



HOWARD COUNTY OFFICE OF TRANSPORTATION

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Memorandum

To: Lonnie Robbins, Chief Administrative Officer, Department of County Administration
From: Clive Graham
Date: March 22, 2018
Subject: Testimony in support of resolution endorsing the Central Maryland Transit Development Plan

The Central Maryland Transit Development Plan (TDP) is a plan to implement short term transit objectives. The planning horizon is short, five-years, but this TDP also includes longer-term transit concepts. The TDP is regional, covering portions of Anne Arundel, Howard, and Prince George's Counties. TDP is an important document that is used in many transit-related planning documents such as the County's Annual Transportation Plan, Asset Management Plan, Fleet Management Plan, and grant applications.

A resolution of endorsement is needed because Howard County is a Locally Operated Transit System (LOTS) subject to Federal and State rules and regulations, and these require that the County has a TDP that is endorsed by local elected officials.

Work on the TDP began in mid-2016. The process was very inclusive, with over 20 public meetings, as well as community and rider surveys, an interactive online map, stakeholder meetings and interviews, and a dedicated website.

The TDP provides a framework for improvements in the following four areas:

1. Basic performance and service improvements for the existing transit system

More buses to reduce older, unreliable buses that are outdated and expensive to maintain.
Simpler fare structure.
Better bus stops and bus shelters.

2. A bus routes system reconfiguration and service expansions within 18 months – after public hearings on specific proposals

Routes that better align with riders' needs.
More shorter routes versus fewer longer routes within the same service area; no one loses service.
Routes that are more direct and reduce travel times.
More weekend and evening service, shorter headways.

3. 3-plus years vision for service expansions

Local service to Maple Lawn (via APL); Elkridge (via Long Reach); River Hill (via HCPSS headquarters); Turf Valley.

Bus Rapid Transit to Silver Spring.

Downtown Columbia to Gateway transit corridor.

4. Mobility

Options to address the high cost and rising demand for demand-response services.

Ideas suggested to focus mobility services to where needs are greatest.

Discussions with affected communities beginning in spring/summer of 2018.

The complete TDP is a long and detailed document totaling approximately 580 pages. Much of this length is due to map pages describing recommended changes to routes. The full document is posted at the following webpage <http://www.kfhgroup.com/centralmd/transitplan.html>

To assist readers to review understand the document the Office of Transportation (OoT) has prepared the following:

- A three-page “highlights” document, summarizing the key recommendations in the TDP. This document is attached to this testimony as Attachment 1.
- A 30-page slide-style Executive Summary. This document is attached to this testimony as Attachment 2.
- A “key sections” document; a 111-page compilation of selected pages from the TDP, focusing on the Howard County portion of the Regional Transportation Agency (RTA) service area. Half the 111 pages are maps.

All three documents are posted on the OOT webpage:

<https://www.howardcountymd.gov/Departments/County-Administration/Transportation/Transportation-Projects>

The TDP does not obligate or commit Howard County to implement each of the TDP’s specific recommendations. Under the rules and regulations for LOTS, public input is required before the TDP’s recommendations for route or fare changes are implemented. Such input may result in changes to the TDP’s specific recommendations.

The OoT presented the TDP to the following County boards and commissions:

- Multimodal Transportation Board (multiple presentations)
- Commission on Aging (3 presentations)
- Commission on Disability Issues (2 presentations)
- Environmental Sustainability Board
- Planning Board
- Transit and Pedestrian Advisory Group

At its December 5, 2017 meeting the Multimodal Transportation Board meeting adopted a resolution endorsing the TDP, with additional recommendations (see Attachment 3).

Attachment 1

TDP Highlights

Transit Development Plan Draft Final (January 2018)

Highlights for Howard County (3-1-18)

Summary

The Transit Development Plan provides a policy framework to accomplish the following:

1. Basic performance and service improvements for the existing transit system

More buses to reduce older, unreliable buses that are outdated and expensive to maintain

Simpler fare structure

Better bus stops and bus shelters

2. Bus routes system reconfiguration and service expansions within 18 months – after public hearings on specific proposals

Routes that better align with riders’ needs.

More shorter routes versus fewer longer routes within the same service area; no one loses service.

Routes that are more direct and reduce travel times.

More weekend and evening service, shorter headways

3. 3 plus years vision for service expansions

Local service to Maple Lawn (via APL); Elkridge (via Long Reach); River Hill (via HCPSS headquarters); Turf Valley

Bus Rapid Transit to Silver Spring.

Downtown Columbia to Gateway transit corridor

4. Mobility

Options to address the high cost and rising demand for demand-response services.

Ideas suggested to focus mobility services to where needs are greatest.

Discussions with affected communities beginning in spring/summer of 2018

Purpose:

The Transit Development Plan (TDP) is a plan to implement short-term transit objectives within a 5-year horizon. This TDP also includes longer-term transit concepts. The TDP is regional, covering portions of Anne Arundel, Howard, and Prince George’s Counties.

Public hearings are required before implementation - when details are finalized (routing, timetables)

Routes

Phase 1

- More shorter routes, fewer longer routes. Overall, 14 proposed routes versus 9 today.
- Current: 9 routes: 6 entirely within Howard County and 3 regional. Proposed: 14 routes: 10 entirely within Howard County and 4 regional.
- Half-hour headways on 4 key routes, Monday through Saturday during daytime hours.

- Increased weekend service.
- More service overall. Approximately 132,400 annual service hours in Phase 1, versus approximately 109,500 today.
- Reduced travel times on many routes, e.g., 405 (Columbia Mall to Ellicott City) 406 (Columbia Mall to Columbia Gateway)
- Almost no loss in service. Three stops only out of 500; all on the 408; at Millrace Ct., Long Reach High School, and at Carriage House Lane. Nearest stops will be between approximately 500 to 1,000 feet away.
- Objective is to implement in winter/spring 2019.
- Annual operating cost increase: \$1.3 million (\$9.6 million vs. \$8.3 million).

Phase 2

- Expand service to areas not currently served: Maple Lawn (via APL); Elkridge (via Long Reach); River Hill (via HCPSS headquarters); Turf Valley. Catonsville (with MTA, Baltimore County support).
- More service overall; more routes, more routes with half hour frequency, more weekend service. Approximately 171,788 annual service hours.
- Timing of expansions— dependent on funding and community interest/support.

Fleet

- Continue to bring fleet to state of good repair, eliminate over age vehicles, and provide for adequate spares—to provide reliable service
- Phase1 routes implementation would require 3 additional buses (covered under 13 new buses currently on order). Implementation of Phases 1 and 2 and elimination of over-age vehicles by FY 2023 would require 17 buses in addition to the 13 currently on order.

Mobility Services (ADA and General Paratransit)

- TDP identifies options to address the high cost and rising demand for demand-response services, but includes no specific proposals for immediate implementation. Recommends discussions with affected communities beginning in spring/summer of 2018.
- Ideas suggested to focus mobility services to where needs are greatest, encourage paratransit riders to use fixed routes, and ensure long-term program financial stability. Begin community discussion in spring/summer 2018.
- Examples of ideas: more use of taxicab services; free fares for seniors/disabled on fixed routes, raise senior age from 60 to 65.

Future Services

- Bus Rapid Transit to Burtonsville/Silver Spring.
- Downtown Columbia to Gateway transit corridor.
- Downtown Columbia shuttle.

