

County Council Of Howard County, Maryland

2018 Legislative Session

Legislative Day No. 4

Resolution No. 48 -2018

Introduced by: The Chairperson at the request of the County Executive

A RESOLUTION endorsing the Central Maryland Transit Development Plan as a guide for future transit development in Howard County and in the Central Maryland region.

Introduced and read first time April 2, 2018.

By order Jessica Feldmark, Administrator

Read for a second time at a public hearing on April 16, 2018.

By order Jessica Feldmark, Administrator

This Resolution was read the third time and was Adopted, Adopted with amendments, Failed, Withdrawn, by the County Council on May 7, 2018.

Certified By Jessica Feldmark, Administrator

NOTE: [[text in brackets]] indicates deletions from existing law; TEXT IN SMALL CAPITALS indicates additions to existing law; Strike-out indicates material deleted by amendment; Underlining indicates material added by amendment.

1 **WHEREAS**, Howard County is a Locally Operated Transit System (LOTS)
2 subject to Federal and State rules and regulations pertaining to Maryland’s LOTS; and

3
4 **WHEREAS**, these rules and regulations require that Howard County has a
5 Transportation (Transit) Development Plan (TDP) that is endorsed by local elected
6 officials; and

7
8 **WHEREAS**, the TDP is an important document that is used in many transit-
9 related planning documents such as the County’s Annual Transportation Plan, Asset
10 Management Plan, Fleet Management Plan, and grant applications; and

11
12 **WHEREAS**, Howard County, together with Anne Arundel County, Prince
13 George’s County and the City of Laurel, have each appointed representatives to the
14 Central Maryland Transportation & Mobility Commission which was established to
15 maintain an efficient and effective coordinated regional bus system throughout central
16 Maryland known as the "Regional Transportation Agency of Central Maryland" (or
17 “RTA”); and

18
19 **WHEREAS**, Howard County and Anne Arundel County have combined
20 resources, with the support of the Maryland Transit Administration, to develop a Central
21 Maryland TDP to serve as a guide for future transit development in central Maryland; and

22
23 **WHEREAS**, the TDP preparation process included an extensive amount of
24 public and stakeholder input and involvement; and

25
26 **WHEREAS**, Howard County desires to and is taking steps towards implementing
27 the TDP; and

28
29 **WHEREAS**, the TDP is a plan that does not obligate or commit Howard County
30 to implement each of the TDP’s specific recommendations, and

1 **WHEREAS**, additional public input is required before the TDP's
2 recommendations for route or fare changes are implemented, and such input may result in
3 changes to the TDP's specific recommendations.
4

5 **NOW, THEREFORE, BE IT RESOLVED** by the County Council of Howard
6 County, Maryland this 7th day of May, 2018 that the County Council
7 endorses the Central Maryland Transit Development Plan as attached to this Resolution as
8 Exhibit A and incorporated herein.

Amendment 1 to Council Resolution No. 48-2018

BY: Chairperson at the request
of the County Executive

Legislative Day No. 5
Date: 5/7/18

Amendment No. 1

(This amendment adds 3 heavy duty busses in 2022 and makes the following changes accordingly:

- 1. On page 6-128, adds a row to Table 6-10 to include 3 heavy duty busses in 2022;*
- 2. On page 6-136, changes the amount of vehicle capital for all planned expansions to account for the additional busses; and*
- 3. On page 6-138, in Table 6-15, adds reference to the additional busses and amends certain totals accordingly.)*

In the Central Maryland Transit Development Plan, attached to the Resolution as filed:

1. On page 6-128, in Table 6-10, after the row that begins "2022" add a row as follows and as shown in the attached revised page 6-128, as attached to this Amendment

<u>2022</u>	<u>TBD</u>	<u>35</u>	<u>Heavy Duty</u>	<u>3</u>	<u>3</u>
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2. On page 6-136, in the last paragraph that begins "For Howard County", in the last sentence, strike "\$7,448,083" and substitute "\$8,819,606"; and

3. As shown in the attached revised page 6-138, on page 6-138, in table 6-15, in column titled "2022", under the subheading "With Expansions":

- a. In the row titled "Heavy Duty", under the subcolumn titled "Number" insert "3" and in the subcolumn titled "Total", strike "\$0" and substitute "\$1,371,523";
- b. In the row titled "Total with Expansions", in the subcolumn titled "Total", strike "2,063,409" and substitute "3,434,932"; and
- c. In the column titled "Total for Years 2018-2023", in the row titled "Total with Expansions", strike "\$17,672,683" and substitute "\$19,044,206".

