who are working to develop a system that will connect Washington DC, Baltimore, Philadelphia and New York with a one hour travel time.

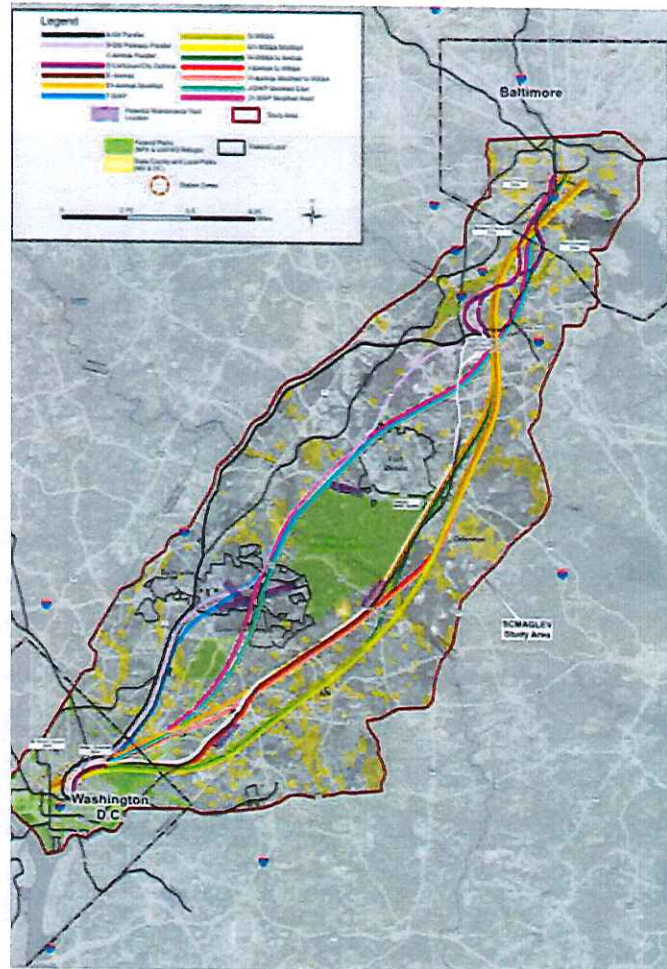
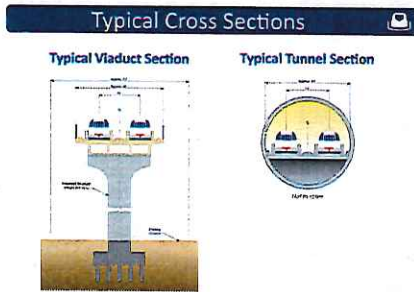
The total project cost for the DC to Baltimore route is estimated at \$10 Billion. This estimate is based on figures provided by the sponsor, however, costs could increase greatly since a significant portion of the project will involve tunneling and elevated structures.

The Japan Bank for International Cooperation has committed to a \$5 Billion loan; therefore, the project sponsors would have to secure the balance of the funding for the project. The \$10 billion cost does not appear to include the cost to operate the system

**Howard County Impact:**

Howard County submitted scoping comments based on the project area, requesting the project asses short and long term impacts on existing and planned passenger rail transportation, local and regional bus transit, and bicycle/pedestrian transportation.

Scoping comments also recommended that the study include a *“build alternative that includes significantly-improved train service along the current tracks between Baltimore and Washington, D.C. This alternative could include improvements such as the construction of a third track on all or portions of the current alignment. In this way, the study will be able to determine not only the increase in demand between no-build and MAGLEV, but also the increase in demand between significantly-improved conventional rail and MAGLEV – as well as the concomitant difference in cost”*