Regional Transportation Agency (RTA) service and facility improvements

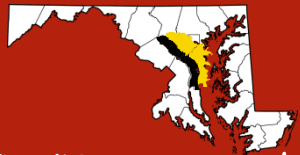
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| • Driver training/customer service. | • Consolidated fare structure. |
| • Real time bus tracking on mobile devices (RouteShout). | • Electronic fare media. |
| • Downtown Columbia Transit Center. | • Bus stop/shelter improvements. |
| • Marketing and branding to improve/increase name recognition. | |

Route Highlights – Phase 1

Route	Serving	Route Versus Current	Benefits/ Improvements
401	Columbia Mall to Clary's Forest	Same	More half-hour service for successful route midday and Sat.
402	Ellicott City to Snowden Square	New route	Direct n-s between major shopping centers
403	Columbia Mall to Dorsey's Search /Red Branch	Serves southern portion of existing Route 405	Shorter route in central Columbia
404	Columbia Mall to Hickory Ridge	Serves northern portion of existing route	Shorter, more efficient route. Allows creation of 411
405	Columbia Mall to Ellicott City	Serves northern portion of existing route; more direct alignment	Shorter, more efficient route, using US 29
406	Columbia Mall to Columbia Gateway	Shorter, more direct alignment between current endpoints of existing route	Shorter, more efficient route connecting major employment centers
407	Columbia Mall to Kings Contrivance	Same with minor modifications	Maintains successful route, increased frequency (half-hour service) between Columbia Mall and Owen Brown (Mon-Sat, daytime hours)
408	Columbia Mall to Sherwood Crossing	Shorter, more direct alignment between current endpoints of existing route	Faster, more direct service along MD 175 corridor
409	Towne Centre Laurel to Elkridge	Small adjustments to current (since 10-17). Route 409 will be split into Routes 409A and 409B	Half hour service along approximately 75% of route between Laurel and Elkridge
410	Columbia Mall to Long Reach Village	New route (serving mainly portions of existing Route 406) Expansion to Elkridge in Phase 2	Half-hour service (in conjunction with Route 505) (Mon-Sat, daytime hours)
411	Columbia Mall to Kings Contrivance Village	New route. Serves southern portion of existing Route 404; more direct alignment	Shorter more direct route between Columbia Mall and Kings Contrivance
501	Columbia Mall to Arundel Mills Mall	Built from current 406. Will no longer serve BWI; service to BWI via 505 or via a shuttle from Arundel Mills	Connects major east-west employment areas Half-hour service on western portion (Mon-Sat, daytime hours); 60-minute versus current 90 on entire route
503	Columbia Mall to Towne Centre Laurel	Same	Maintains successful route
505	Columbia Mall to BWI Airport	New route (serving portions of existing Routes 406 and 501)	Express route BWI. In combination with 410 provides half-hour service to Long Reach (Mon-Sat, daytime hours)

Attachment 2

Executive Summary



Central Maryland Transit Development Plan

Planning the Future of Transit in Our Region

Executive Summary, January 2018



Anne Arundel
County



Howard
County



Prince George's
County



City of Laurel



Regional Transportation
Agency of Central Maryland





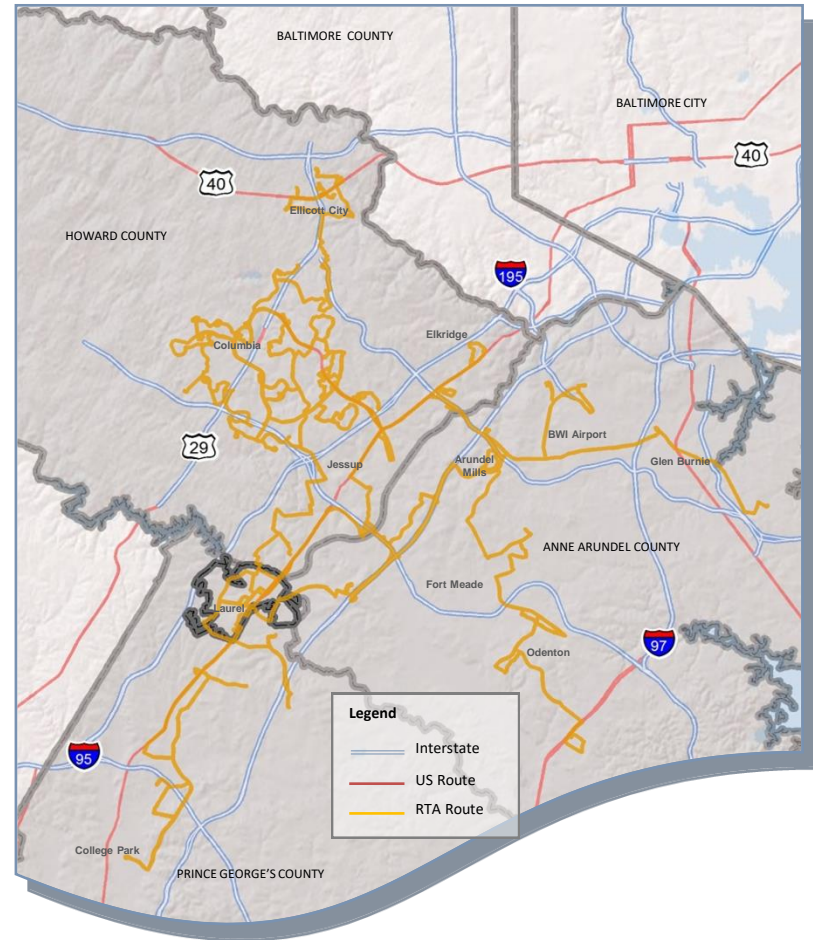
TDP Purpose

- Guide public transit service improvements in Central Maryland region over next 5 years.
- Opportunity to engage public & stakeholders about what transit should look like.
- Study required by MTA, funded by MTA with local match.
- Public hearings required before implementation actions, implementation depends on funding.

Partners

- Anne Arundel County
- Howard County
- Northern Prince George's County
- City of Laurel
- Regional Transportation Agency of Central Maryland (RTA)
- Maryland Transit Administration

Service Area





RTA Service

- 15 bus routes (8 Howard Transit, 7 Connect-A-Ride in Anne Arundel County and Prince George's County)
- RTA ADA complementary demand-response service within $\frac{3}{4}$ mile of all fixed-routes (including Anne Arundel County)
- Operates Monday-Sunday
- Fares
 - Regular one-way \$2.00, Reduced one-way \$1.00, Transfer \$1.00
 - \$4.00 ADA trips for non-Howard County residents
- Key destinations include Arundel Mills, BWI Airport, Columbia Mall, Towne Centre at Laurel, College Park Metro Station & Odenton MARC Station



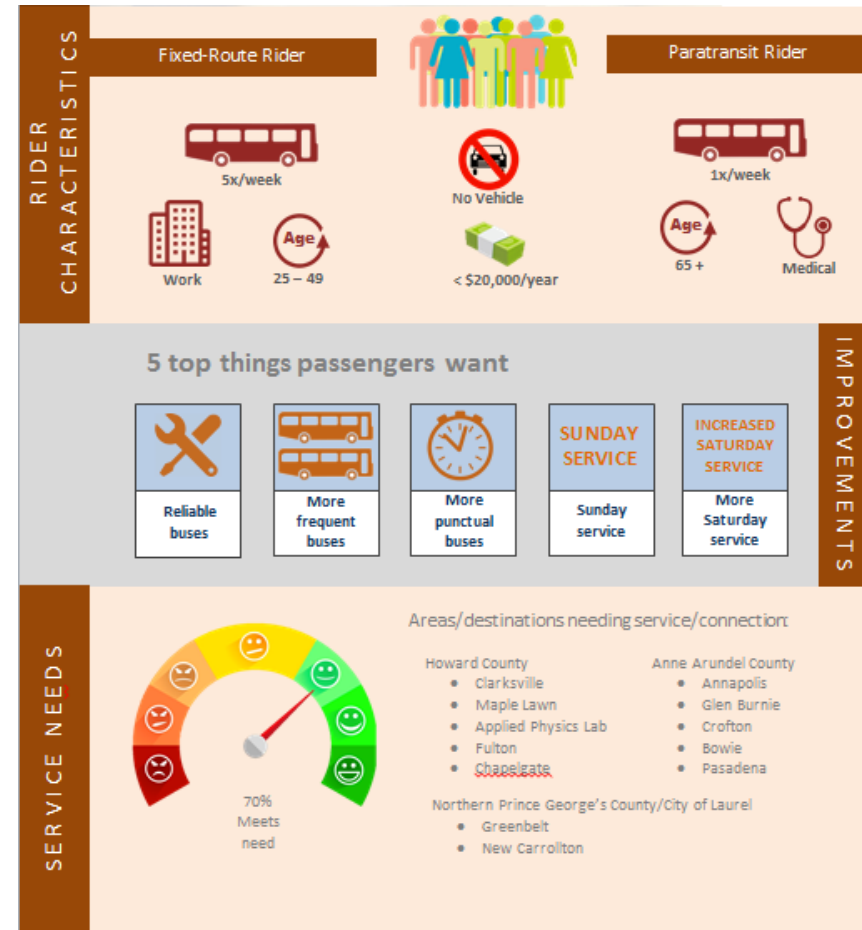
Plan Overview

- Demographics and Land Use
- Public and Stakeholder Input
 - Fixed-Route Rider Survey
 - Paratransit Rider Survey
 - Community Survey
 - Public meetings and Stakeholder input
- Review of Existing Services
- Service Alternatives
- Transit Plan
 - Routes and Services
 - Fleet Replacement and Expansion
 - Fare Collection
 - Facilities
- Future Transit Development
 - Beyond Five Years