ADOPTED 5/7/18
FAILED _____
SIGNATURE Jessica Feldmark

Table 6-10: Recommended Vehicle Replacement/Expansion Plan for Howard County Fleet-Phase 1, Phase 2, and Expansion

Fixed-Route Active Fleet (Howard County Owned)										
Model Year	OEM	Length	Type	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
1999	NABI	40	Heavy Duty	2	0	0	0	0	0	0
2002	Gillig	40	Heavy Duty	5	0	0	0	0	0	0
2004	Chevy C5500/Eldorado	30	Medium Duty	1	0	0	0	0	0	0
2006	Thomas	30	Heavy Duty	5	0	0	0	0	0	0
2008	Gillig	35	Heavy Duty	2	2	2	1	0	0	0
2009	Gillig	35	Heavy Duty	1	1	1	1	0	0	0
2010	International/Eldorado	30	Medium Duty	8	8	8	0	0	0	0
2011	Gillig	40	Heavy Duty	3	3	3	3	3	3	3
2013	International/Eldorado	30	Medium Duty	5	5	5	5	5	0	0
2017	BYD	40	Heavy Duty-E	3	3	3	3	3	3	3
2018	TBD	30	Heavy Duty		7	7	7	7	7	7
2019	TBD	35	Heavy Duty			6	6	6	6	6
2020	TBD	30	Medium Duty				9	9	9	9
2021	TBD	35	Heavy Duty					8	8	8
2022	TBD	30	Medium Duty						5	5
2022	TBD	35	Heavy Duty						3	3
2023	TBD	40	Heavy Duty	0						7
Total				35	29	35	35	41	44	51
Peak Vehicle Requirement (1)				23	23	28	28	32	34	39
Spare Ratio				34.29%	20.69%	20.00%	20.00%	21.95%	22.73%	23.53%
Number Eligible for Retirement				21	8	8	1	5	0	3
Percentage Eligible for Retirement				60%	28%	23%	3%	12%	0%	6%

(1) FY 2018 is base existing service level, FY 2019 is Phase 1, 2020-2022 ramp up to full Phase 2, and FY 2023 is four expansion routes.

Table 6-15: Summary of Fleet Plans - Howard County and Anne Arundel County

County	Base Unit Cost	2018			2019			2020			2021			2022			2023			Total for Years 2018-2023
		Number	Price	Total	Number	Price	Total	Number	Price	Total	Number	Price	Total	Number	Price	Total	Number	Price	Total	
Howard County																				
Base Replacement																				
Heavy Duty	\$375,764	7	\$390,795	\$2,735,562	6	\$406,426	\$2,438,558		\$422,683	\$0		\$439,591	\$0	3	\$457,174	\$1,371,523		\$475,461	\$0	
Medium Duty	\$218,972		\$227,731	\$0		\$236,840	\$0	5	\$246,314	\$1,231,569		\$256,166	\$0	3	\$266,413	\$799,239	1	\$277,069	\$277,069	
Cutaway + Farebox	\$75,139		\$78,145	\$0		\$81,270	\$0		\$84,521	\$0	5	\$87,902	\$439,510	8	\$91,418	\$731,345		\$95,075	\$0	
Cutaway	\$60,139		\$62,545	\$0		\$65,046	\$0		\$67,648	\$0		\$70,354	\$0		\$73,168	\$0		\$76,095	\$0	
Sedan	\$25,000		\$26,000	\$0		\$27,040	\$0	4	\$28,122	\$112,486	3	\$29,246	\$87,739		\$30,416	\$0		\$31,633	\$0	
Total Base Replacement				\$2,735,562			\$2,438,558			\$1,344,055			\$527,249			\$2,902,107			\$277,069	\$10,224,600
With Expansions																				
Heavy Duty	\$375,764	7	\$390,795	\$2,735,562	6	\$406,426	\$2,438,558		\$422,683	\$0	8	\$439,591	\$3,516,726	3	\$457,174	\$1,371,523	7	\$475,461	\$3,328,229	
Medium Duty	\$218,972		\$227,731	\$0		\$236,840	\$0	9	\$246,314	\$2,216,823		\$256,166	\$0	5	\$266,413	\$1,332,065	1	\$277,069	\$277,069	
Cutaway + Farebox	\$75,139		\$78,145	\$0		\$81,270	\$0		\$84,521	\$0	5	\$87,902	\$439,510	8	\$91,418	\$731,345		\$95,075	\$0	
Cutaway	\$60,139		\$62,545	\$0		\$65,046	\$0		\$67,648	\$0		\$70,354	\$0		\$73,168	\$0	6	\$76,095	\$456,570	
Sedan	\$25,000		\$26,000	\$0		\$27,040	\$0	4	\$28,122	\$112,486	3	\$29,246	\$87,739		\$30,416	\$0		\$31,633	\$0	
Total with Expansions				\$2,735,562			\$2,438,558			\$2,329,310			\$4,043,975			\$2,063,409			\$4,061,869	\$17,672,683
																\$3,434,932				\$19,044,206