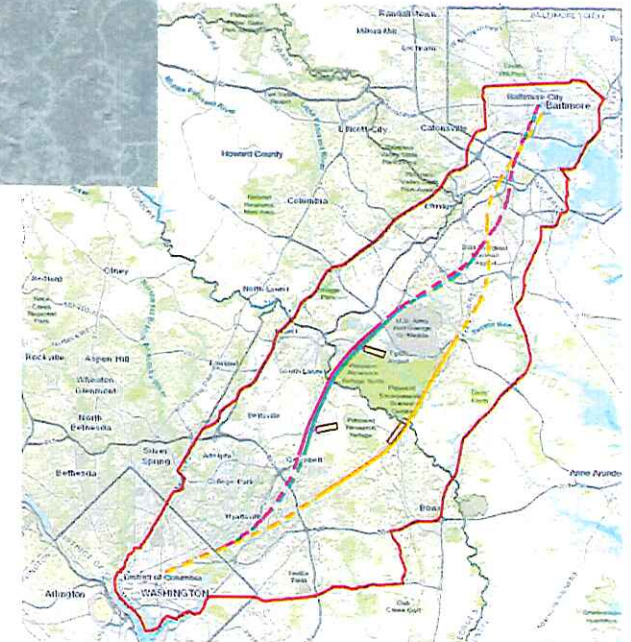
**Project Area:** Includes DC, PG HC, AA, BC and Baltimore City with 14 alignments and a no build.

**Station Areas:** The first round of screenings eliminated two of five station areas in Baltimore and two of four station areas in Washington. BWI Airport was retained.

**Alignments:** The first round of screening eliminated 7 alignments, second round eliminated 3 more, and following public meetings, the revised second round retained 3, including the no build. **This eliminated all potential alignments in Howard County.**

**Alternates for Additional Study:**

- East side of 295
- West Side of 295



For more information, please see the project website:

<http://www.bwmaglev.info/index.php>

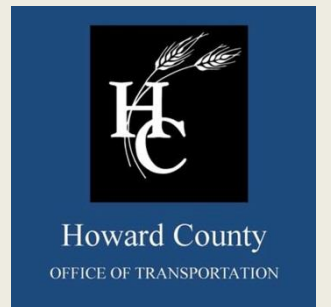
# HOWARD COUNTY TRANSPORTATION PRIORITIES PRIORITY LETTER AND PROJECT SCORING

Maryland Department of Transportation Consolidated Transportation Plan  
Fiscal Years 2019 - 2024