Key Aspects

- Connect residents to jobs and education
- Improve service reliability
- Increase frequency of service
- Expand weekend service
- Develop new local services and cross-county routes connecting activity centers





Anne Arundel Strategies

- Expand frequency and span of service, minor routing changes on existing RTA routes in the County
- Develop Call N'Rides as a new kind of community based demand-response service in limited areas:
 - Providing local access
 - Connecting to existing and new MTA and RTA services
- Developing new cross-county routes connecting activity centers

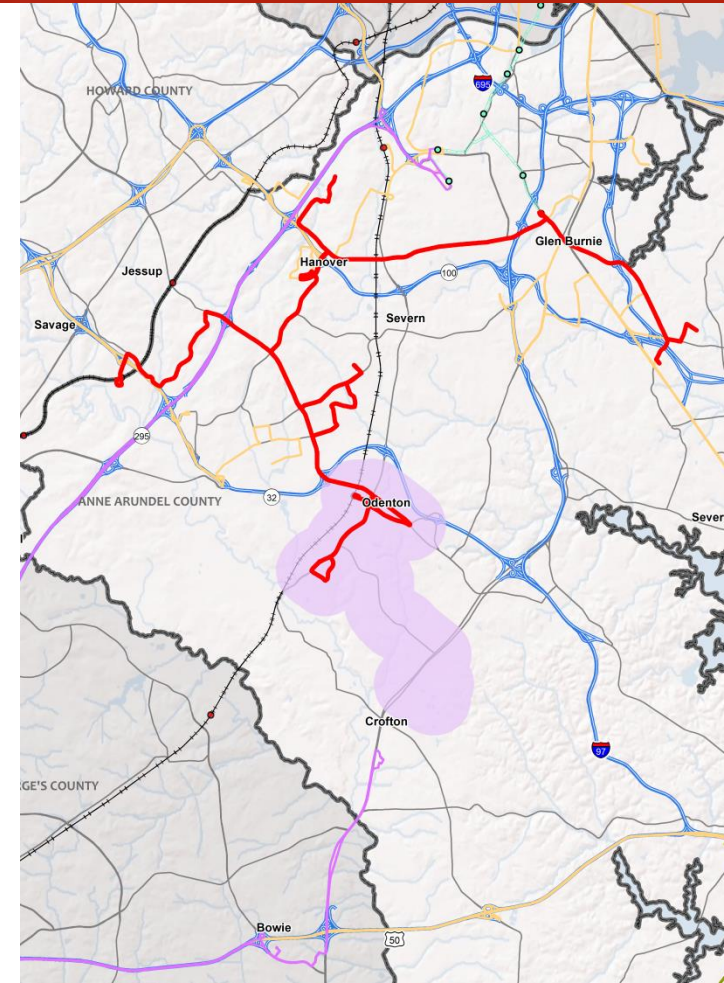


Anne Arundel Recommended Services

- Phase 1: Improve Existing Services
- Phase 2: Call N'Rides Initial implementation
- Phase 3: New Route Connections-Annapolis to Arundel Mills/BWI
- Phase 4: New Route Connections/Expansions-Anne Arundel Community College-Severn-NSA/Fort Meade
- Phase 5: New Route Connections – Crofton/Waugh Chapel Connections

Anne Arundel County Phase 1

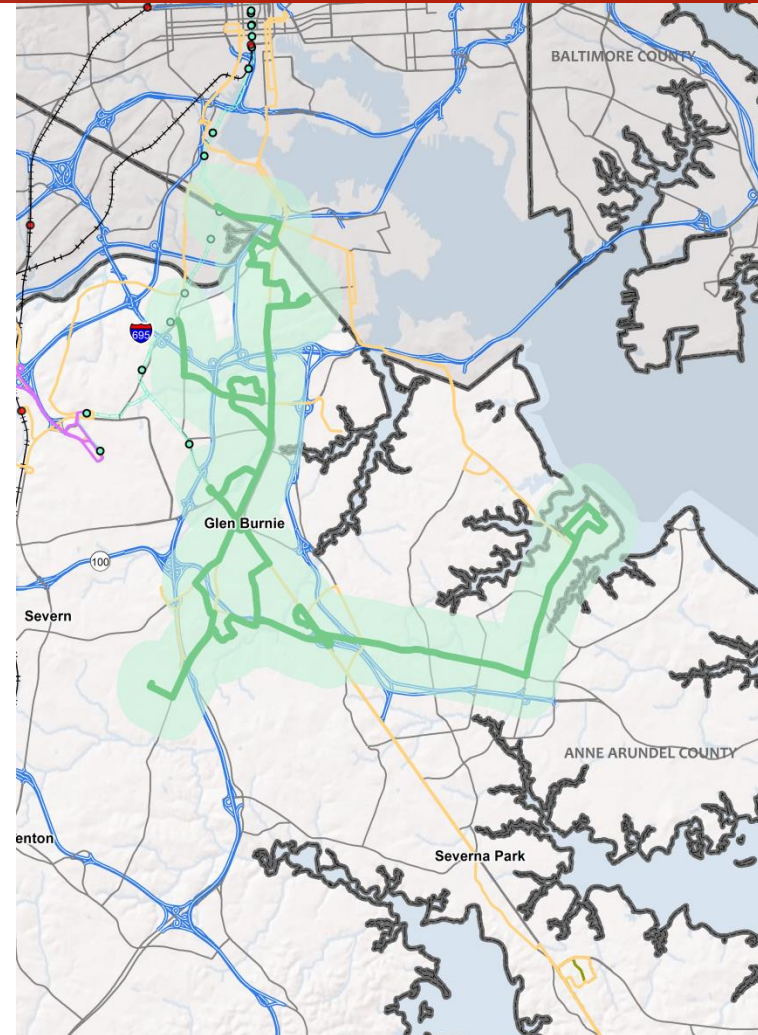
- **Route 201:**
 - Extend service from Freetown Village to Walmart
 - Frequency improved to 30 minute peak, 45 minute midday and evening
- **Route 202:**
 - Extend service to Coca-Cola facility
 - Daily service to Odenton Marc
 - Frequency improved to 35 minutes peak, 45 off-peak
- **Route 504:**
 - Improved frequency of fixed-route service to 30 minutes in peak
- **Phase 1 improvement cost: \$1.6 million**



