MULTIMODAL TRANSPORTATION BOARD

January 26, 2021 - 7:00 p.m.

Held via Webex event

Ellicott City MD 21043

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1) Approval of Agenda for Meeting – Chairperson Schoen

MULTIMODAL TRANSPORTATION BOARD
January 26, 2021 - 7:00 p.m.
Held via Webex event
Ellicott City MD 21043

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AGENDA

Regular monthly meeting

1) **Approval of Agenda for Meeting – Chairperson Schoen**
2) **Approval of December 8, 2020 Meeting Minutes – Chairperson Schoen**

3) **Public Comment – General Topics** *(Participants that have signed up in advance will have 3 minutes each to address the MTB)*

4) **New Business/Ongoing Business**
   i. Studies of Regional Transit Authority for Baltimore Region
      (1) Summary of Eno Report by Brian O'Malley, CMTA 11-12-20 Eno Report - Transit Reform for Maryland
      Update on Baltimore Metropolitan Council Study on Regional Transit Governance and Funding by Don Halligan, BMC Staff 12-15-21 BRTB presentation

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

   iii. 2021 State Transportation Priority letter process (due to MDOT 4/1/21) – David Cookson

5) **Development Project Updates – David Cookson**

6) **Office of Transportation Updates**
   i. RTA Leadership Changes – Bruce Gartner
   ii. Active Transportation/Complete Streets Implementation Updates – Chris Eatough
   iii. FY 2022 Budget Calendar – Bruce Gartner

7) **Future Meeting Items**
   i. Complete Streets Implementation Updates- Ongoing
   ii. HoCo by Design – Update on 4 Growth Scenarios being analyzed
   iii. FY 22 CIP Development
   iv. Age Friendly Community Workgroup (Draft Transportation Recommendations)
   v. Update on Statewide Transit Innovation Grant Projects (Mobile Payments and Bus Stops)

8) **Adjournment**

9) **Next Meeting –** February 23, 2020 – 7:00pm

2) Approval of December 8, 2020 Meeting Minutes – Chairperson Schoen

MULTIMODAL TRANSPORTATION BOARD
MINUTES DECEMBER 8,2020 7:00pm

Members Present:	Larry Schoen Alice Giles Monica Simon Shariar Etemadi David Drasin David Zinner	**Staff**:	Bruce Gartner, Executive Secretary Jason Quan, Office of Transportation Allison Calkins, Office of Transportation Kimberly Woods, Office of Transportation David Cookson, Office of Transportation Molly Nur, Office of Transportation Chris Eatough, Office of Transportation
Members Excused:	Ted Cochran	**Members of the Public:**	Caroline Rexford Terri Hansen

1. Approval of Agenda for Meeting

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

2. Review of unofficial minutes from September 29,2020

Alice Giles motioned to approve the minutes with spelling correction, David Drasin seconded the motion. The motion to approve the minutes carried.

3. Public Comment

There was no public comment.

4. New Business/Ongoing Business

i. Pedestrian Crossings in Howard County

Chris Eatough provided the group with an update regarding the cross-walk request chart. Since the last meeting DPW has provided OOT with the number of public requests (75) they have received regarding Crosswalk Markings.

Summary of Crosswalk Marking Requests	
Source	**Quanity**
School Walk Zone Expansion Project	9
Complete Streets/Road Diet Studies	11
Pathway or Bike Lane Design Studies	16
WalkHoward (Priority Score of 10-17)	16
WalkHoward (Priority Score of 7-9.9)	24
WalkHoward (Priority Score of 4-6.9)	21
Public Request to OOT	7
Public Request to DPW	75
Total	179

The next steps for OOT will be to review the requests and delete any duplicate requests. Then OOT will have DPW review the request from a feasibility standpoint because there's going to be some locations that aren't feasible for crosswalks because of bad sightline, high speed, or they're just not appropriate. OOT needs do a little more weeding through the list so that OOT can have a smaller list that they can narrow down and prioritize requests.

Chris Eatough briefly went over the "Howard County Owned and Maintained Traffic Signals" inventory list that was provided by DPW. The list focused on existing signalized intersections in Howard County. There are 99 signalized intersections that the County maintains. The list provides some details of the signal set up for the 99 signalized intersections such as major and minor road phasing, marked crosswalks, etc. Chris E informed the group that most of the pedestrian crossings have no right on red because it does not have good sight line for traffic approaching from the left which is needed in order to be able to safely and successfully merge out into moving traffic. David Zinner questioned how to deal with the issue of cars that stop at the red, look to the left see no cars and make a right without noticing pedestrians. Chris E answered by telling David Z that it is an enforcement issue because it is an illegal and dangerous maneuver. David Drasin questioned whether it legally mattered whether there is a sign posted. Chris E answered by telling David D if a pedestrian isn't present then it doesn't, but you can't turn on red and hit a pedestrian. If the pedestrian has not yet stepped into the crosswalk it is not a legal violation, but if the pedestrian is in the crosswalk it is illegal even if it's a no right turn on red because the driver is disobeying the pedestrians right away. David Zinner suggested better signage at every crosswalk suggesting that drivers yield to pedestrians as a solution.

Any additional questions regarding traffic signals can be directed to DPW's Traffic and Engineering Department to obtain the best technical responses.

ii. FY22 Capital Improvement Plan Development

Bruce Gartner went over the Capital Budget for Howard County's OOT. Bruce Gartner informed the group that he will be accepting questions afterwards via email regarding the budget.

Preliminary Draft Office of Transportation- County Capital Improvement Program basedn FY 2021 CIP Budgets			
Transportation Projects	**Programmatic Information**	**Work to be Acccomplished in FY 22 and/ or significant adjustments**	**Changes/Comments about Outyear**
Transit Projects			
Bus Stop Improvements	Average annual spending of $160k	State Grantof $400k will be the focus for FY22. Typical annual County funding can be deferred while we focus on State grant.	Average cost of improvements per stop have been $6,000 - $8,000 without shelters. New Shelters cost $10,000 - $12,000
Transit Center (Columbia Mall)	Coordinating with Housing Authority. Timing of TIP funding tied into Library project and state application for tax credits	Nothing needed in FY 22. Land becomes available in FY 24 (3.2M SF)	Another $8.1M would be needed between FY 28 and FY 30 for operation year 2030
Pedestrian Projects			
School Route Pathways or Sidewalks	In order to address the top 15 percent of needs identified in Ped Plan in 5-10 yrs. Target for Combined Ped Projects would be $2.56M per year	Have confirmed spending on 5 projects to spend down prior balance and new $400k	3 Projects idenfied to advance in FY 22 if we have concerns about first 5
Routine Sidewalk Walkway Extensions			Need to confirm details - cash flow from FY 21 CIP
Pedestrian Plan Projects		Have confirmed spending on 7 projects that will spend at least $3.1m including new $650k	Next batch of projects for design will come from 43 Structured projects with priority based on Transportation Improvement Process and VPI scores
State Roads Sidewalk Retrofit			TBD
Bike and Shared Use Projects			
Bike Master Plan	Bike Howard Express Committed $2.75M in FY21. FY 22 was projected at $1.5M last year	Previous CIP amt of $1.5m for FY 22 $675k needed in N3963 Includes $300k needed for completion of US 1 @Patel Des	Requests through FY 25 is for $5.3M in GO bonds to support 45% match equal to $3.4 million for 3 projects. Failure to get one grant would require at least the another $1.9M in county funds
Downtown Columbia _Pax Branch Trail Extension - South Entrance Trail	Cost Increase since last year	Current effort is to complete 100% design to submit grant application in May 23	Amt is 45% of cost. Grant funding of $2.613M needed in FY24. $1 million cost increase since last year
Patuxent Branch Trail Paving	Cost Increase since last year	Transferred from K5066. Needed to match May 21 grant application for paving	
Clarksville Streetscape Project	Cost Increase & delay since last yr	Project is being delayed due to coordination, funding and cost increases.	Construction date and budget being revised based on 30% design; needs to be coord with MDOT & Developer

Bruce Gartner briefly went over a chart that was presented at last month's Transportation Town Hall. Out of the one chart, Bruce created three charts focusing first on FY21 projects that are funded by other prior year preparations. The first category of projects includes those that are funded and anticipated to go to the construction in the current fiscal year with completion in FY2022. The 2nd chart focused on FY22 projects that are

funded by FY2022 and prior year appropriations FY2022 projects are more dependent upon future funding. While part of the list can be accomplished with appropriation levels consistent with what was anticipated during the last budget, other projects will require state funding for Construction that has yet to be secured. Projects scheduled for FY2023 and beyond are more dependent on outyear funding approvals for County funding and State grants. FY2023 and Outyear projects completion is dependent on outyear appropriations and/or State Grant Awards to fund 55-80 percent of project.