County	Base Unit Cost	2018			2019			2020			2021			2022			2023			Total for Years 2018-2023
		Number	Price	Total	Number	Price	Total	Number	Price	Total	Number	Price	Total	Number	Price	Total	Number	Price	Total	
Anne Arundel County																				
Base Replacement																				
Heavy Duty	\$375,764		\$390,795	\$0	3	\$406,426	\$1,219,279		\$422,683	\$0		\$439,591	\$0		\$457,174	\$0		\$475,461	\$0	
Medium Duty	\$218,972	4	\$227,731	\$910,924		\$236,840	\$0		\$246,314	\$0		\$256,166	\$0		\$266,413	\$0		\$277,069	\$0	
Cutaway + Farebox	\$75,139		\$78,145	\$0		\$81,270	\$0		\$84,521	\$0		\$87,902	\$0		\$91,418	\$0		\$95,075	\$0	
Cutaway	\$60,139		\$62,545	\$0		\$65,046	\$0		\$67,648	\$0		\$70,354	\$0		\$73,168	\$0		\$76,095	\$0	
Sedan	\$25,000		\$26,000	\$0		\$27,040	\$0		\$28,122	\$0		\$29,246	\$0		\$30,416	\$0		\$31,633	\$0	
Total Base Replacement				\$910,924			\$1,219,279			\$0			\$0			\$0			\$0	\$2,130,203
With Expansions																				
Heavy Duty	\$375,764		\$390,795	\$0	8	\$406,426	\$3,251,411		\$422,683	\$0	3	\$439,591	\$1,318,772		\$457,174	\$0	4	\$475,461	\$1,901,845	
Medium Duty	\$218,972	4	\$227,731	\$910,924		\$236,840	\$0		\$246,314	\$0		\$256,166	\$0	3	\$266,413	\$799,239		\$277,069	\$0	
Cutaway + Farebox	\$75,139		\$78,145	\$0		\$81,270	\$0	10	\$84,521	\$845,212	3	\$87,902	\$263,706		\$91,418	\$0	2	\$95,075	\$190,150	
Cutaway	\$60,139		\$62,545	\$0		\$65,046	\$0		\$67,648	\$0	2	\$70,354	\$140,708	2	\$73,168	\$146,337		\$76,095	\$0	
Sedan	\$25,000		\$26,000	\$0		\$27,040	\$0		\$28,122	\$0		\$29,246	\$0		\$30,416	\$0		\$31,633	\$0	
Total with Expansions				\$910,924			\$3,251,411			\$845,212			\$1,723,186			\$945,575			\$2,091,995	\$9,768,303

Amendment 2 to Council Resolution No. 48-2018

**BY: Chairperson at the request
of the County Executive and
cosponsored by Jennifer Terrasa**

**Legislative Day No. 5
Date: May 7, 2018**

Amendment No. 2

(This amendment adds a section to the Plan that addresses Bus Stops and Accessibility.)

- 1 In the Central Maryland Transit Development Plan, attached to the Resolution as filed, after page
2 6-140, insert pages 6-141, 6-142 and 6-143 as attached to this Amendment.

ADOPTED 5/7/18
FAILED _____
SIGNATURE Jessica Feldman

Bus Stops and Accessibility

Bus stops are an essential part of the transit infrastructure. This plan calls for improvements in bus stops across the region as an additional investment priority over the next five years. A critical element in the success of transit in the region is the bus stop, which is the location where the customer first encounters the transit network. However, the concern is not just the stop itself, but the need to provide for a safe, accessible pathway to reach the stop. Recent research has documented that stop improvements including sidewalks, ADA improvements, shelters, seating and signage increases fixed-route ridership from the area served by the stop and reduces the demand for paratransit services. A recently completed study in Utah found that improved bus stops saw ridership increases that were higher than increases in control group stops, while also experiencing ADA paratransit demand increases that were lower than at control group stop areas¹. Improved stops make the existence of the transit system more visible and increase the likelihood that more trips will be made on the fixed-route system.

With limited public resources, one of the major challenges in implementing a bus stop improvement program is deciding what and where to focus those limited resources. Therefore, being able to leverage existing data sources to prioritize bus stop locations where safety and accessibility improvements will have the greatest impacts is important. Transit systems vary in the factors used in prioritizing bus stop placement and improvements, but in general the following factors (however measured) are used:

- **Safety:** Stop location is a key factor, whether it is located at the near side (of the intersection), far side, or mid-block; its proximity to safe pedestrian crossings, visibility to motorists (whether located in a blind spot, due to a curve, rise, or obscured by a structure or landscaping); and design aspects such as presence of a curb, the amount of setback, lighting, etc. are all safety factors to be considered both in prioritization and in the design of each bus stop. Accident and enforcement statistics should also be used to identify and prioritize changes to improve safety.
- **Usage:** stops with higher usage would likely have higher priority, after safety factors have been addressed.
- **Transfer points:** locations used by more than one route or carrier are likely to need a larger stop with amenities such as benches and shelters because of the likelihood of passengers with longer wait times between buses.
- **Key public facilities or population concentrations:** stops with a higher level of amenities and accessibility would be a priority at public facilities such as schools, senior centers, libraries, public buildings, colleges, hospitals or medical facilities. Some systems also prioritize stops at large apartment or higher-density residential developments, senior residential communities, or mobile home parks.