Anne Arundel County Phase 2

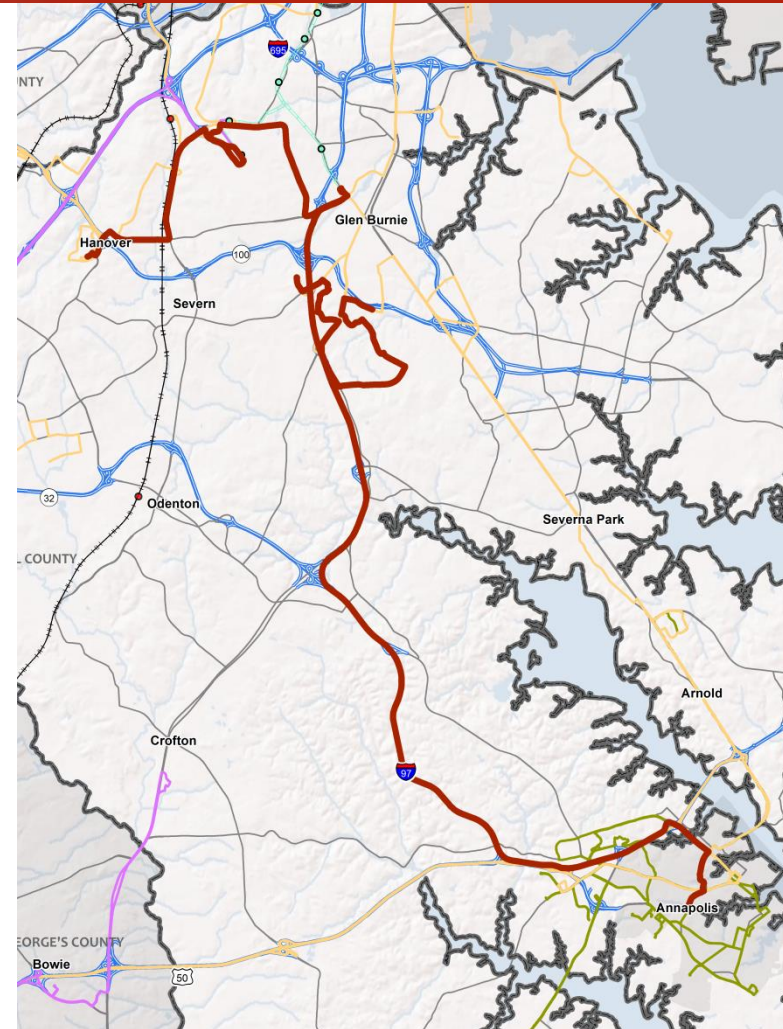


- Riviera Beach Call N'Ride
- Patapsco Light Rail Station to Glen Burnie District Court Call N'Ride
- Patapsco Plaza to Cromwell Light Rail Station Call N'Ride
- Glen Burnie Call N'Ride
- Phase 2 improvement cost: \$2.6 million



Anne Arundel County Phase 3

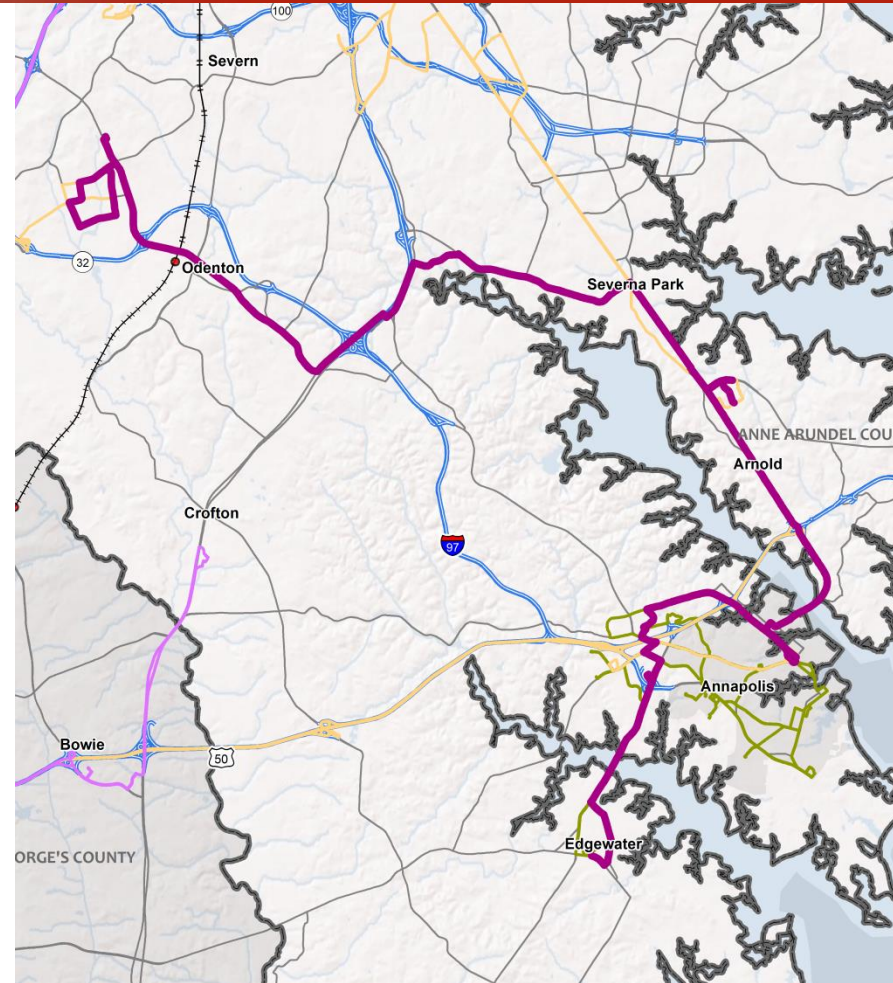
- New Fixed-Route Annapolis to Arundel Mills/BWI
- South Glen Burnie Call N'Ride
- Additional ADA service to support new route coverage
- Phase 3 improvement cost: \$2.1 million



Anne Arundel County Phase 4

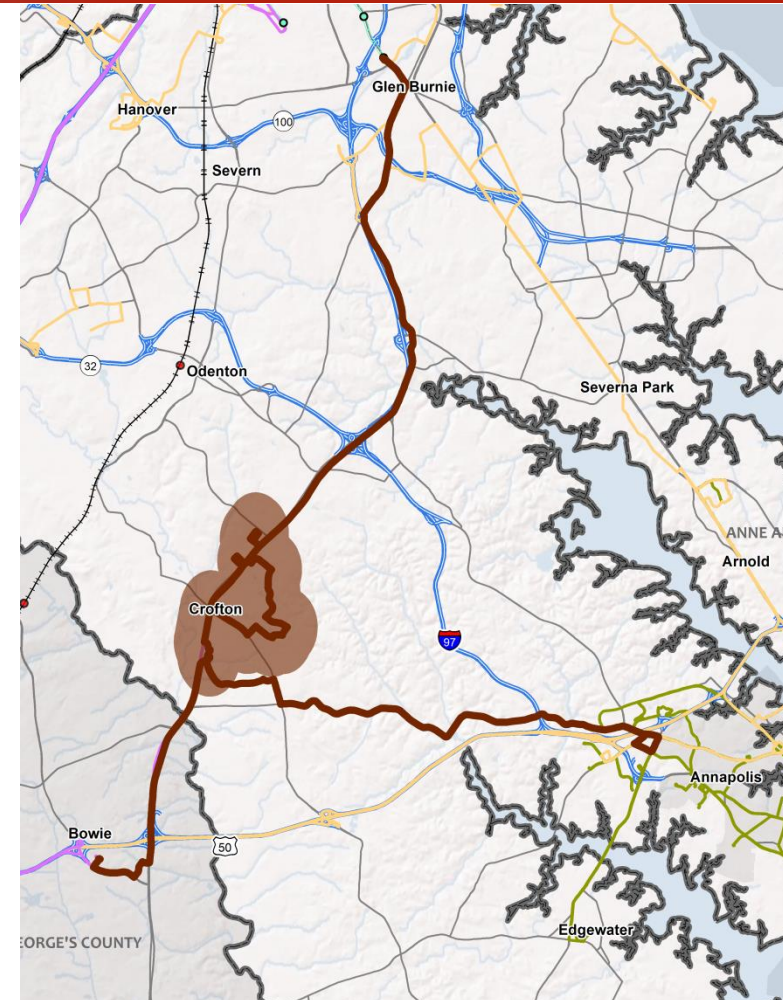


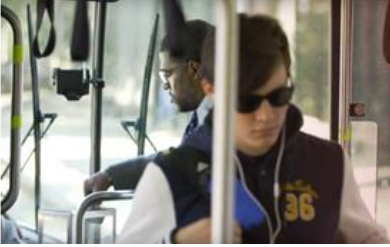
- New Fixed-Route Anne Arundel Community College-Severn-NSA
- Improvements to County service on Annapolis Transit Gold Route
- Additional ADA service to support new route coverage
- Phase 4 improvement cost: \$1.8 million