Larry Schoen bought to the group's attention a recent email that he sent out regarding the Resolution for Testimony for the County Executive's Budget hearing on Thursday. Larry recently added bullet number four and wanted feedback from the board members.

"4) Despite the pandemic, many of our essential workers depend on it and expanding the local transit service will be an important part of the County's economic recovery and provide for our transit dependent population, and increased opportunities once a vaccine has been widely distributed– hopefully by the beginning of the next fiscal year. The Multimodal Transportation Board would like the County to refocus on implementing parts of the County's adopted Transit Development Plan (TDP) at some point in CY 2022 even if that means that services would need to be started on a pilot basis through innovative partnerships.
Rationale: Expansion to Howard County School System Campus on MD 108 was postponed last year due to the pandemic and provides an important link between Columbia and a major County facility. Furthermore, the MDOT-MTA Regional Transit Plan has identified both the US 29 Corridor and the US 40 Corridor as high priority corridors for improved transit service. Improved peak hour connections to the new Montgomery County Flash Service between Columbia and Burtonsville is one such transit expansion that should be explored with the State and Montgomery County. Improved local connections between Ellicott City and Catonsville is also important due to the suspension of the MTA Express Route 150 and uncertain timeline for reinstatement after the pandemic."

David Drasin motioned to approve the document as the MTB's testimony subject to minor editorial tweaking, David Zinner seconded the motion. The motion to approve the testimony carried.

iii. 2021 State Transportation Priority Letter Process

David Cookson gave the group an update on the Priority Letter Process. OOT has started and is currently preplanning for the project at this point. David provided the group with an outline of tasks.

Prority 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		

OOT plans on coming back to the MTB in January to present and discuss some of the draft changes that's being proposed for the letter. As well as get the MTB's feedback on priorities

5. Development Updates- Dave Cookson

Upcoming Public Meetings

Project	Meeting Date	Meeting Type	Notes
Kimmel's Enclave, Elkridge MD	December 14,2020	Design Advisory Group	The proposed development is age-restricted multi-plex homes. There will be 3 multi-plex units at 5,000 square feet net floor area per building, each with 4 condominium dwellings with one-car garages.
ZB-1119M Redevelopment of Hickory Ridge Village Center	January 6,2021	Zoning Board	Continuation of rezoning case.

Newly Submitted Development Plans					
Plan Name	**Plan Number**	**Units**	**Description**	**OOT Comments**	**Next Steps**
Dorsey Overlook	SDP-20-074	82 unit apartment building	Site plan for 82 unit apartment.	OOT commented on coordinating with DWP on signal improvements at Columbia Road/Old Annapolis Road.	Resubmit
Emerson	SDP-21-017	Data Center	Fast track project for a data center.	OOT requested the project extend a sidewalk around the cul de sac to access the future park/rec. facility and also add bike parking for the admin portion of the building.	Approved

David Zinner requested that addresses be provided on the maps that are shown when going over Newly Submitted Development Plans. David Cookson agreed to provide a little more detail on the specific locations on single lot subdivisions.

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

- Rauscher Property (MD103)
  - OOT has asked for sidewalk and frontage improvements to connect to existing sidewalks on this road, DPZ has made the same request.
  - Update-The Applicant has requested that the fee be waived, OOT denied.

- 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

Transportation Town Hall Questions and Answers

On November 18,2020 OOT hosted its annual Transportation Town Hall for Howard County residents. Howard County responded to approximately 28 questions during and after the Transportation Town Hall. The link to the responses can be found on Howard County's Office of Transportation website. Anyone interesting in viewing this information can click here.

Larry Schoen informed the group that Maple Lawn Blvd is one of the case study locations that is currently being used as an example to look at rewrites of the design manual for roads in Howard County to make Multimodal.

David Zinner wanted to know if the MTB could ask the state to provide an inventory of bridges in Howard County and their plans for upgrading them. Including areas that lead up to them that are under state jurisdiction something similar to the "Howard County Owned and Maintain Traffic Signals" inventory list. Bruce Gartner suggested that it might be helpful to ask the state. Bruce encouraged David Z to put the request in writing so that OOT is making the right request.

7. Adjournment

The meeting was adjourned at 8:30 p.m.

8. Next Meeting

The next MTB meeting is scheduled for January 26, 2021.

/2020

Bruce Gartner Date

Executive Secretary

/2020

Kimberly Woods Date

Office of Transportation

3) Public Comment – General Topics

(Participants that have signed up in advance will have 3 minutes each to address the MTB)

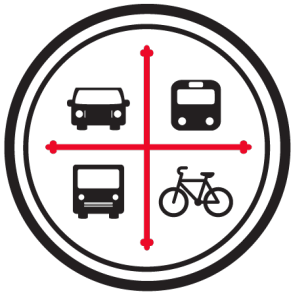
4)New Business/Ongoing Business

i. **Studies of Regional Transit Authority for Baltimore Region**
   (1) Summary of Eno Report by Brian O'Malley, CMTA
   (2) Update on Baltimore Metropolitan Council Study on Regional Transit Governance and Funding by Don Halligan, BMC Staff

ii. **Legislative Proposal to abolish Transit and Pedestrian Advisory Group and incorporate duties into MTB – Bruce Gartner**

iii. **2021 State Transportation Priority letter process (due to MDOT 4/1/21) – David Cookson**

- **ENO Report on Regional Transit Governance and Funding**
- **https://issuu.com/enotrans/docs/transit_reform_for_maryland_-_new_models_for_accou/1?ff**