¹ Ja Young Kim, Keith Bartholomew, and Reid Ewing, Impacts of Bus Stop Improvements, University of Utah, Department of City and Metropolitan Planning, for the Utah Department of Transportation, Research Division, Report UT-18.04, March 2018.

- **Americans with Disability Act design requirements:** Bus stop locations must have adequate sidewalk connections and roadway crossing amenities, such as marked crosswalks, median islands, curb ramps, and/or pedestrian signals. The design of the bus stop itself needs to meet requirements calling for an unobstructed concrete landing pad that is 5 feet wide (parallel to the roadway) by 8 feet deep (perpendicular to the roadway), connected to sidewalks and streets by an accessible path, with the slope of the pad parallel to the roadway the same as the roadway, and a cross-slope not exceeding 1:50 (2%)². A related consideration is that the location of bus stops (whether relocation of an existing stop or placement of new stops) should be cognizant of the impact on the ADA complementary paratransit eligibility area, which is the area 0.75 miles mile on either side of a fixed-route. Moving a stop may inadvertently cut off ADA eligibility from persons who are currently ADA certified, or from a key destination such as a clinic or elderly housing facility.

Other factors to be considered in prioritizing bus stop placement and improvement investments include public input, user characteristics (for example benches where the riding population is more likely to be elderly). Many transit systems with ongoing bus stop improvement programs develop these factors into a score and categorize stops based on the scoring system.

Howard County

There are approximately 490 RTA bus stops in Howard County of which approximately 50 have shelters. Many of the bus stops were installed twenty plus years ago and are simply “poles in the ground”. Many lack basic amenities such as a concrete pad where passengers can stand, a bench, trash can, or adequate lighting. Many are not connected to the sidewalk network, and even some that are connected are not fully accessible to persons with disabilities.

The Howard County Office of Transportation is responsible for bus stops. The Office maintains a GIS database and inventory of bus stop locations and the amenities at each.

Improvements to bus stops in Howard County are made under capital projects; for the past several years Howard County has had two capital projects (Co286 and Co332). Since 2011 the County has improved approximately 140 stops, an average of approximately 18 per year. Progress slowed in FY 2016 and FY 2017 due to the change of a construction and installation contract but has picked up under a new contract and the County is on track to complete approximately 80 improvement projects in FY 2018.

Some bus stop projects can be complex and need time to resolve, such as if they need sidewalk extensions where right of way needs to be acquired or where a road crossing is unsafe. This can occur where a good bus stop can be provided on one side of a road near a

² Full guidance on the ADA requirements can be found in *Accessibility Guidelines for Buildings and Facilities* by the U.S. Architectural and Transportation Barriers Compliance Board (Access Board).

destination, such as a library or community center, but there is no safe access to the destination from a bus stop on the other side of the road.

Bus stops and changes to bus routes need to be coordinated with bicycle and pedestrian access. BikeHoward, the County's bicycle master plan (2016), makes recommendations for integrating bicycling with transit services (see page 46, for example). All RTA buses have bicycle racks facilitating mode transfer from bicycles to buses.

WalkHoward is Howard County's Pedestrian Master Plan (draft 2017). As part of the WalkHoward update, County staff assessed 494 bus stops and access to them via sidewalks and roadway crossings. The highest needs at bus stops were for landing pads (78 percent) and for pedestrian lighting (51 percent). Other often-recommended improvements were for a new bus stop sign (33 percent), a map and schedule (27 percent), and a curb ramp to the stop (22 percent). Bus stop needs are factored into WalkHoward's 44 recommended priority improvement projects (the WalkHoward Plan uses the term "structured projects"). For example, the structured project scoring system incorporated bus stops that were missing landing pads.

As part of TDP implementation, improvements to bus stops need to continue and be accelerated where possible. Funding for bus stop capital projects needs to be maintained. In FY 2018 and FY 2019, spending is anticipated to be between \$400,000 and \$500,000 per year. The Office of Transportation should continue to use the recommendations from BikeHoward and WalkHoward, in addition to the criteria above, to inform the prioritization process for bus stop improvements. Implementation of the TDP routes reconfiguration is an opportunity to review bus stop locations, potentially relocating some to better, safer locations. Other opportunities for bus stop improvements occur when capital and private development projects, particularly new construction projects, affect roads and rights-of-way. The County should continue its efforts to leverage these opportunities to improve bus stops. This TDP recommends the County develop a Bus Stop Plan to bring together in one place coordinated recommendations from this TDP, WalkHoward, and BikeHoward.