Anne Arundel County Phase 5

- New Fixed-Route Crofton to Annapolis Mall
- Crofton area Call N'Ride service
- New Fixed-Route Bowie Town Center-Crofton-Cromwell Light Rail Station
- Additional ADA service to support new route coverage
- Phase 5 improvement cost: \$2.4 million





Anne Arundel County Capital Requirements

- **Fleet Replacements:**

- Anne Arundel portion of RTA fleet is 6 vehicles, 4 just replaced
- Additional vehicle for RTA ADA service needed, plus additional replacement of 2
- Fleet Replacement Cost: \$2,130,203

- **Anne Arundel share of new fare collection system:**

- Modern registering fareboxes to improve revenue control and data collection, allow for regional transfers (MTA and WMATA)



Anne Arundel County Capital Requirements

- Expansion Vehicles:
 - Phase 1: 2 Medium-Duty Transit Buses
 - Phase 2: 10 Cutaway Small Buses
 - Phase 3: 3 Cutaway Small Buses, 3 Medium-Duty Transit Buses
 - Phase 4: 3 Medium-Duty Transit Buses
 - Phase 5: 4 Heavy-Duty Transit Buses, 2 Cutaway Small
- Total fleet of 37 at end of five-phase expansion
- Total capital cost for expansion:\$9,768,303



Howard County Strategies

- **Basic performance and service improvements**
 - Replace older, unreliable buses that are outdated and expensive to maintain
 - Streamline fare structure
 - Improved bus stops and bus shelters
- **System reconfiguration and service expansions within 18 months (after public hearings)**
 - Routes that better align with riders' needs
 - More shorter routes versus fewer longer routes within same service area
 - More direct routes and shorter travel times
 - More weekend and evening service, shorter headways



Howard County Strategies

- 3 plus year vision for service expansion
 - Local service Maple Lawn (via APL); Elkridge (via Long Reach), River Hill (via HCPS headquarters); Turf Valley
 - Bus Rapid Transit to Silver Spring
 - Downtown Columbia to Gateway transit corridor
- **Mobility**
 - Options to address the high cost and rising demand for demand-response services
 - Ideas suggested to focus mobility services to where needs are greatest
 - Discussions with affected communities beginning in Spring/Summer of 2018



Howard County Recommended Services

- Phase 1

- More shorter routes, fewer longer routes – 14 proposed routes verses 9 today.
 - 14 Proposed Routes – 10 entirely within Howard County and 4 regional
 - 9 Existing – 6 entirely within Howard County and 3 regional
- Half-hour headways on 4 key routes, Monday to Saturday during daytime hours.
- Increase weekend service
- Increase overall level of service – 132,400 annual service hours in Phase 1 versus 109,500 today.
- Reduce travel times on many routes (e.g. Route 405 – Columbia Mall to Ellicott City and Route 406 – Columbia Mall to Columbia Gateway).
- Virtually no loss in service – Only 2 stops out of 500 (on Route 408 at Millrace Ct. and Carriage House Lane – nearest stop will be 1,000 feet away).
- Implement in Winter/Spring 2019.
- Annual operating cost increase of \$1.3 million on top of existing \$8.3 million.



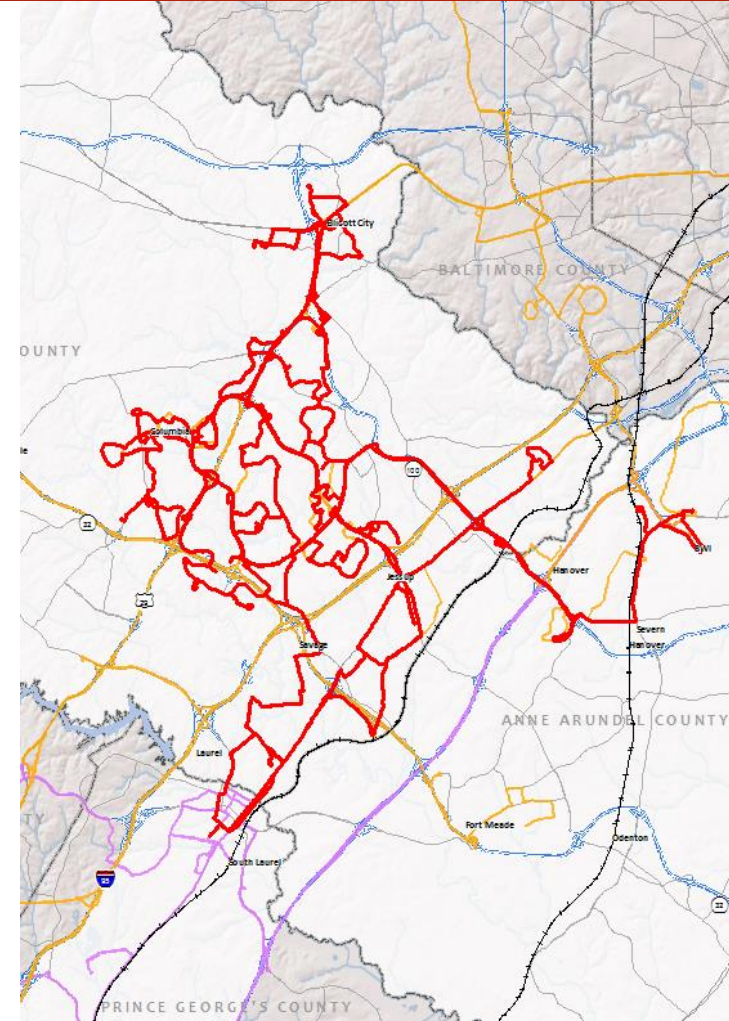
Howard County Recommended Services

- Phase 2
 - Expand service to areas not currently served
 - Maple Lawn via APL
 - Elkridge via Long Reach
 - River Hill via HCPS headquarters
 - Turf Valley
 - Catonsville (with MTA and Baltimore County support)
 - Increase overall level of service – An additional 39,388 annual service hours over Phase 1 totaling approximately 171,788 overall
 - Increase number of routes
 - Increase number of route with half hour frequency
 - Increase number of routes on weekends
 - Time of expansions dependent on funding and community interest/support