## HOWARD COUNTY MULTIMODAL TRANSPORTATION BOARD

**JANUARY 23, 2018**

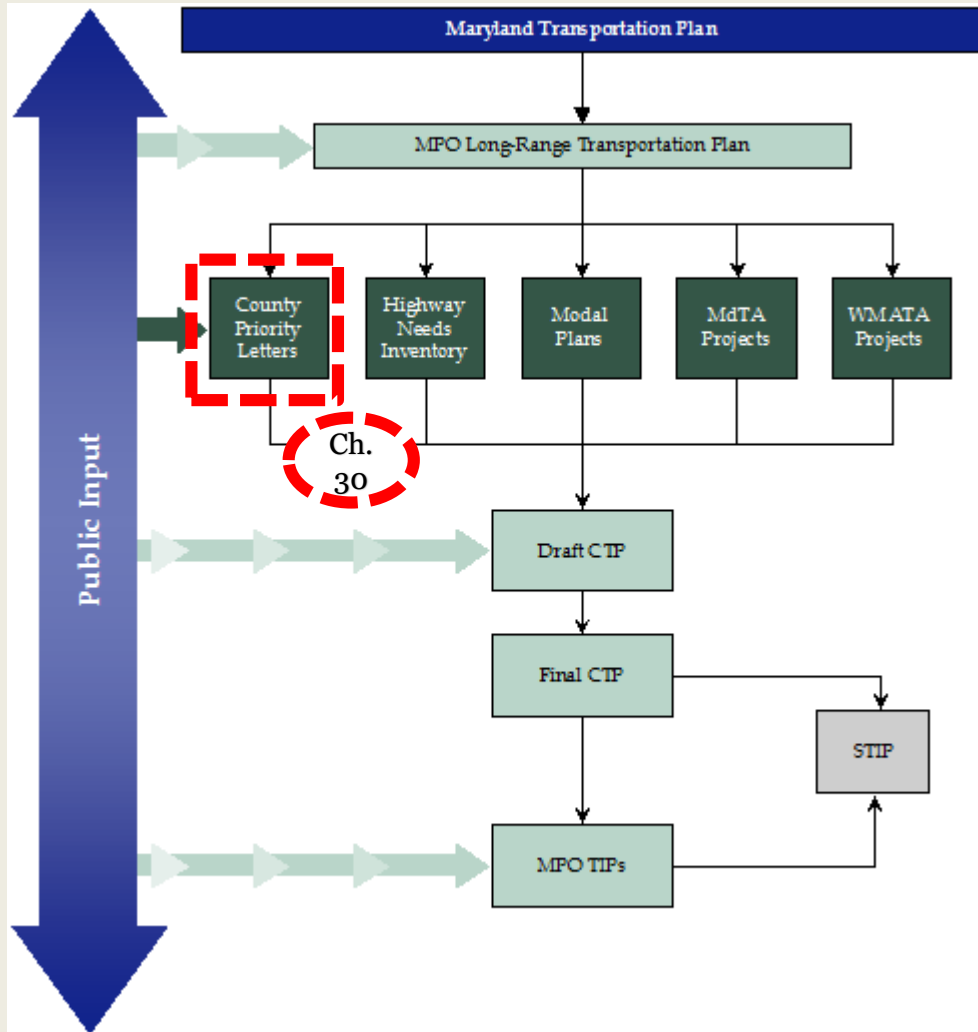


# Agenda and Purpose



- Purpose of the meeting
- What is the priority letter and chapter 30 scoring
- What we did last year
- Important changes
- Public input process and schedule

# How They Relate





# What Role Does The Priority Letter Play



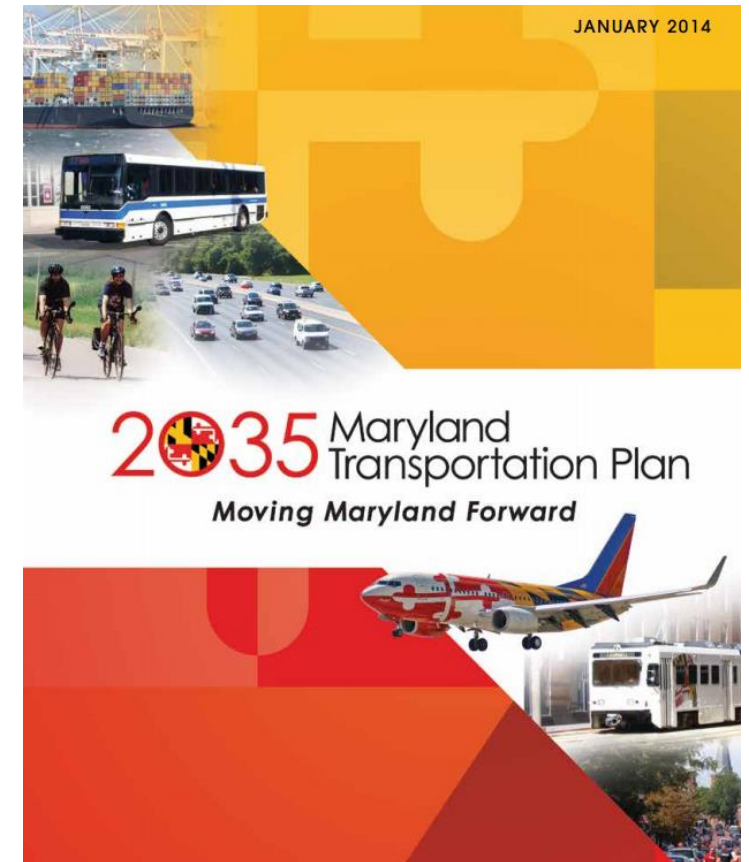
- Priority letters represent each County's internal ranking of transportation priorities
- Priority letters involve requests for a wide variety of projects, such as transit improvements, highway reconstruction, highway capacity projects
- Multi-modal submissions enable local governments to have a greater impact on all State transportation investment decisions