Table 6-9: Recommended Vehicle Replacement Plan for the Howard County Fleet- Existing Service
(continued)

Paratransit										
Model Year	OEM	Length	Type	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
2014	Ford Fusion	16	Sedan	4	4	4	0	0	0	0
2014	International	32	Medium Duty	1	1	1	1	1	1	0
2014	Ford Phoenix	26	Cutaway	5	5	5	5	0	0	0
2015	Ford Fusion	16	Sedan	3	3	3	3	0	0	0
2015	Ford Phoenix	26	Cutaway	8	8	8	8	8	0	0
2016										
2017	Ford Phoenix	26	Cutaway	8	8	8	8	8	8	8
2018										
2019										
2020	TBD	16	Sedan				4	4	4	4
2021	TBD	16	Sedan					3	3	3
2021	TBD	26	Cutaway					5	5	5
2022	TBD	26	Cutaway						8	8
2023	TBD	32	Medium Duty							1
Total				29	29	29	29	29	29	29
Peak Vehicle Requirement-Base				24	24	24	24	24	24	24
Spare Ratio				17.24%	17.24%	17.24%	17.24%	17.24%	17.24%	17.24%
Number Eligible for Retirement				0	0	4	8	8	1	8
Percentage Eligible for Retirement				0.00%	0.00%	13.79%	27.59%	27.59%	3.45%	27.59%

Vehicles in shaded areas are eligible for replacement.
 Blank cells mean no vehicles need to be purchased in that year.
 UNK: Unknown

Table 6-10 presents a fleet plan that encompasses the proposed expansions, beginning with Phase 1 in FY 2019, incremental additions to support Phase 2 (or for the expansion routes) between FY 2019 and FY 2022, with full implementation of Phase 2 in FY 2022, and then implementation of the expansion routes in FY 2023. The expansion routes could be implemented in the interim period, with Phase 2 at the end, but the end of period fleet size would be the same.

Table 6-10: Recommended Vehicle Replacement/Expansion Plan for Howard County Fleet-Phase 1, Phase 2, and Expansion

Fixed-Route Active Fleet (Howard County Owned)										
Model Year	OEM	Length	Type	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
1999	NABI	40	Heavy Duty	2	0	0	0	0	0	0
2002	Gillig	40	Heavy Duty	5	0	0	0	0	0	0
2004	Chevy C5500/Eldorado	30	Medium Duty	1	0	0	0	0	0	0
2006	Thomas	30	Heavy Duty	5	0	0	0	0	0	0
2008	Gillig	35	Heavy Duty	2	2	2	1	0	0	0
2009	Gillig	35	Heavy Duty	1	1	1	1	0	0	0
2010	International/Eldorado	30	Medium Duty	8	8	8	0	0	0	0
2011	Gillig	40	Heavy Duty	3	3	3	3	3	3	3
2013	International/Eldorado	30	Medium Duty	5	5	5	5	5	0	0
2017	BYD	40	Heavy Duty-E	3	3	3	3	3	3	3
2018	TBD	30	Heavy Duty		7	7	7	7	7	7
2019	TBD	35	Heavy Duty			6	6	6	6	6
2020	TBD	30	Medium Duty				9	9	9	9
2021	TBD	35	Heavy Duty					8	8	8
2022	TBD	30	Medium Duty						5	5
2023	TBD	40	Heavy Duty	0						7
Total				35	29	35	35	41	41	48
Peak Vehicle Requirement (1)				23	23	28	28	32	34	39
Spare Ratio				34.29%	20.69%	20.00%	20.00%	21.95%	17.07%	18.75%
Number Eligible for Retirement				21	8	8	1	5	0	3
Percentage Eligible for Retirement				60%	28%	23%	3%	12%	0%	6%

(1) FY 2018 is base existing service level, FY 2019 is Phase 1, 2020-2022 ramp up to full Phase 2, and FY 2023 is four expansion routes.