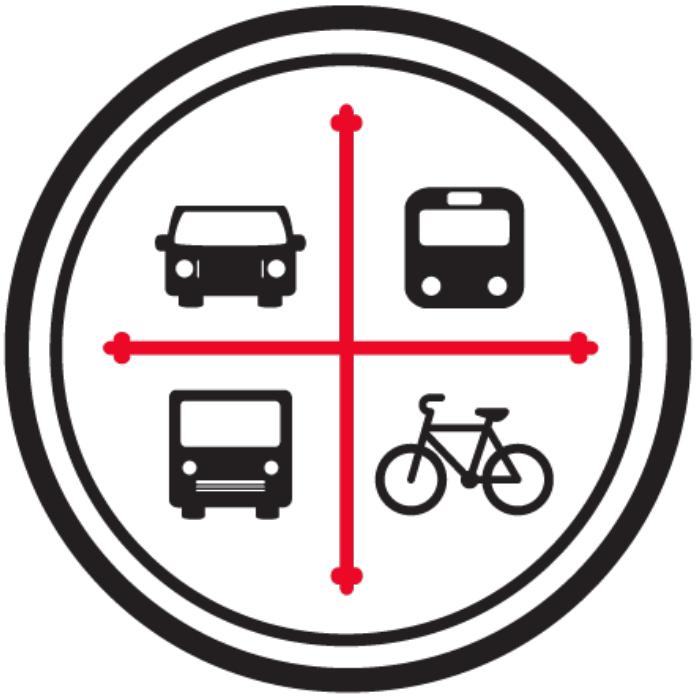
Transportation Alliance

Transit Reform for Maryland

Brian O'Malley, Central Maryland Transportation Alliance

January 26, 2021

Howard County
Multimodal Transportation Board



Transportation Alliance

www.cmtalliance.org

Central Maryland Transportation Alliance

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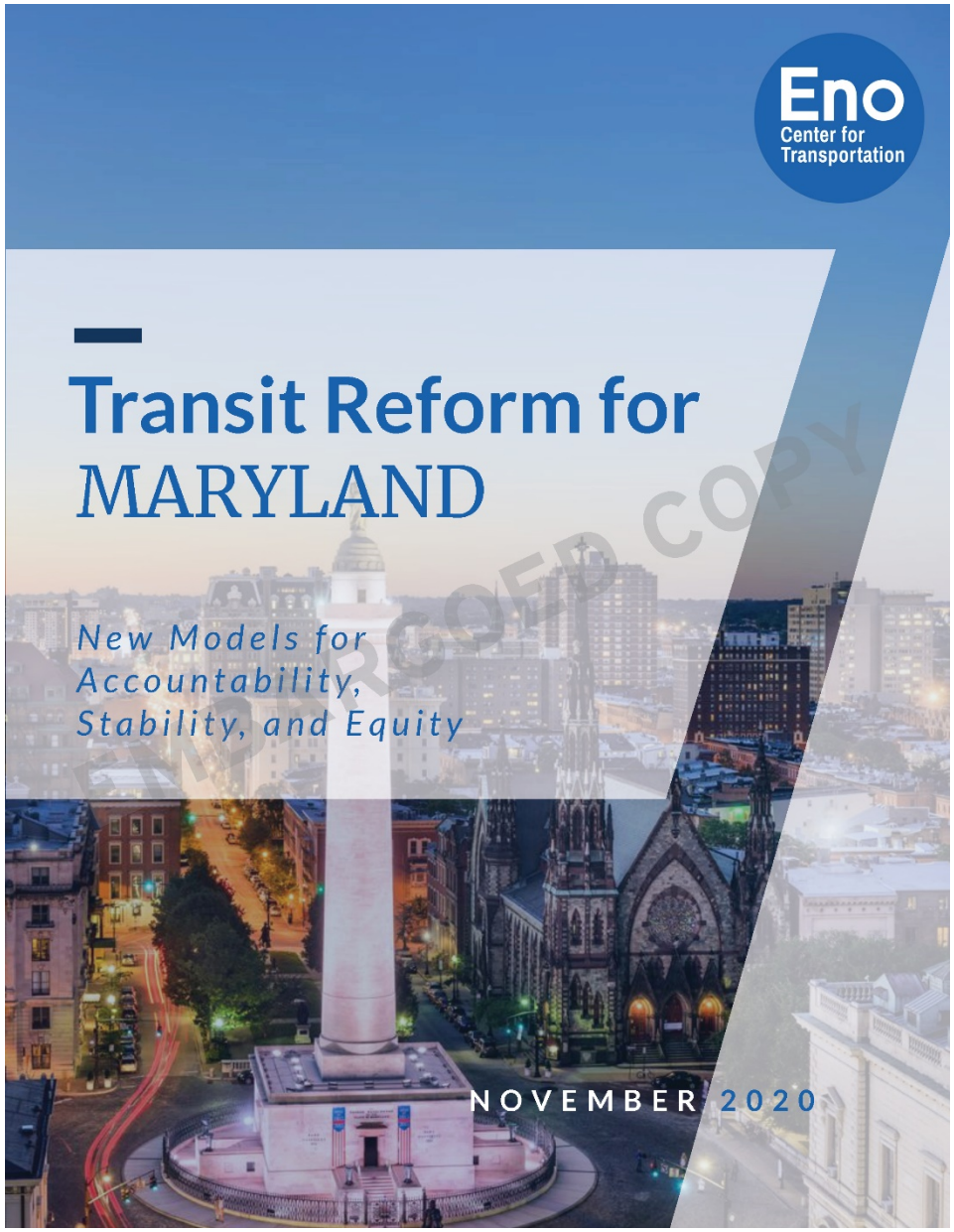
Transportation Alliance

2020 Transportation Report Card

D THE CENTRAL MARYLAND REGION'S GRADE

- *Streets are dangerous for pedestrians*
- *Transit breakdowns hurt reliability*
- *We need to reset our priorities*



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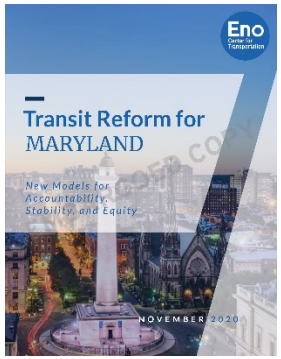
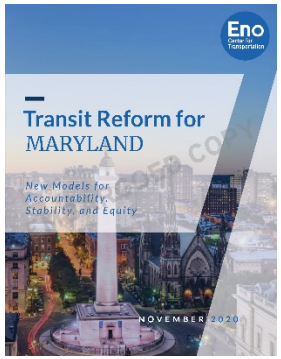


Key highlights:

1. 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.
2. Determining the long-term vision and goals for what a transit system should accomplish is vital to a healthy transit network.
3. 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.
4. 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).
5. 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:

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

Questions I hope the BRTB study will address:

- What share of the Transportation Trust Fund expenditures should go to the Central Maryland transit system under a fair distribution?

- If a regional authority is formed, can parts of counties opt in while other parts of counties opt out? Perhaps by Priority Funding Areas.

- How should locally operated transit systems like the RTA, Harford Transit and the Charm City Circulator be governed?

BRTB
Baltimore Regional Transportation Board

Baltimore Region Transit Governance and Funding Study

Presentation to the Howard County MultiModal Transportation Board
January 26, 2021

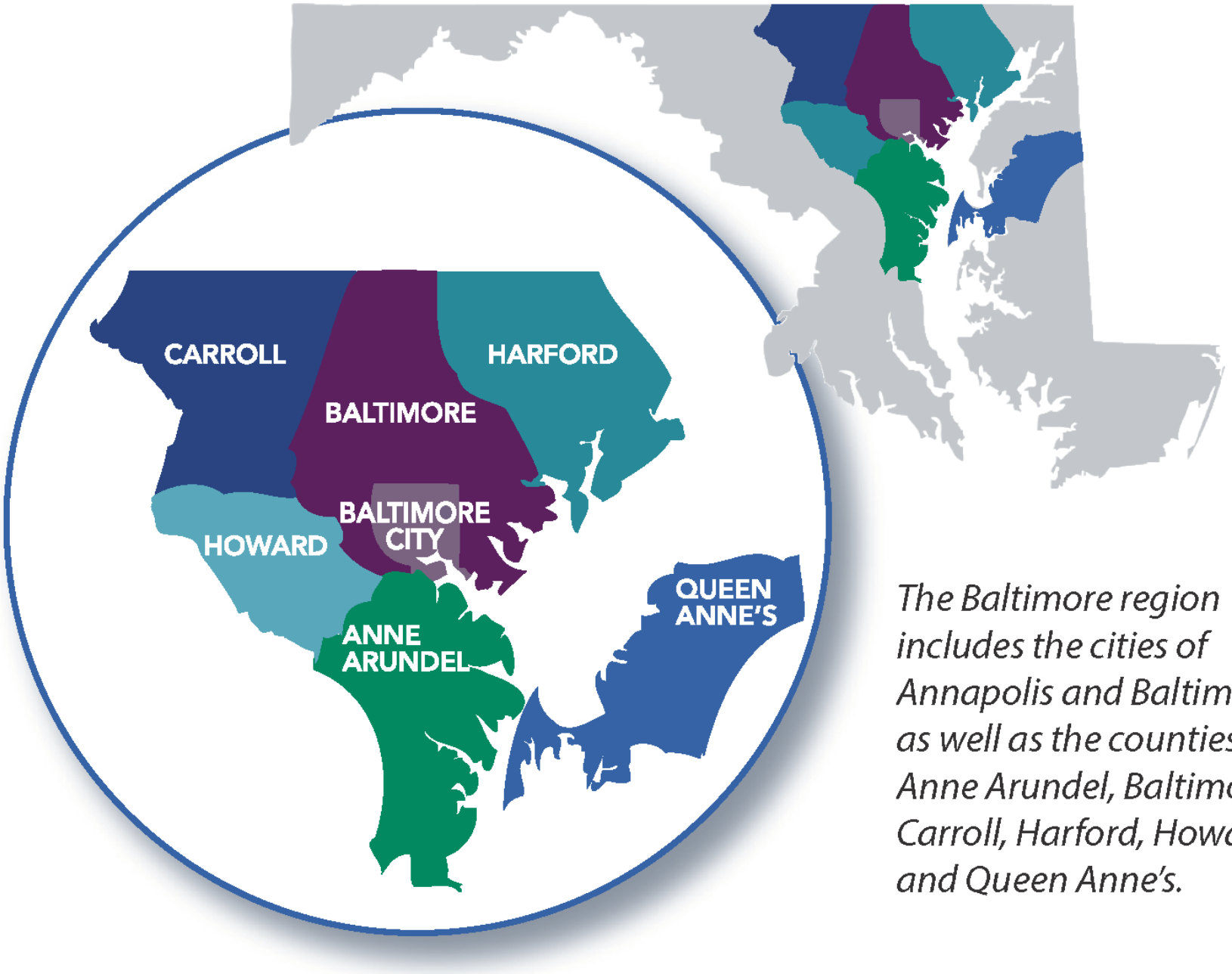
BMC

About Baltimore Regional Transportation Board (BRTB)

- **Metropolitan Planning Organization**
  - Representing 2.8 Million Population

- **Planning & Programming for the Region's Federal Surface Transportation Funds**

- **11 Subcommittees**
  - Bike/Ped.
  - Safety
  - Public Advisory
  - Demographic/Employment Forecasting
  - Traffic Signals
  - Freight
  - Technical
  - Incident Mgmt.
  - Air Quality
  - Trans/Public Works
  - Disaster Debris



The Baltimore region includes the cities of Annapolis and Baltimore, as well as the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's.