# What Goals Do Projects Need To Meet



## Support Goals of State Transportation Plan

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity



# Last Year's Letter



HOWARD COUNTY OFFICE OF COUNTY EXECUTIVE  
3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2013

Allan H. Kittleman  
Howard County Executive  
akittleman@howardcountymd.gov

April 12, 2017

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- US 1: Development of a safety audit for US 1

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The Honorable Peter Rahn  
April 12, 2017  
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Sincerely,

Allan H. Kittleman  
County Executive

The Honorable Peter Rahn  
April 12, 2017  
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#### Attachments

Thank you for your positive endorsement of Howard County's state transportation projects and priorities.

#### COUNTY COUNCIL

Jon Weingarten, Council Chairman

#### HOWARD COUNTY DELEGATION

Stratig City J. Guzzie, Chair

#### Delegate Vanessa Altimbeary, Chair

#### Copy:

Howard County Delegation  
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Paul W. Conforti, Administrator, MTA  
Sulair al Khathib, Deputy Administrator & Chief Planning, Programming & Engineering Officer, MTA  
Elizabeth Kresler, Director, Local Transit Support, MEA  
Tobil Lang, Director of Transportation, Baltimore Metropolitan Council  
Lennie Robinson, Chief Administrative Officer, Howard County Government

File: CTP Priority Letter FY 2018- FY 2023

# What's New



- Updated scoring method
- Establishes 9 goals and 23 measures in the law that each major transportation project shall be evaluated against in the project-based scoring model.
- Scoring method mostly technical, not qualitative
- Is not prescriptive for MDOT
- Maximum of 10 projects for each county
- A subset of projects in the priority letter
- Must have completed planning process with selected alternates

## Chapter 30 – Project Scoring Law

LAWRENCE J. HOGAN, JR., Governor

Ch. 30

Chapter 30

(Senate Bill 307)

AN ACT concerning

**Repeal of the Maryland Open Transportation Investment Decision Act of 2016 –  
Application and Evaluation  
(Road-Kill-Bill-Repeal)**

FOR the purpose of ~~repealing certain State transportation goals; repealing a requirement that the Department of Transportation score the extent to which certain projects satisfy certain goals; repealing a requirement that the Department develop a certain scoring system and promulgate certain regulations; repealing a requirement that the Department submit a certain list; repealing a requirement that the Department evaluate, score, and rank certain projects for inclusion in a certain program; repealing a requirement that certain projects be ranked in a certain manner; repealing a requirement that the Department incorporate certain State transportation goals into a certain program and a certain plan; repealing a requirement that certain analyses and benchmarks are included in a certain program and certain plan; making this Act an emergency measure; altering the definition of "major transportation project"; repealing the requirement that the Department of Transportation adopt certain regulations on or before a certain date; requiring the Department to develop a certain model that uses a certain project-based scoring system to rank certain projects; requiring the Department to use the model to rank certain projects; requiring the Department to include a certain ranking and certain project scores in an appendix to the Consolidated Transportation Program and make the ranking and project scores available on the Department's Web site; altering the manner by which the Department evaluates and scores certain major transportation projects; expanding and altering the list of the State's transportation goals and establishing and altering certain measures for the goals; repealing a requirement that the Department multiply certain scores by a certain weighting factor; repealing the requirement that the Department prioritize certain projects for inclusion in the Consolidated Transportation Program; repealing the authorization of the Department to include certain projects with a certain score in the Consolidated Transportation Program under certain circumstances; specifying~~

# Priority Letter and Scoring



## **Priority Letter Process**

- Utilized by MDOT to consider system preservation, safety and all highway/transit capacity or enhancement projects under \$5 million, TOD designations, local transit or aviation projects, etc.
- Priority Letters shall still include Major Transportation project priorities but they will not be evaluated and considered for funding if they do not have a Chapter 30 Application submitted by March 1st.
- Does Not Require an Application or Any Project Data