Fixed-Route										
Model Year	OEM	Length	Type	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
2006	Thomas	30	Heavy Duty	5	5	0	0	0	0	0
2017	TBD									
2018	TBD									
2019	TBD	30	Heavy Duty			6	6	6	6	6
2020	TBD	30	Heavy Duty				2	2	2	2
2021	TBD									
2022	TBD									
2023	TBD									
Total				5	5	6	8	8	8	8
Peak Vehicle Requirement-Base plus phased Expansion				5	5	5	6	7	7	7
Spare Ratio				0.00%	0.00%	16.67%	25.00%	12.50%	12.50%	12.50%
Number Eligible for Retirement				5	5	0	0	0	0	0
Percentage Eligible for Retirement				100%	100%	0%	0%	0%	0%	0%


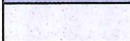
 Vehicles in shaded areas are eligible for replacement.
 Blank cells mean no vehicles need to be purchased in that year.
 UNK: Unknown

Table 6-13: Recommended Vehicle Replacement/Expansion Plan for Prince George's County-Fixed Route Fleet-Base Service Plus Phased Expansions (continued)

Estimated Costs

Vehicle costs used in projecting fleet costs were taken from the MTA grant application for medium-duty and cutaway buses, from the Howard County heavy-duty bus procurement, and an estimate of \$25,000 was used for sedans. The estimated costs used in the tables are based on:

- Heavy Duty Bus: \$360,764 + Genfare Farebox \$15,000 = \$375,764
- Medium Duty Bus: \$218,972 including \$15,000 Genfare Farebox
- Cutaway: \$83,363 + Genfare Farebox \$15,000 in vehicles used in fixed-route or Call N Ride service = \$98,363
- Sedan: \$25,000

These prices were inflated by 4% per year over the planning period to allow for cost increases. The bus prices are based on vehicles using current standard diesel technology, as alternative fuel vehicles are currently significantly more expensive and potentially have maintenance and reliability issues. The current demonstration project involving electric buses will provide an experience base at the RTA for such vehicles, and it is possible that in the later years of the plan alternative fuel vehicles will become cost competitive (both capital and operating). However, at this point in time there is a need to use the available capital to procure as many new vehicles as possible.

It should be noted that all future bus procurements have the cost of electronic registering fareboxes included. A separate line item will have to be developed for adding fareboxes to existing vehicles that have several years of use in them, and for cutaways used in fixed-route or Call N Ride service.

Table 6-15 presents the estimated costs for each jurisdiction for both the replacement-only scenario and the full service expansion scenario. It is quite likely that the expansion path for services in each jurisdiction will vary from that put forward in this table, and that this plan implementation might well stretch out over more years—but the tables do answer the question—What would it take to fix the fleet and implement all these changes over the five-year TDP period?

For Howard County, the estimated cost of vehicle capital to bring the fleet into a state of good repair for the existing service would require an additional \$5,050,480 over and above the amount funded in FY 2017 and 2018 (deliveries in FY 2018 and 2019) for 13 heavy-duty buses. The estimated \$5.1 million amount would be spread over four years. Vehicle capital for all the planned expansions would add \$7,448,083 over and above the replacement of the existing fleet (including the 13 buses already funded).

For Anne Arundel, most of the cost is related to the expansion of service. Fleet replacement for the existing vehicles would require \$1,218,279 (over and above the funds for the four FY 2018 medium-duty buses), while expansion vehicle costs for the entire plan would require an additional \$9,509,633 over the period FY 2019-2023.

Prince George's County's replacement of the in the RTA fleet that it owns would require \$2,438,558, and expansion as outlined in the plan would add \$845,367 in capital to operate the expanded routes.

Table 6-15: Summary of Fleet Plans - Howard County and Anne Arundel County

County	Base Unit Cost	2018			2019			2020			2021			2022			2023			Total for Years 2018-2023
		Number	Price	Total	Number	Price	Total	Number	Price	Total	Number	Price	Total	Number	Price	Total	Number	Price	Total	
Howard County																				
Base Replacement																				
Heavy Duty	\$375,764	7	\$390,795	\$2,735,562	6	\$406,426	\$2,438,558		\$422,683	\$0		\$439,591	\$0	3	\$457,174	\$1,371,523		\$475,461	\$0	
Medium Duty	\$218,972		\$227,731	\$0		\$236,840	\$0	5	\$246,314	\$1,231,569		\$256,166	\$0	3	\$266,413	\$799,239	1	\$277,069	\$277,069	
Cutaway + Farebox	\$75,139		\$78,145	\$0		\$81,270	\$0		\$84,521	\$0	5	\$87,902	\$439,510	8	\$91,418	\$731,345		\$95,075	\$0	
Cutaway	\$60,139		\$62,545	\$0		\$65,046	\$0		\$67,648	\$0		\$70,354	\$0		\$73,168	\$0		\$76,095	\$0	
Sedan	\$25,000		\$26,000	\$0		\$27,040	\$0	4	\$28,122	\$112,486	3	\$29,246	\$87,739		\$30,416	\$0		\$31,633	\$0	
Total Base Replacement				\$2,735,562			\$2,438,558			\$1,344,055			\$527,249		\$2,902,107			\$277,069	\$10,224,600	
With Expansions																				
Heavy Duty	\$375,764	7	\$390,795	\$2,735,562	6	\$406,426	\$2,438,558		\$422,683	\$0	8	\$439,591	\$3,516,726		\$457,174	\$0	7	\$475,461	\$3,328,229	
Medium Duty	\$218,972		\$227,731	\$0		\$236,840	\$0	9	\$246,314	\$2,216,823		\$256,166	\$0	5	\$266,413	\$1,332,065	1	\$277,069	\$277,069	
Cutaway + Farebox	\$75,139		\$78,145	\$0		\$81,270	\$0		\$84,521	\$0	5	\$87,902	\$439,510	8	\$91,418	\$731,345		\$95,075	\$0	
Cutaway	\$60,139		\$62,545	\$0		\$65,046	\$0		\$67,648	\$0		\$70,354	\$0		\$73,168	\$0	6	\$76,095	\$456,570	
Sedan	\$25,000		\$26,000	\$0		\$27,040	\$0	4	\$28,122	\$112,486	3	\$29,246	\$87,739		\$30,416	\$0		\$31,633	\$0	
Total with Expansions				\$2,735,562			\$2,438,558			\$2,329,310			\$4,043,975		\$2,063,409			\$4,061,869	\$17,672,683	