SCOPE AND SCHEDULE

SCOPE OF WORK

1. History of MDOT MTA and the LOTs System
2. Review of Current Status
3. Financial Review
4. Review of Peer Agencies / Regions
5. Review of Transit Funding Measures
6. Options for Governance and Funding

❖Stakeholder and Community Engagement

BRTB
Baltimore Regional Transportation Board

3. SCOPE AND SCHEDULE

SCHEDULE

Baltimore Region Transit Governance and Funding Study

SECTION		DELIVERABLE	2021 JAN	FEB	MAR	APR	MAY	JUNE	JULY
1		**History of MDOT MTA and the LOTs System**							
	1.1	Prepare Technical Memo	Submitted						
	1.2	BRTB Meeting (Materials, Agenda, and Facilitation)	BRTB MEETING 1/26	Revised					
2		**Review of Current Status**							
	2.1	Prepare Technical Memo		Submitted					
	2.2	BBRTB Meeting (Materials, Agenda, and Facilitation)		BRTB MEETING 2/23	Revised				
3		**Financial Review**							
	3.1	Prepare Technical Memo			Submitted				
	3.2	BRTB Meeting (Materials, Agenda, and Facilitation)			BRTB MEETING 3/23	Revised			
4		**Review of Peer Agencies/Regions**							
	4.1	Prepare Technical Memo				Submitted			
	4.2	BRTB Meeting (Materials, Agenda, and Facilitation)				BRTB MEETING 4/27	Revised		
5		**Review of Transit Funding Measures**							
	5.1	Prepare Technical Memo					Submitted		
	5.2	BRTB Meeting (Materials, Agenda, and Facilitation)					BRTB MEETING 5/25	Revised	
6		**Options for Governance and Funding**							
	6.1	Prepare Technical Memo						Submitted	
	6.2	BRTB Meeting (Materials, Agenda, and Facilitation)						BRTB MEETING 6/22	Revised
7		**Public and Community Engagement**							
	7.1	Public and Community Engagement (Main Events)			Virtual Town Hall		Panel Workshop	Virtual Town Hall	

BRTB
Baltimore Regional Transportation Board

STAKEHOLDER COMMUNITY ENGAGEMENT

Stakeholder Meetings and Interviews

- Understand perspectives, needs and opportunities
- Collect data and information
- Includes staff, elected officials and advocates

Panel Discussion on Governance

- Shaped with BRTB Input
- Collaborate with TransitCenter (Getting to the Route of It)
- Timed with Peer Review

Virtual Town Halls

- Summary of Existing Conditions (late March)
- Share Draft Options for Governance & Funding (June)

Meeting Materials, Draft & Final Reports

- Published on BMC website

BRTB
Baltimore Regional Transportation Board

GOVERNANCE & FUNDING GOALS

Improve Coordination
- Support local planning efforts
- Improved regional planning

Regional Connections
- Better meet regional travel needs
- Seamless connections between services

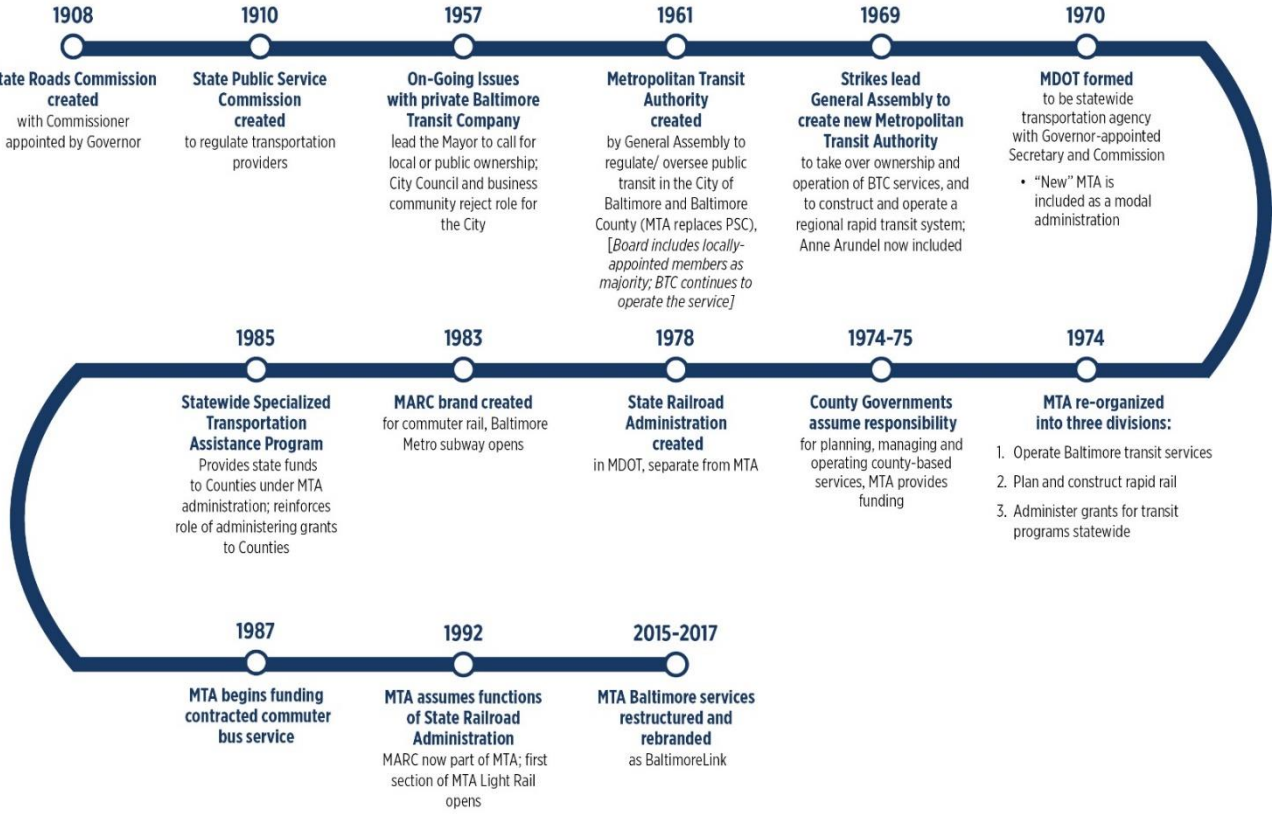
Improve Service
- More service hours and frequency
- Better transit reliability
- Better service quality

Enhance Decision Making
- More local input and support
- More regional decision-making framework
- Promote transparency & accountability

Increase Investment
- Address State of Good Repair needs
- Invest in major transit infrastructure
- Increase funds for transit operations

Ensure Equitable Investment
- Expand funding sources
- Consider distribution of funding
- Improve cost effectiveness of delivering services

HISTORY of MDOT MTA and LOTS



BRTB
Baltimore Regional Transportation Board

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

BRTB
Baltimore Regional Transportation Board

For More Information

https://baltometro.org/transportation/planning-areas/multi-modal-planning/transit-human-service-transportation-coordination

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Summary of Legislative Proposal to Eliminate TPAG and amend provisions related to the Howard County Multimodal Transportation Board (MTB)

The Transit and Pedestrian Advisory Group (TPAG) was brought into existence in 2017 by County legislation to advise and inform the Office on transportation matters; provide additional subject matter expertise to the Office; and provide feedback and technical assistance on the implementation of master plans and other initiatives and policy issues.