## **Chapter 30 Scoring**

- Only Applies to Major Transportation Projects over \$5 Million
- Requires Separate Application Process for Funding Consideration
- Requires Project, Cost & Local Impact Information

# What Projects Require Scoring



Only Major Transportation Projects required to go through Chapter 30 Scoring Model



Highway Capacity Projects Over \$5M



Transit Capacity Projects Over \$5M

Projects That Do Not Go Through the Chapter 30 Scoring Model are



System Preservation Projects



Safety Projects



Non-Highway/Transit Capacity Projects



All Capacity Projects Under \$5M

# Public Input Opportunities



- Public Meeting on January 24 at 7 PM
- Office of Transportation Website
- Survey

## Howard County 2019 Priority Letter

Howard County is in the process of starting the Fiscal Year 2019 Priority Letter, which will list the County's prioritized transportation projects for the Maryland Department of Transportation (MDOT)'s FY 2019-2024 Consolidated Transportation Program. The projects in the letter will include results from public (public meeting and online survey), Howard County staff from several departments, as well as elected and appointed officials.

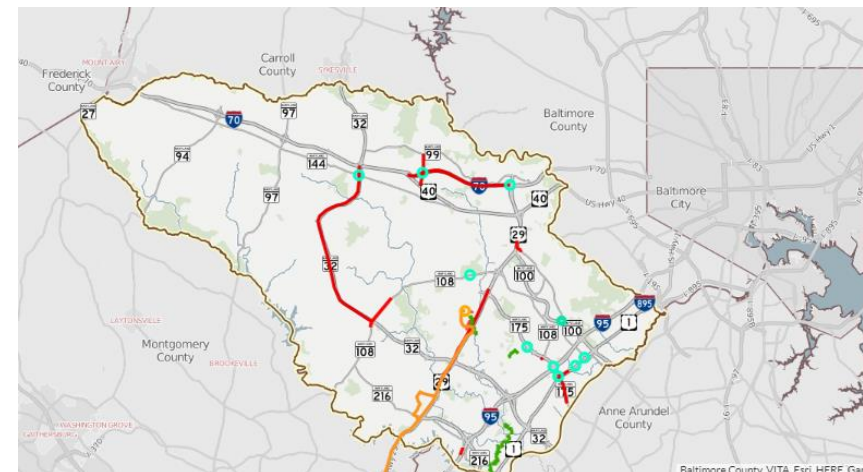
Projects that are selected to be in the Priority Letter, are then scored by MDOT using the [Chapter 30 Scoring Model](#). Based on the scores using MDOT's Chapter 30 Scoring Model, the projects are then placed in the Consolidated Transportation Program (CTP). The CTP includes capital projects that are generally new, expanded or significantly improved facility or service that may involve planning, environmental studies, design, rights-of-way acquisition, construction or the purchase of essential equipment related to the facility or service.

The Office of Transportation will be holding a public information and input meeting about the Priority Letter on Wednesday, January 24, 2018 at 7:00 PM, 9:00 PM in the C. Vernon Gray Room at the George Howard Building in Ellicott City. During the meeting, staff will review the projects that were in 2018 Priority Letter, discuss potential projects, and answer questions from the meeting attendees. Should you have any questions, please contact the Office of Transportation 410.313.4312.