County	Base Unit Cost	2018			2019			2020			2021			2022			2023			Total for Years 2018-2023
		Number	Price	Total	Number	Price	Total	Number	Price	Total	Number	Price	Total	Number	Price	Total	Number	Price	Total	
Anne Arundel County																				
Base Replacement																				
Heavy Duty	\$375,764		\$390,795	\$0	3	\$406,426	\$1,219,279		\$422,683	\$0		\$439,591	\$0		\$457,174	\$0		\$475,461	\$0	
Medium Duty	\$218,972	4	\$227,731	\$910,924		\$236,840	\$0		\$246,314	\$0		\$256,166	\$0		\$266,413	\$0		\$277,069	\$0	
Cutaway + Farebox	\$75,139		\$78,145	\$0		\$81,270	\$0		\$84,521	\$0		\$87,902	\$0		\$91,418	\$0		\$95,075	\$0	
Cutaway	\$60,139		\$62,545	\$0		\$65,046	\$0		\$67,648	\$0		\$70,354	\$0		\$73,168	\$0		\$76,095	\$0	
Sedan	\$25,000		\$26,000	\$0		\$27,040	\$0		\$28,122	\$0		\$29,246	\$0		\$30,416	\$0		\$31,633	\$0	
Total Base Replacement				\$910,924			\$1,219,279			\$0			\$0			\$0			\$0	
With Expansions																				
Heavy Duty	\$375,764		\$390,795	\$0	8	\$406,426	\$3,251,411		\$422,683	\$0	3	\$439,591	\$1,318,772		\$457,174	\$0	4	\$475,461	\$1,901,845	
Medium Duty	\$218,972	4	\$227,731	\$910,924		\$236,840	\$0		\$246,314	\$0		\$256,166	\$0	3	\$266,413	\$799,239		\$277,069	\$0	
Cutaway + Farebox	\$75,139		\$78,145	\$0		\$81,270	\$0	10	\$84,521	\$845,212	3	\$87,902	\$263,706		\$91,418	\$0	2	\$95,075	\$190,150	
Cutaway	\$60,139		\$62,545	\$0		\$65,046	\$0		\$67,648	\$0	2	\$70,354	\$140,708		\$73,168	\$146,337		\$76,095	\$0	
Sedan	\$25,000		\$26,000	\$0		\$27,040	\$0		\$28,122	\$0		\$29,246	\$0		\$30,416	\$0		\$31,633	\$0	
Total with Expansions				\$910,924			\$3,251,411			\$845,212			\$1,723,186		\$945,575			\$2,091,995	\$9,768,303	

Amendment 1 to Council Resolution No. 48-2018

BY: Chairperson at the request
of the County Executive

Legislative Day No. 5
Date: 5/7/18

Amendment No. 1

(This amendment adds 3 heavy duty busses in 2022 and makes the following changes accordingly:

1. *On page 6-128, adds a row to Table 6-10 to include 3 heavy duty busses in 2022;*
2. *On page 6-136, changes the amount of vehicle capital for all planned expansions to account for the additional busses; and*
3. *On page 6-138, in Table 6-15, adds reference to the additional busses and amends certain totals accordingly.)*

1 In the Central Maryland Transit Development Plan, attached to the Resolution as filed:

2 1. On page 6-128, in Table 6-10, after the row that begins "2022" add a row as follows and as
3 shown in the attached revised page 6-128, as attached to this Amendment
4 "2022 TBD 35 Heavy Duty 3 3".