Howard County Phase 1



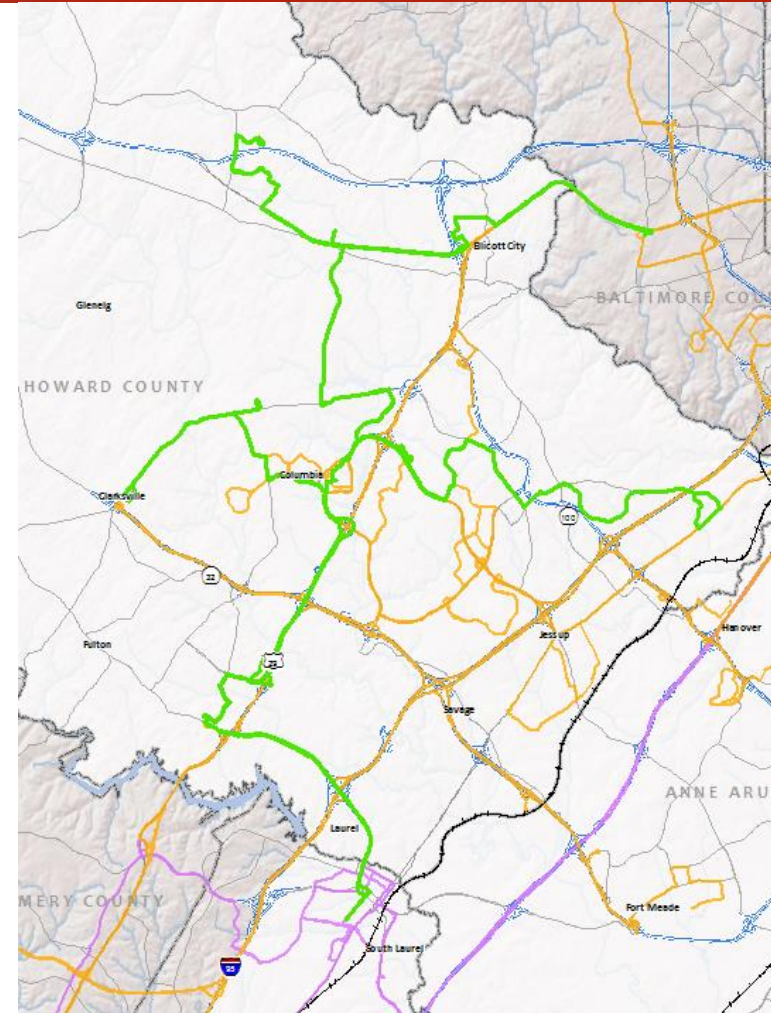
- Route 401 – More ½ hour service during midday & Sat.
- Route 402 - New route with more direct north-south between major shopping centers.
- Route 403 – Serves southern portion of existing Route 405. Shorter route in central Columbia.
- Route 404 – Serves northern portion of existing route; shorter more efficient route.
- Route 405 – Serves norther portion of existing route; more direct alignment.
- Route 406 – Shorter, more direct alignment.
- Route 407 – Increase frequency between Columbia Mall and Owen Brown.
- Route 408 – Shorter, more direct alignment.
- Route 409 – Split into 409A & 409B; ½ hour on 75% of route.
- Route 410 – New route serving portions of existing Route 406.
- Route 411 – New route serving portions of existing Route 404.
- Route 501 – No longer serve BWI; BWI served by 505 or shuttle.
- Route 503 – No Change.
- Route 505 – New route serving portions of existing 406 and 501. Express to BWI.



Howard County Phase 2



- Route 410 – Extension to Elkridge via Long Reach; Expansion Route
- Route 412 – Columbia Mall to River Hill via HCPS Headquarters; Expansion route.
- Route 413 – Columbia Mall to Turf Valley; Expansion route.
- Route 414 – Columbia Mall to Towne Center Laurel via Maple Lawn; Expansion route.
- Ellicott City to Catonsville; Expansion route with MTA and Baltimore County support.





Howard County Capital Requirements

- **Fleet Replacements:**

- Continue to bring fleet to state of good repair; eliminate over age vehicles, and provide for adequate spares to provide reliable service
- Howard County portion of RTA fleet fixed-route fleet is 36 vehicles, 12 of which were eligible for retirement in FY2017; 11 in FY2018; 5 in FY2019; 3 in FY2020; and 2 in FY2023.
- 13 new buses are currently on order (including 3 buses for implementation of Phase 1)
- Fleet Replacement Cost: \$5,896,711 (excludes amount funded in FY2017 and FY2018)

- **Howard County share of new fare collection system:**

- Modern registering fareboxes to improve revenue control and data collection, allow for regional transfers (MTA and WMATA)



Howard County Capital Requirements

- Expansion Vehicles:
 - FY2018: 5 Medium-Duty Transit Buses
 - FY2019: 4 Medium-Duty Transit Buses
 - FY2020: 2 Medium-Duty Transit Buses
- Implementation of Phases 1 and 2 and elimination of over aged vehicles by FY2023 would require 17 buses in addition to the 13 currently on order.
- Total capital cost for expansion:\$6,260,626



Howard County Capital Requirements

- Expansion Vehicles:
 - FY2018: 5 Medium-Duty Transit Buses
 - FY2019: 4 Medium-Duty Transit Buses
 - FY2020: 2 Medium-Duty Transit Buses
- Implementation of Phases 1 and 2 and elimination of over aged vehicles by FY2023 would require 17 buses in addition to the 13 currently on order.
- Total capital cost for expansion:\$6,260,626

A banner for Howard County Mobility Services. It features three photographs: a white bus with a wheelchair lift, a driver wearing sunglasses, and passengers boarding a bus. The text 'Howard County Mobility Services' is overlaid in white on a red background.

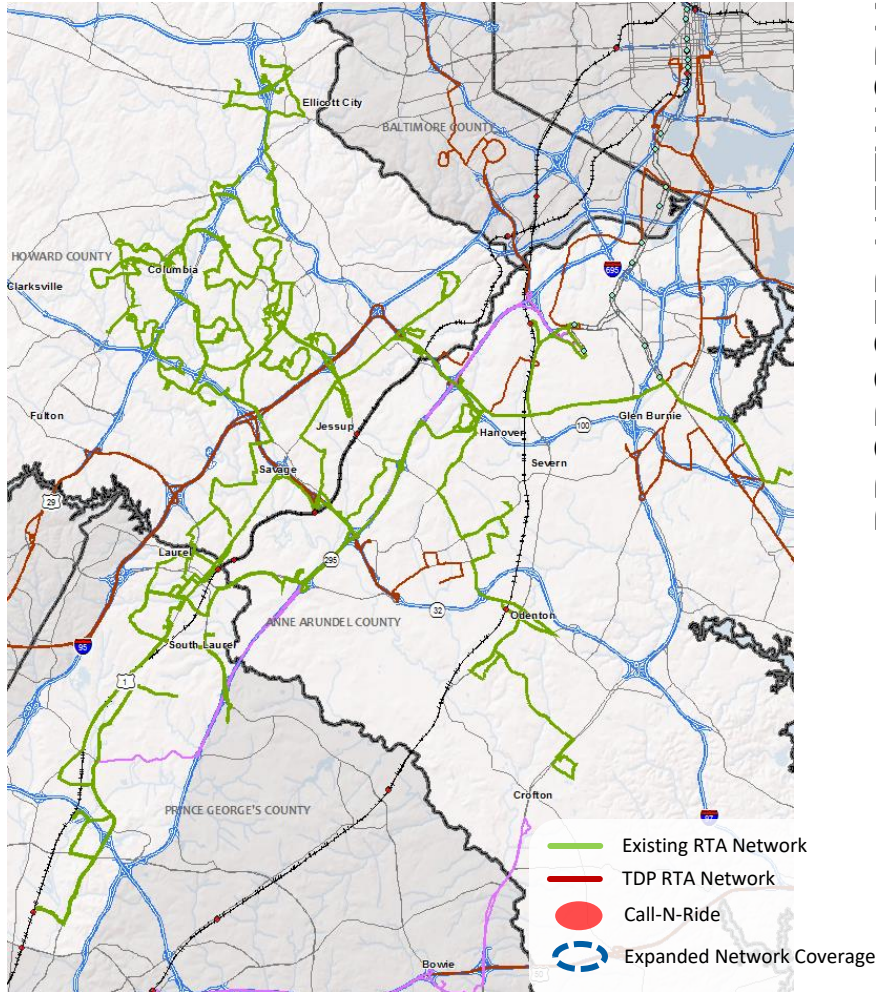
Howard County Mobility Services

- No specific proposal for immediate implementation.
- Ideas suggested include focus mobility services on where needs are greatest; encourage paratransit riders to use fixed routes; ensure long-term program financial stability.
- Examples of ideas – increase use of taxicab services; free fares for seniors/disabled on fixed routes; raise senior age from 60 to 65.
- Recommends discussion with affected communities beginning in Spring/Summer of 2018.