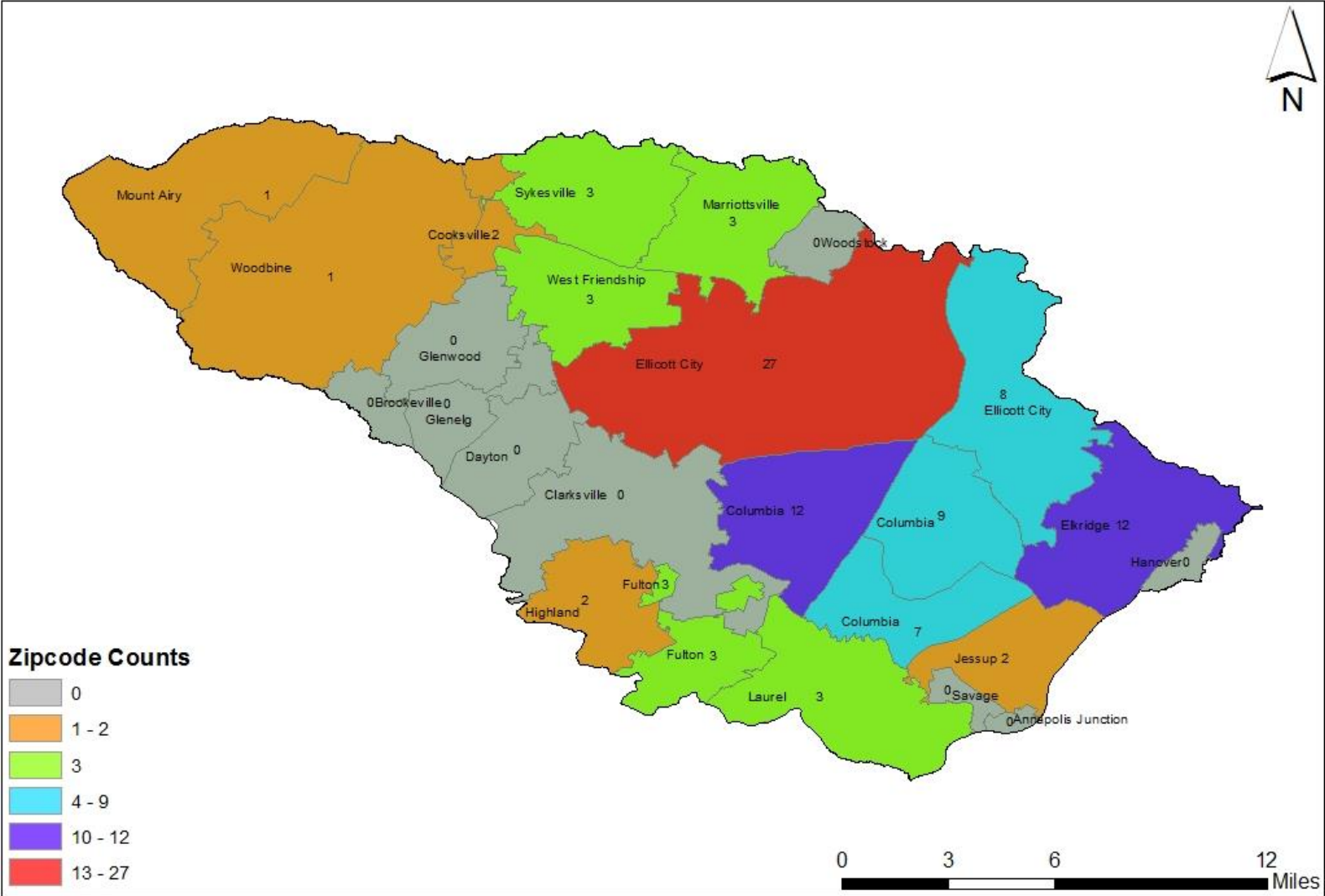


## 2019 Priority Letter Resources:

- [2018 Priority Letter Public Input Review](#)
- [2018 Signed Priority Letter](#)
- [2017 Signed Priority Letter](#)
- [2017 Priority Letter Survey Results](#)
- [2018 Priority Letter Projects](#)



# Responses to Public Input Survey By Zipcodes





# Initial Survey



- 91 Responses as of January 22
- 45% or more of responders ranked as high priority