The purpose of the draft legislation is to streamline the stakeholder input process to the Office of Transportation and update the language pertaining to the MTB to reflect recent trends in transportation policy since the adoptions of the Complete Streets Policy adopted by County Council in late 2019.

These changes concern Sec.6.408, Sec. 21.502, and Sec. 21.503 of the Howard County Code regarding *Traffic Control and Transportation* and the *Department of County Administration, Office of Transportation* and will eliminate the Transit and Pedestrian Advisory Group and incorporate duties into the general powers, and duties of the Multimodal Transportation Board and its membership.

The proposed changes to the County Code include:

- Elimination of all references to the Transit and Pedestrian Advisory Group.
- Providing language concerning our transportation network that is consistent with the County's Complete Streets policy emphasizing safety, connectivity, equity, and sustainability.
- Specific reference to active transportation, which includes bicycling, walking, and e-scooters, to reflect the increased importance these modes have in our County and country and which promote healthy citizens and healthy communities.
- Inclusion of micromobility as a mode, which includes e-scooters, to be consistent with Council Bill 3-2020, Electric Scooter Sharing Permits.
- Requesting a more active role of the MTB members, specifically to support and educate themselves on transportation issues related to Howard County and vulnerable populations.
- Addressing the fact that our transportation network serves visitors, as well as residents and businesses.
- Redressing language focused explicitly on transit from previous Code amendments and clarifying the MTB's focus on helping to provide a network that includes multiple transportation options.

Financially, there are no budgetary obligations required to enact these changes; on the contrary, the elimination of a redundant advisory group will eliminate unnecessary demands on staff, improve efficiency, and assist staff to better support existing and future County transportation policies, projects, and initiatives.

HOWARD COUNTY MULTIMODAL TRANSPORTATION BOARD

Priority Letter Presentation

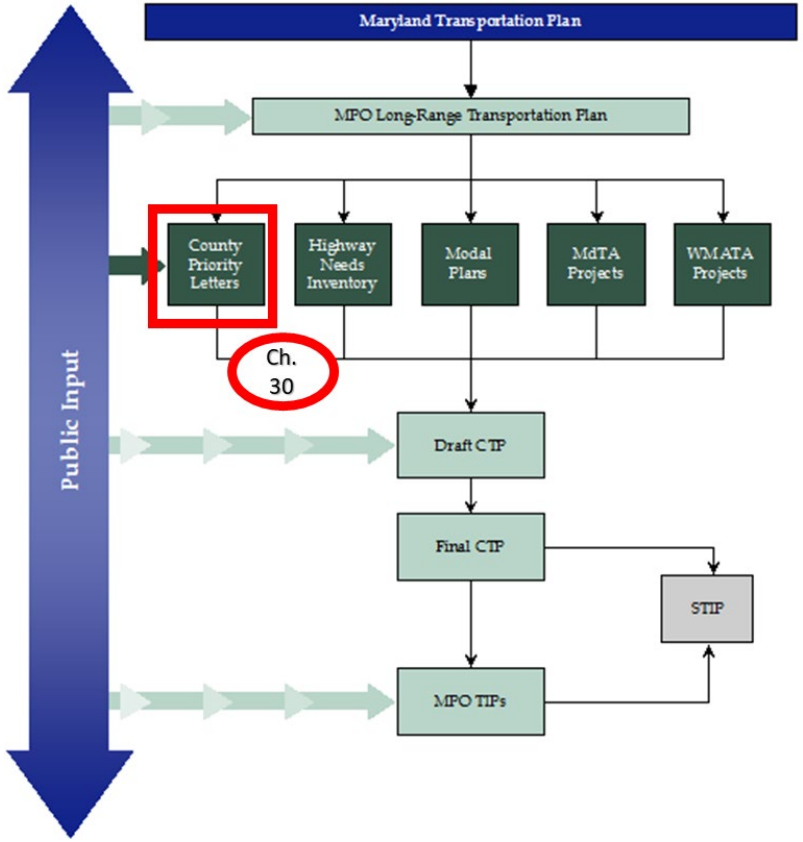
January 26, 2021

Howard County
OFFICE OF TRANSPORTATION

What Role Does The Priority Letter Play

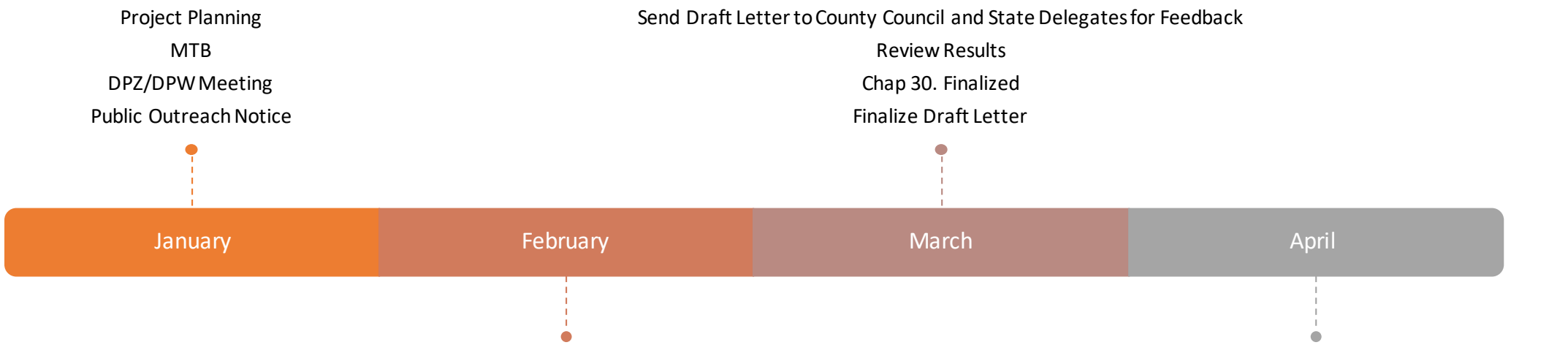
- Priority letters represent each County's internal ranking of transportation priorities
- Priority letters involve requests for a wide variety of projects, such as transit improvements, highway reconstruction, highway capacity projects
- Multi-modal submissions enable local governments to have a greater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