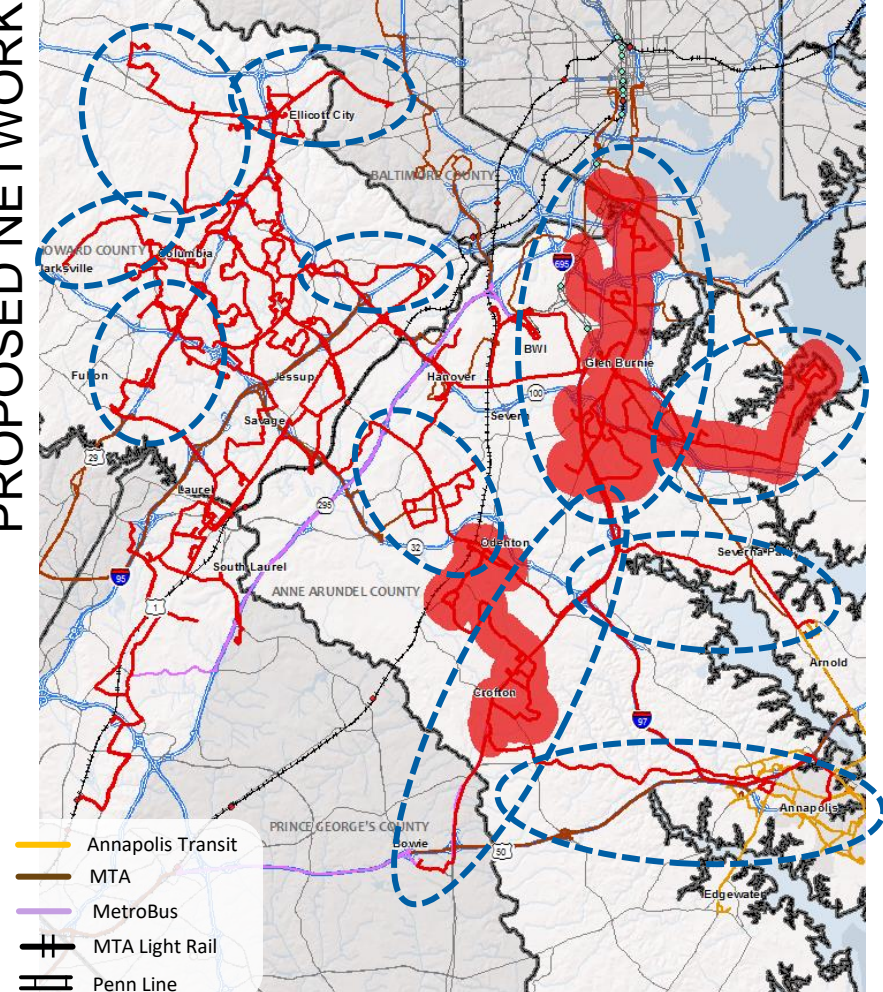
RTA Network



EXISTING NETWORK



PROPOSED NETWORK



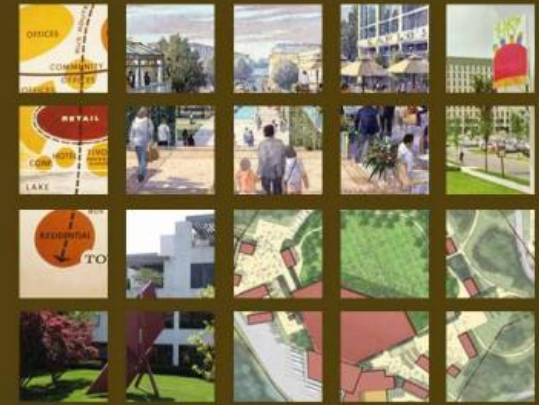
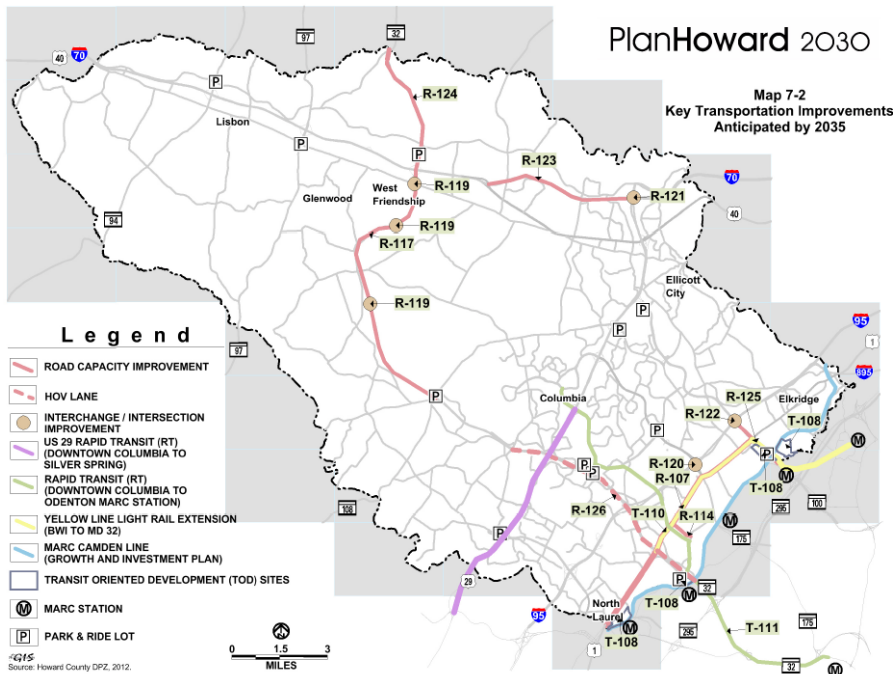


RTA Service & Facility Improvements

- Driver training and customer service.
- Real time bus tracking on mobile devices – RouteShout.
- Downtown Columbia Transit Center.
- Marketing and branding to improve/increase name recognition.
- Consolidated fare structure.
- Electronic fare media.
- Bus stop/shelter improvements.

Future Transit Development

- Plan Howard 2030 Rapid Transit Corridors.
- Focus on Route 29 corridor; coordination with Montgomery Co.