Questions	High Priority		Medium Priority		Low Priority		I choose not to rank this project		Total Responses (Totals due not add up to 91, due to data pull date)
	Percent	Responses	Percent	Responses	Percent	Responses	Percent	Responses	
Pedestrian, Bicycle, and ADA Access and Safety Improvements: Develop countywide bicycle and pedestrian networks to provide safe, comfortable, and convenient transportation for all ages and abilities.	53.01%	44.00	18.07%	15.00	20.48%	17.00	8.43%	7.00	83.00
I- 70 Corridor: US 29 to US 40 This project will provide one additional lane on I-70 (from US 29 to US 40) in both directions.	48.24%	41.00	30.59%	26.00	10.59%	9.00	10.59%	9.00	85.00
MDOT's MARC Growth and Investment Plan Howard County urges the state to fully fund and implement MDOT's MARC Growth and Investment Plan improvements on the Camden Line, including track improvements, rolling stock and additional service.	47.50%	38.00	18.75%	15.00	18.75%	15.00	15.00%	12.00	80.00
I- 70 Corridor: US 29 Interchange This project will be to design and implement a new interchange to meet capacity enhancements.	47.06%	40.00	30.59%	26.00	11.76%	10.00	10.59%	9.00	85.00
Transit Capital Improvements Study and design a Bus Rapid Transit system to relieve congestion on busy commuting corridors in Howard County, in particular to the Washington Metro area.	45.35%	39.00	15.12%	13.00	29.07%	25.00	10.47%	9.00	86.00
Transit Capital Improvements Add buses to the RTA fleet. RTA buses are currently in short supply, causing service disruptions when regularly scheduled buses need service.	45.35%	39.00	16.28%	14.00	24.42%	21.00	13.95%	12.00	86.00

# Initial Survey



- 91 Responses as of January 22
- 36% or more of responders ranked as low priority

Questions	High Priority		Medium Priority		Low Priority		I choose not to rank this project		Total Responses (Totals due not add up to 91, due to data pull date)
	Percent	Responses	Percent	Responses	Percent	Responses	Percent	Responses	
Noise Walls Evaluate, design, and construct noise walls at Dumhart Road, at the southwest corner of I-95 and the MD 216 interchange.	10.84%	9.00	12.05%	10.00	50.60%	42.00	26.51%	22.00	83.00
Downtown Columbia Transitway Study of a potential transitway that would connect Downtown Columbia; Oakland Mills, and Columbia Gateway Office Park, including a possible transit bridge over US 29.	13.75%	11.00	26.25%	21.00	43.75%	35.00	16.25%	13.00	80.00
Downtown Columbia Pedestrian Bridge Construction of safety and aesthetic improvements to the existing pedestrian-bicycle bridge over US 29 between Downtown Columbia and Oakland Mills.	17.50%	14.00	27.50%	22.00	41.25%	33.00	13.75%	11.00	80.00
MD 100 & MD 103 Interchange Howard County is proposing a Diverging Diamond Interchange (DDI) at this location to replace the existing grade-separation. A DDI is a type of diamond interchange in which the two directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge at the freeway.	17.65%	15.00	17.65%	15.00	38.82%	33.00	25.88%	22.00	85.00
MD 108: Guilford Rd. to Trotter Rd. The project will provide dedicated shared use pathways, intersection improvements for pedestrians and cyclists, and selected roadway expansions for automobiles and commercial traffic in order to improve safety and accessibility within the project corridor.	28.92%	24.00	19.28%	16.00	36.14%	30.00	15.66%	13.00	83.00
I-70 Corridor: Marriottsville Rd. Bridge Widening of the Marriottsville Road Bridge over I-70 to enable future widening of Marriottsville Road north to MD 99 and south to US 40.	26.51%	22.00	19.28%	16.00	36.14%	30.00	18.07%	15.00	83.00
US 1 Corridor: US 1 @ Meadowridge Rd. Construct intersection improvements along US 1 at MD 103 (Meadowridge Road).	24.10%	20.00	18.07%	15.00	36.14%	30.00	21.69%	18.00	83.00

## January

- Public Meeting
- Multimodal Transportation Board

## February

- Ch. 30 Scoring Input
- Compile Comments
- Review Results
- Multimodal Transportation Board

## March

- Develop Draft 2019 Letter
- Send Draft Letter to County Council and State Delegates for Feedback
- Chap 30. Finalized

## Early April

- Finalize Letter
- Submit Letter to Maryland Department of Transportation

# Questions?

**David Cookson** | Planning Manager

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