How They Relate



Priority Letter and Scoring

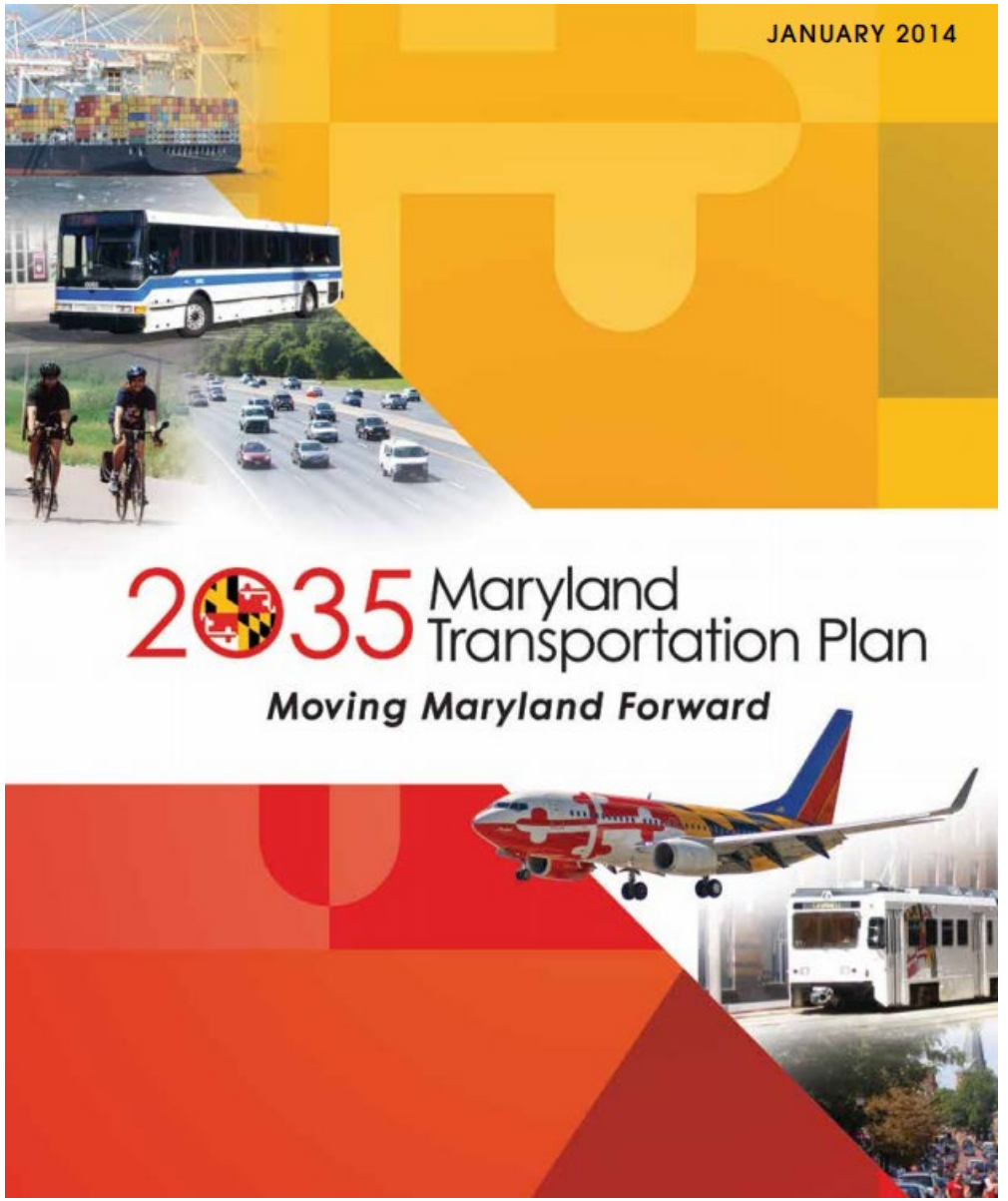
- **Priority Letter Process**
  - Utilized by MDOT to consider system preservation, safety and all highway/transit capacity or enhancement projects under $5 million, TOD designations, local transit or aviation projects, etc.
  - Priority Letters shall still include Major Transportation project priorities but they will not be evaluated and considered for funding if they do no 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


Project Planning
MTB
DPZ/DPW Meeting
Public Outreach Notice
Send Draft Letter to County Council and State Delegates for Feedback
Review Results
Chap 30. Finalized
Finalize Draft Letter
January
February
March
April
Public Meeting 2/17/2021
Meet with council members
Work session with MTB
Meet with delegates
Draft Priority Letter
Ch. 30 Scoring Input
Compile Comments
Review Results
Develop Draft Letter
Finalize Letter
Submit Letter to Maryland Department of Transportation

What goals do projects need to meet

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



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

MTB Priorities?

- Considerations
  - Funding Cuts
  - 6 year time horizon in the CTP
  - Legacy Projects
  - Travel Patterns
  - HoCo By Design

- Opportunities?
  - Smaller scale projects?
    - Bike Focus?
    - Ped Focus?
    - Smaller scale projects?

Questions?

David Cookson | Planning Manager

Howard County Office of Transportation
3430 Court House Drive **|** Ellicott City, MD 21043
410.313.3842 (w) **|** 202.812.1300 (m)

5) Development Project Updates – David Cookson

Development Project Report for the Howard County Multimodal Transportation Board

January 26, 2021

The Development Project Report for the Howard County Multimodal Transportation Board for plans going through the county review process.

The report is composed of:

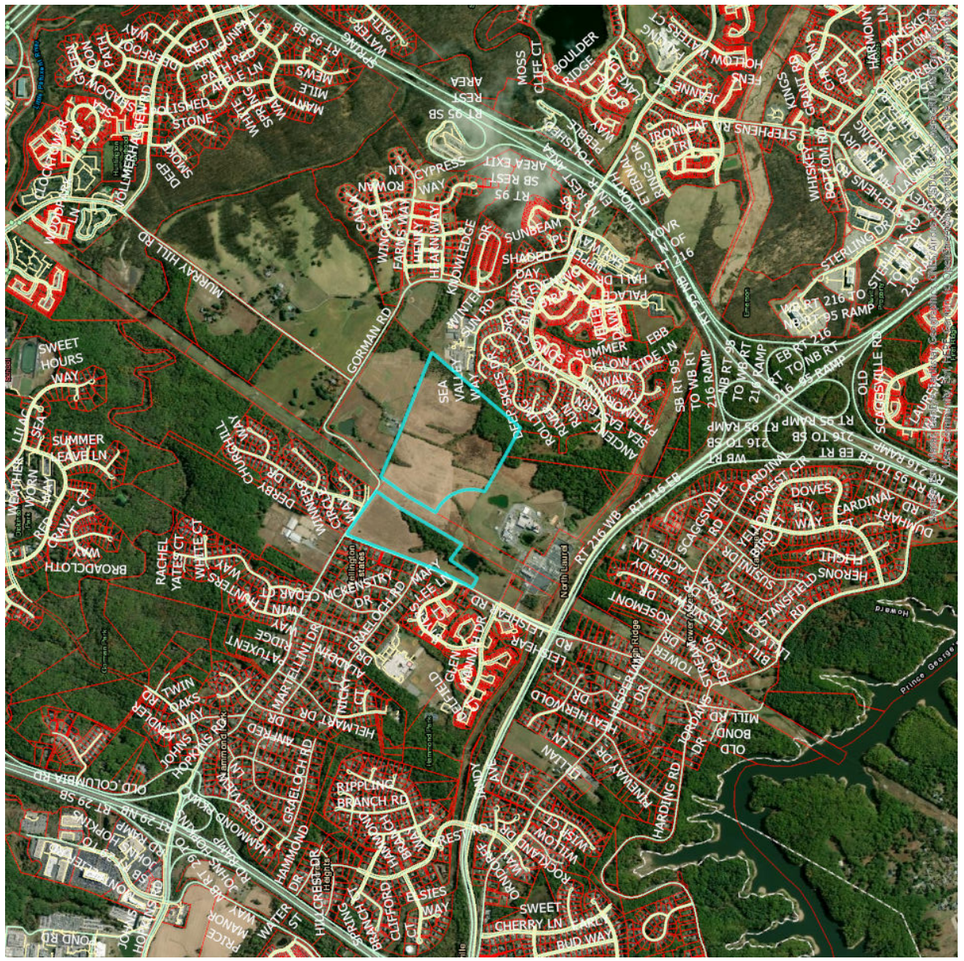
1. Upcoming development related public meetings for projects with transportation impacts.
2. A selection of plans submitted since the last MTB on 12/8/2020 to about one week before the date of the Development Project Report (01/26/2021) This selection is based on staff assessment of plans that might be of interest to the MTB based on transportation impact, size and location.
3. Updates on already previously submitted development projects.