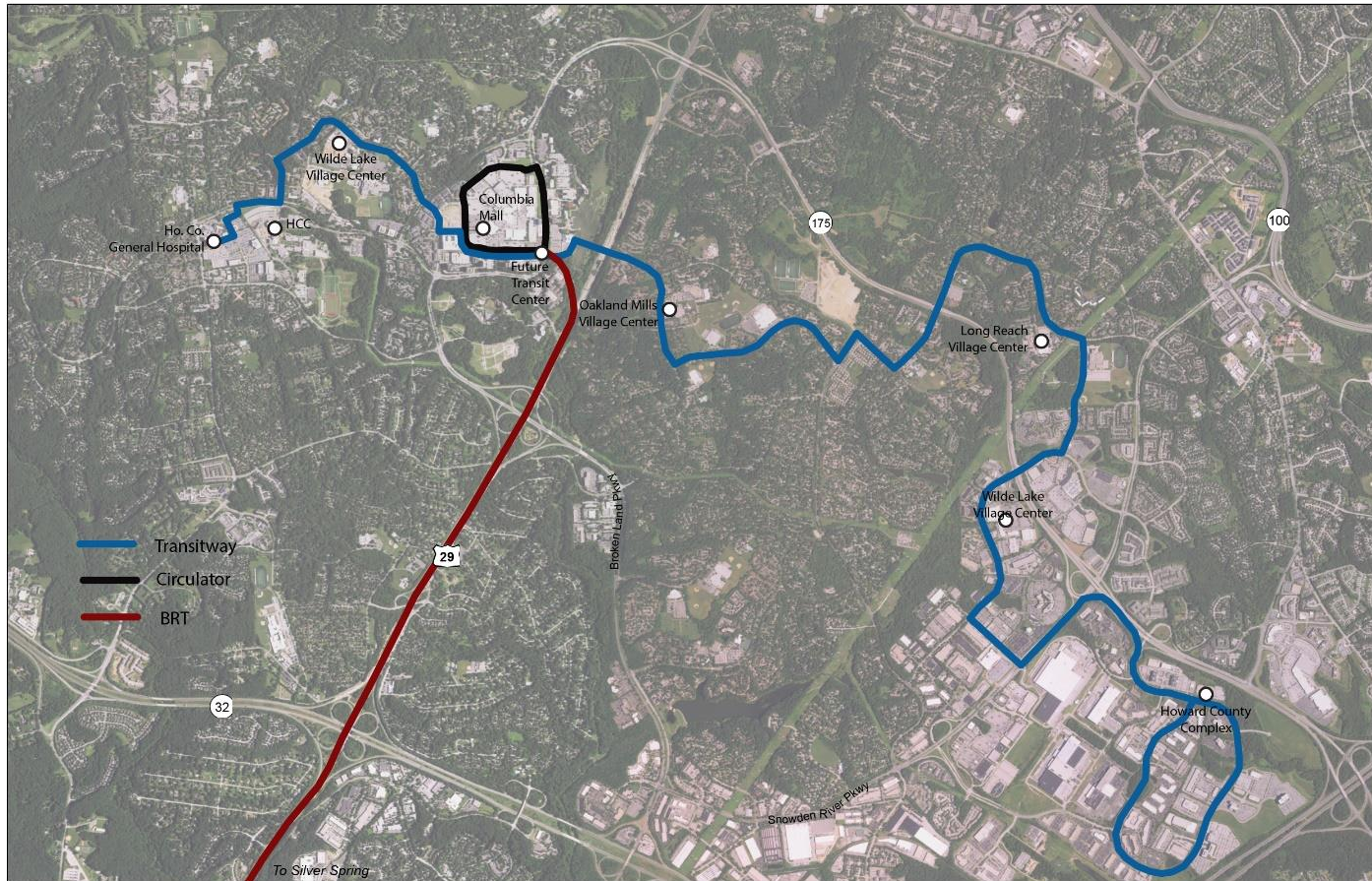
- Downtown Columbia Shuttle

DOWNTOWN COLUMBIA PLAN
A General Plan Amendment

Howard County, Maryland
Adopted: February 3, 2010

Future Transit Development

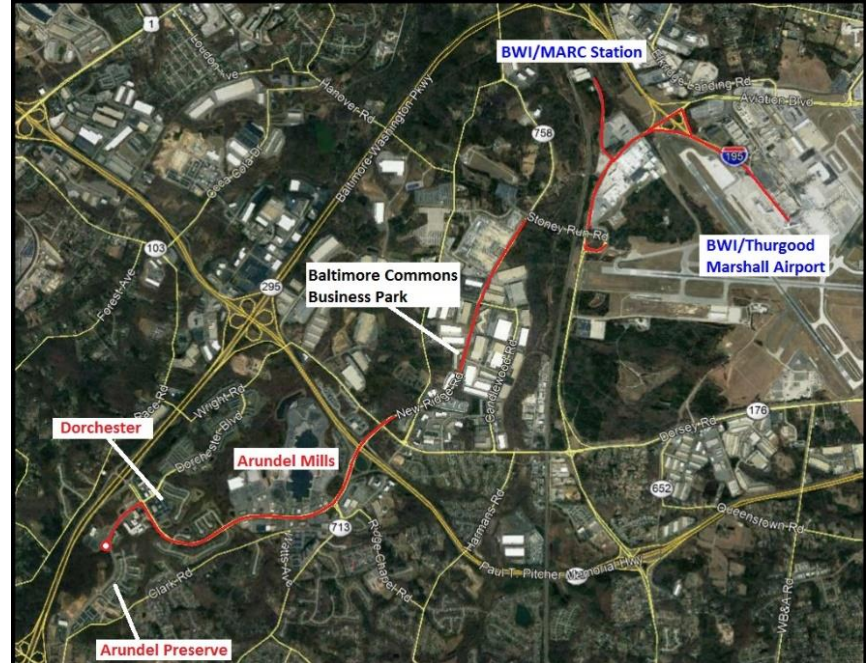
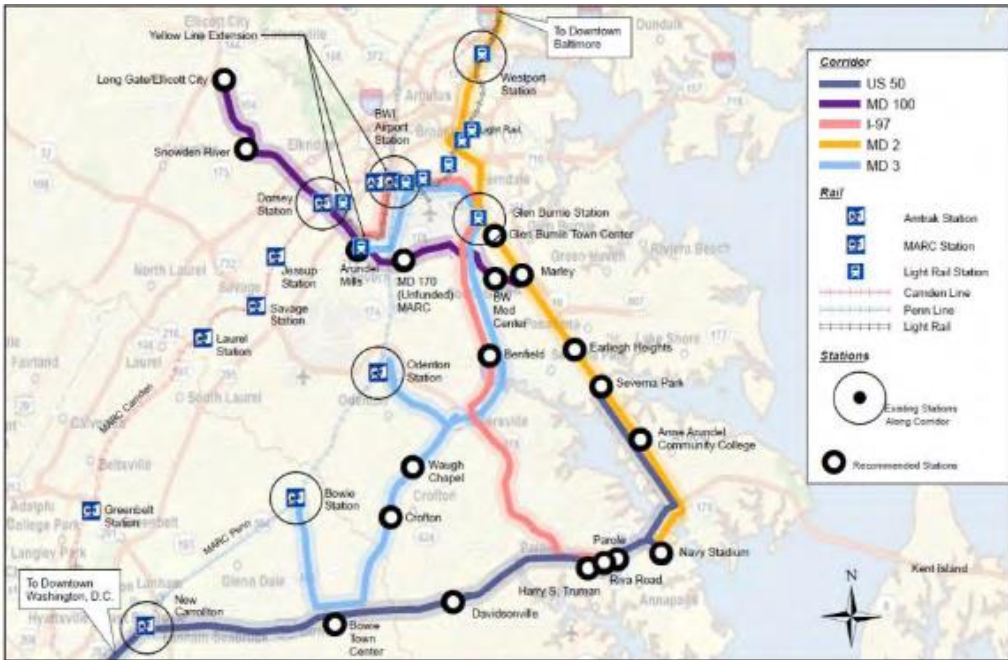
- Downtown Columbia to Gateway Transit Corridor



Future Transit Development



- Anne Arundel County Preferred Transit Network (from the Anne Arundel County Corridor Growth Management Plan)



- Arundel Mills-BWI High Frequency Shuttle

Attachment 3

Multimodal Transportation Board Resolution



HOWARD COUNTY MULTIMODAL TRANSPORTATION BOARD
3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2350

Ron Hartman, Chair
Jason Quan, Vice Chair

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Resolution Regarding Central Maryland Transit Development Plan, December 5, 2017

At the December 5, 2017 Multimodal Transportation Board (MTB) meeting, the Board adopted the following resolution.

The Multimodal Transportation Board (MTB) has reviewed the 2017 Central Maryland Transit Development Plan (TDP) and recommends the Howard County Office of Transportation advance the TDP to the County Council for its endorsement and to the County Executive for inclusion in the next budget.

The TDP is a far-reaching, aspirational, plan with recommendations that go much further than the prior 2009 TDP. It addresses the key Regional Transportation Agency (RTA) related issues the MTB has been discussing in recent years and puts forth many important recommendations from the Public Transportation Board's 2014 Connecting Howard County report. The TDP lays out a plan for basic performance and service improvements, including more new buses, a much-needed reconfiguration of bus routes, service to unserved parts of the County, and options for paratransit.

The Board urges the County Council to endorse the Plan for implementation by the Office of Transportation.

We support the expansion and improvement of the route network, but would like to see it achieved earlier than the TDP suggests, by considering Phase Two proposals for implementation along with those of Phase One. To achieve this, the final planning and public hearing stages should begin as soon as practical. Then, funding needs to be budgeted to support these improvements.

Howard County's central location in the middle of the increasingly single Baltimore and Washington metropolitan area makes it essential to expand both intra-county and regional services with high levels of connectivity. Ultimately, we need a seamless network to travel through and within Central Maryland. The TDP references the US 29 Bus Rapid Transit initiative. We urge the BRT planning process to move forward, proceeding at the same pace as Montgomery County's efforts. Our residents must have real transportation alternatives to key destinations like nearby MARC stations, BWI Marshall Airport, and key job clusters to maintain Howard County's high quality of life and economic energy.

The TDP is an important step towards a better, integrated transportation network for Howard County and the central Maryland region. We support it, urge that the process to adopt it moves speedily, and that funding for implementation be provided.

A handwritten signature in blue ink that reads "Ron Hartman".

Ron Hartman, Chair, December 5, 2017