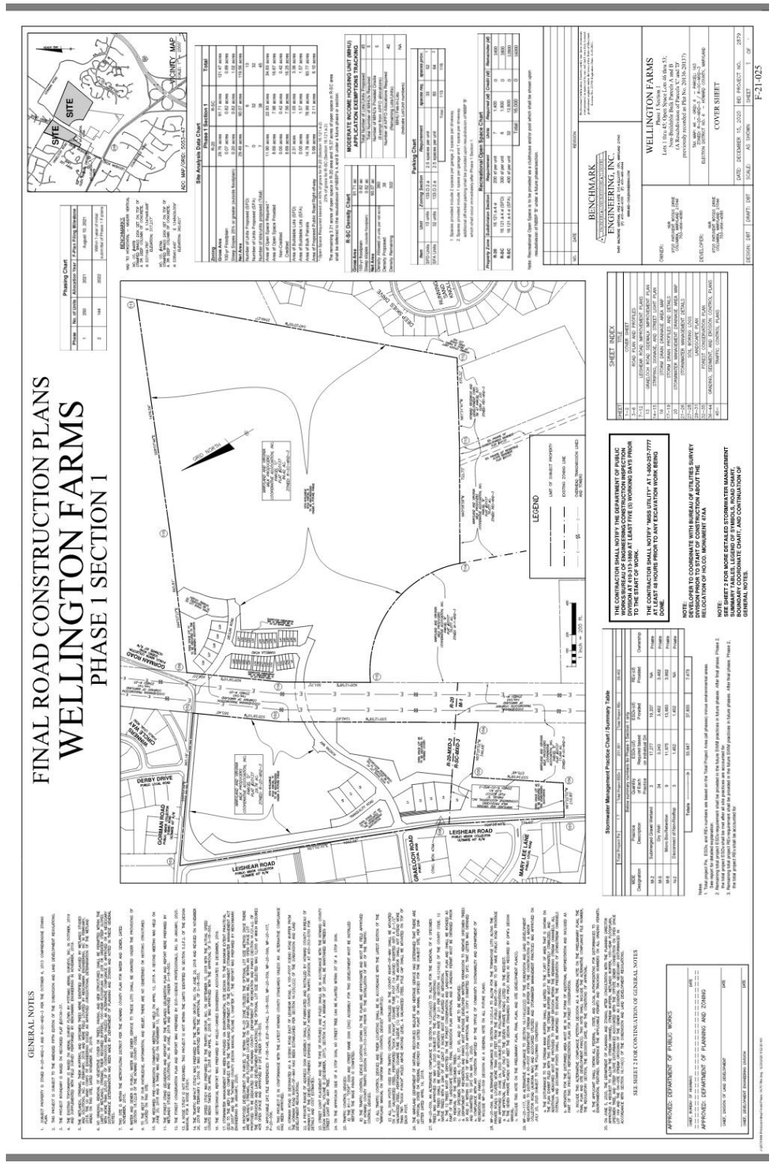
Upcoming Public Meetings

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
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)
Cascade Ridge	February 4	Planning Board	Planning board approval for ~9 acre parcel 16 single family lots on Landing Road.

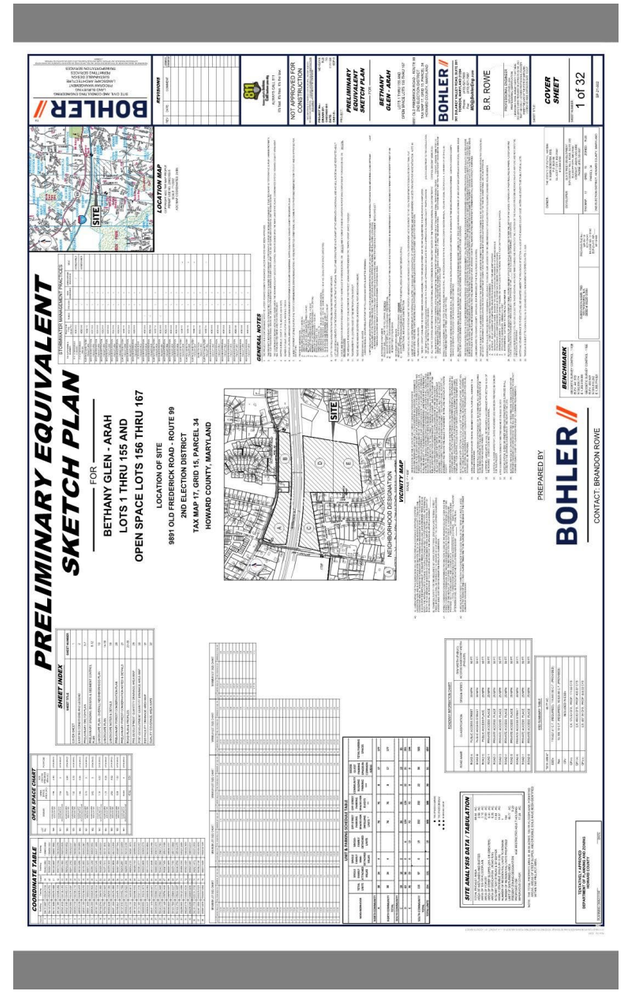
Newly Submitted Development Plans

Plan Name	Plan Number	Units	Description	OOT Comments	Bike/Ped	Transit	Next Steps
Wellington Farms Phase 1 Section 1 Address/Link: Project	F-21-025	45 units, mix of detached and attached	This is the road plan for a section of phase 1 of the 395 single family attached and detached development.	No comment as of now, under review	Yes	No	





Plan Name	Plan Number	Units	Description	OOT Comments	Bike/Ped	Transit	Next Steps
Bethany Glen ARAH Address/Link: Project	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 north of I70.	OOT has requested the sidewalk segment extend to the firehouse and to Postwick Road, sidewalk on internal roads as well bike lanes on MD 99.	Yes	No	Resubmit.



Plan Review Updates on Previous Plans presented to the MTB
Items in red text are changes/updates since the prior report

Month entered for MTB	Plan Name	Plan Number	Roads/Streets	Number of Units/Sq. Ft.	Description	Comments	Bike/Ped	Transit	Plan Status / Next Steps
Jun-19	Bethany Glen	SP-19-005	MD 99, Bethany Lane, & Longview Dr.	112 SFA and SFD units	This development is for 112 units with frontages on MD 99, Bethany Lane, and Longview Drive. The developer is providing some road improvements along the existing public road and the roads internal to the subdivision.	OOT instructed the developer to provide bike improvements, sidewalk extensions and to extend a proposed road to eliminate a Use in Common Driveway.	Yes	No existing transit	Plan was submitted, applicant contesting frontage on MD 99.No update
Apr-20	Lakeview Retail	SDP-20-042	Broken Land Parkway near Cradle Rock Drive	~8500 sq. ft	This project is a for a 8500 sq. ft one story two bay commercial building with a fast turn over restaurant and coffee shop. The project will have a drive through.	OOT is requesting the applicant provide sidewalk/pathway along the frontage to Cradlerock Rock drive and connect to an existing bus stop.	Yes	yes	OOT will be requesting resubmission. Met with applicant, tentative solution is to provide side path, sidewalk on adjacent property to Cradle Rock. Project went to HC planning board, denied
Apr-20	Dorseys Ridge Phase 1	SDP-20-039/SDP-21-005	Cooks Lane at Old Columbia Road	57 units	Dorseys' Ridge is a 57 residential unit project, with an expected build out of 55 townhouses and 2 apartments. Phase 1 is for four townhouses. The whole project will provide sidewalks along Cooks Lane to Old Columbia Road, on Old Columbia Road to connect to the existing sidewalk network as well as a shared use pathway along the utility corridor to connect to Veterans Elementary School.	OOT has asked applicants to provide phasing information on the pathway and sidewalk elements on Old Columbia Road.	Yes	No existing transit	OOT will be requesting resubmission. Meeting with applicant during week of 10-06-20 to discuss offsite improvements. Approved

Jun-20	Bethany Glen	BA-17-018C	MD 99, Bethany Lane, & Longview Dr.	154 SFA and SFD units	This is a conditional use zoning request, OOT is coordinating comments with DRP.	Will be asking for full frontage improvements along MD 99, as well as addressing potential pedestrian and potential speeding on one road.	Yes	No existing transit	Zoning Case. No update
Jun-20	Talbott Springs ES	SDP-20-051	Whitacre Road	School	This site plan is for the new Talbott Springs Elementary School. The project is not proposing any changes to access points or frontage improvements.	OTT has requested bike parking and has provided guidance to the applicant on the type.	Yes	Yes, bus stop have been improved under the Whiteacre Road capital project.	Resubmit. Waiting for resubmission. No update
Jun-20	Rauscher Property	SDP-20-056	MD 103	1 unit	This is a plan for 1 unit SFD on MD 103.	OOT has asked for sidewalk and frontage improvements to connect to existing sidewalks on this road, DPZ has made the same request.	Yes	No existing transit	Resubmit. Applicant will be providing a fee in lieu. Applicant requested a waiver from the fee, OOT denied. No update
Jul-20	Keim Property	SDP-20-048	MD 99 at Toby Lane	4 Units	This is the site plan for 4 single family houses.	The applicant will be providing a fee in lieu to the sidewalk project on MD99 at Raleigh Tavern.	Yes	No existing Transit	Holding until waiver. DPW denying waiver, will provide frontage. No update
August-20	Columbia EZ Storage	Storage complex SDP-20-077	Berger Road/Snowden River Parkway	Self-Storage	This project will tear down an existing one story building and replace with a 4 story self-storage unit.	Frontage improvements on Berger, connection to Snowden River Pk/Intersection.	Yes	Yes	Update: OOT has requested frontage improvements on Berger Road since the project scope includes all five parcels. No update
October-20	Oakland Ridge Industrial Park	SDP-21-003		Commercial Building	The applicant is proposing to demolish an existing commercial building and replace	The applicant has been asked to provide ADA access from the sidewalk to the building.	yes	Close to existing transit stop	Resubmit. No update
October-20	Chapelgate Woods	F-21-011	Marriottsville Road, Resort Road	134 attached units	This is the road plan for a 134 unit subdivision. The project will be aligning Albeth Road, providing crosswalks at Marriottsville Road to connect to Resort Road, and an internal loop trail. Coordinated with Marriottsville Road county capital project	OOT has commented on the width of the loop pathway and bike parking.	Internal trail system, ped access across Marriottsville Road.	No	Resubmit. No update
October-20	Roberts Property	SP-21-001	US 1 near Duckett's Lane	359 multifamily and attached single family houses, 7,300 sq. ft commercial.	The applicant is proposing to build a mix of townhouses and apartments on the former site of an automobile junkyard. This project was based on rezoning case no. ZB-1116M. The applicant is proposing new signals at Duckett's Lane and Troy Hill, along with a sidewalk/shared use path along US 1 to the south and north	Provide ped connections to Belmont station, confirm viability of sidewalk/pathway connection to the north and south, bus stop pad.	Yes	Yes	Resubmit, OOT is working with applicant to extend extending he shared use path to Loudon Ave.

December -20	Emerson	SDP-21-017	I95/Gorman Road/Stephan Road- Near I95	Data center.	The applicant is proposing to build a data center to serve US government operations in the region.	OOT requested the project extend a sidewalk around the cul de sac to access the future park/rec. facility and also add bike parking for the admin portion of the building.	Yes	No	Approved
December -20	Dorsey Overlook	SDP-20-074	MD 108 at Columbia Road	Site plan for 82 unit apartment.	OOT commented on coordinating with DWP on signal improvements at Columbia Road/Old Annapolis Road.		Ped access from 108/Columbia road intersection	Transit on Old Annapolis Road.	Resubmit

6) Office of Transportation Updates

i. **RTA Leadership Changes – Bruce Gartner**
ii. **Active Transportation/Complete Streets Implementation Updates – Chris Eatough**
iii. **FY 2022 Budget Calendar – Bruce Gartner**

Brief Updates – Bike Projects

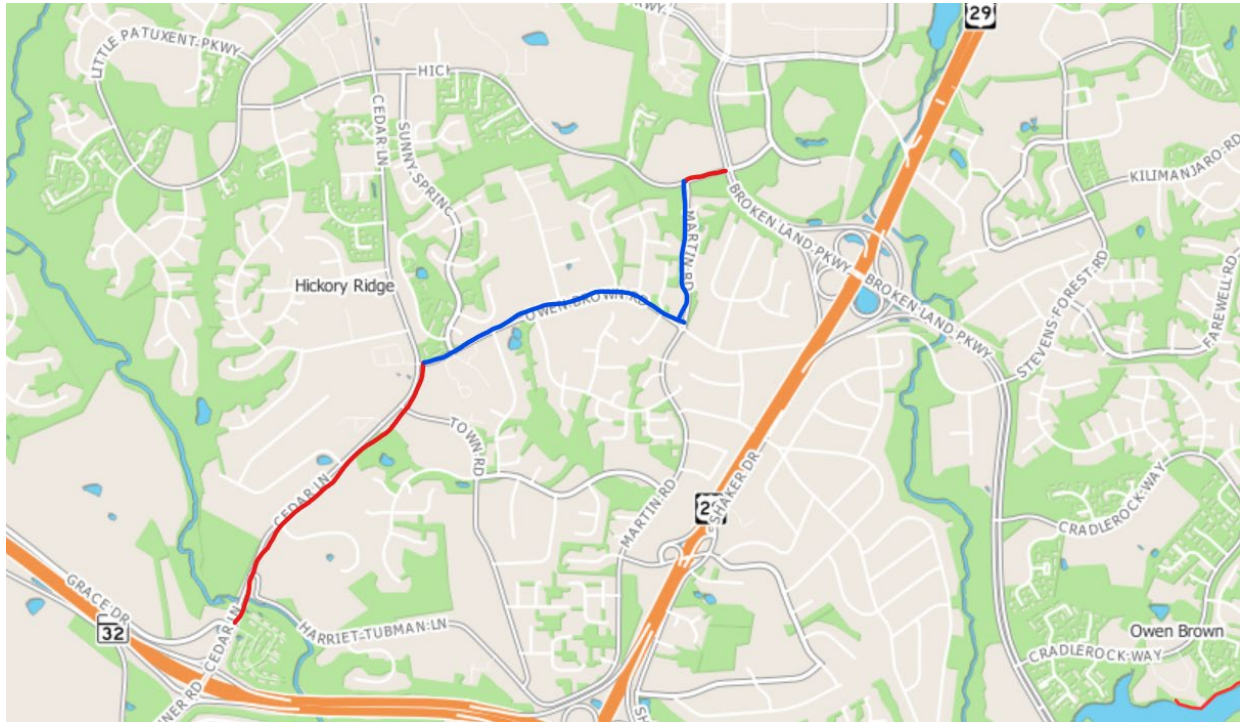
Route 32 Bike Alternative

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

Hickory Ridge Bike Corridor Study

www.bikehoward.com/projects/hickory-ridge-bike-corridor/

Grace Drive to Downtown Columbia (red is pathway, blue is bike lanes)



2021 Active Transportation Open House (virtual)

- Webpage coming soon on Office of Transportation website
- Week long, Feb 19-26
- Will include “office hours”

Complete Streets Design Manual

- Being developed chapter by chapter by Complete Streets Implementation Team
- Draft expected for pubic review in June 2021
- Due to Council in October 2021

Howard County Design Manual Updates

Tentative schedule as of November 25, 2020

	New chapter #	Old chapter #	Email draft to core team	Discuss at core team meeting	Email revised draft to CSIT	Discuss at CSIT meeting	CSIT comments due
Introduction	1	1	N/A	October 21, 2020	N/A	November 4, 2020	November 13, 2020
Traffic Studies	2	Part of 5	December 9, 2020	December 16, 2020	December 23, 2020	January 6, 2021	January 15, 2021
Street Design*	3	2	January 13, 2021	January 20, 2021	January 29, 2021	February 3, 2021	February 12, 2021
Bridge and Structure Design	4	3	March 10, 2021	March 17, 2021	March 26, 2021	April 7, 2021	April 16, 2021
Traffic Design	5	Part of 5	March 10, 2021	March 17, 2021	March 26, 2021	April 7, 2021	April 16, 2021
Adequate Public Facilities Test Requirements	6	4	N/A	N/A	N/A	N/A	N/A

* To be discussed over two rounds of meetings. Will also include updates to the cross sections in Design Manual Volume IV.

HOWARD COUNTY BUDGET CALENDAR – FY 2022

January – February – Spending Affordability Committee Meetings (Typically Thursdays at 7:00am)

February 2021 - Planning Board Considers Capital Budget and Recommendations for County Executive

March 2021 - County Executive's Second Residents Budget Hearing

April 1, 2021 - Capital Budget Submitted to Council

April 19, 2021 - County Executive Budget Presentation (6:30pm)

April 20, 2021 - Preliminary Date for Public Hearing on Capital Budget (4pm)

April 22, 2021 - Operating Budget Due to Council

April 21 – May 21 - Operating and Capital Budget Work Sessions typically take place MWF beginning at 9am

May 5, 2021 - Preliminary Date for Public Hearing on Operating Budget (6:30pm)

May 19, 2021 – Budget Amendment Pre file Deadline

May 26, 2021 – Target Date for Budget Adoption by County Council

7) Future Meeting Items

i. **Complete Streets Implementation Updates- Ongoing**
ii. **HoCo by Design – Update on 4 Growth Scenarios being analyzed**
iii. **FY 22 CIP Development**
iv. **Age Friendly Community Workgroup (Draft Transportation Recommendations)**
v. **Update on Statewide Transit Innovation Grant Projects (Mobile Payments and Bus Stops)**

8) Adjournment

9) Next Meeting – February 23, 2020 – 7:00pm