5
6 2. On page 6-136, in the last paragraph that begins "For Howard County", in the last sentence,
7 strike "\$7,448,083" and substitute "\$8,819,606"; and

8
9 3. As shown in the attached revised page 6-138, on page 6-138, in table 6-15, in column titled
10 "2022", under the subheading "With Expansions":

11 a. In the row titled "Heavy Duty", under the subcolumn titled "Number" insert "3" and in
12 the subcolumn titled "Total", strike "\$0" and substitute "\$1,371,523";

13 b. In the row titled "Total with Expansions", in the subcolumn titled "Total", strike
14 "2,063,409" and substitute "3,434,932"; and

15 c. In the column titled "Total for Years 2018-2023", in the row titled "Total with
16 Expansions", strike "\$17,672,683" and substitute "\$19,044,206".

Table 6-10: Recommended Vehicle Replacement/Expansion Plan for Howard County Fleet-Phase 1, Phase 2, and Expansion

Fixed-Route Active Fleet (Howard County Owned)										
Model Year	OEM	Length	Type	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
1999	NABI	40	Heavy Duty	2	0	0	0	0	0	0
2002	Gillig	40	Heavy Duty	5	0	0	0	0	0	0
2004	Chevy C5500/Eldorado	30	Medium Duty	1	0	0	0	0	0	0
2006	Thomas	30	Heavy Duty	5	0	0	0	0	0	0
2008	Gillig	35	Heavy Duty	2	2	2	1	0	0	0
2009	Gillig	35	Heavy Duty	1	1	1	1	0	0	0
2010	International/Eldorado	30	Medium Duty	8	8	8	0	0	0	0
2011	Gillig	40	Heavy Duty	3	3	3	3	3	3	3
2013	International/Eldorado	30	Medium Duty	5	5	5	5	5	0	0
2017	BYD	40	Heavy Duty-E	3	3	3	3	3	3	3
2018	TBD	30	Heavy Duty		7	7	7	7	7	7
2019	TBD	35	Heavy Duty			6	6	6	6	6
2020	TBD	30	Medium Duty				9	9	9	9
2021	TBD	35	Heavy Duty					8	8	8
2022	TBD	30	Medium Duty						5	5
2022	TBD	35	Heavy Duty						3	3
2023	TBD	40	Heavy Duty	0						7
Total				35	29	35	35	41	44	51
Peak Vehicle Requirement (1)				23	23	28	28	32	34	39
Spare Ratio				34.29%	20.69%	20.00%	20.00%	21.95%	22.73%	23.53%
Number Eligible for Retirement				21	8	8	1	5	0	3
Percentage Eligible for Retirement				60%	28%	23%	3%	12%	0%	6%

(1) FY 2018 is base existing service level, FY 2019 is Phase 1, 2020-2022 ramp up to full Phase 2, and FY 2023 is four expansion routes.

Table 6-15: Summary of Fleet Plans - Howard County and Anne Arundel County

County	Base Unit Cost	2018			2019			2020			2021			2022			2023			Total for Years 2018-2023
		Number	Price	Total	Number	Price	Total	Number	Price	Total	Number	Price	Total	Number	Price	Total	Number	Price	Total	
Howard County																				
Base Replacement																				
Heavy Duty	\$375,764	7	\$390,795	\$2,735,562	6	\$406,426	\$2,438,558		\$422,683	\$0	\$439,591	\$0	3	\$457,174	\$1,371,523		\$475,461	\$0		
Medium Duty	\$218,972		\$227,731	\$0		\$236,840	\$0	5	\$246,314	\$1,231,569		\$256,166	\$0	3	\$266,413	\$799,239	1	\$277,069	\$277,069	
Cutaway + Farebox	\$75,139		\$78,145	\$0		\$81,270	\$0		\$84,521	\$0	5	\$87,902	\$439,510	8	\$91,418	\$731,345		\$95,075	\$0	
Cutaway	\$60,139		\$62,545	\$0		\$65,046	\$0		\$67,648	\$0		\$70,354	\$0		\$73,168	\$0		\$76,095	\$0	
Sedan	\$25,000		\$26,000	\$0		\$27,040	\$0	4	\$28,122	\$112,486	3	\$29,246	\$87,739		\$30,416	\$0		\$31,633	\$0	
Total Base Replacement				\$2,735,562			\$2,438,558			\$1,344,055			\$527,249		\$2,902,107			\$277,069	\$10,224,600	
With Expansions																				
Heavy Duty	\$375,764	7	\$390,795	\$2,735,562	6	\$406,426	\$2,438,558		\$422,683	\$0	8	\$439,591	\$3,516,726	3	\$457,174	\$1,371,523	7	\$475,461	\$3,328,229	
Medium Duty	\$218,972		\$227,731	\$0		\$236,840	\$0	9	\$246,314	\$2,216,823		\$256,166	\$0	5	\$266,413	\$1,332,065	1	\$277,069	\$277,069	
Cutaway + Farebox	\$75,139		\$78,145	\$0		\$81,270	\$0		\$84,521	\$0	5	\$87,902	\$439,510	8	\$91,418	\$731,345		\$95,075	\$0	
Cutaway	\$60,139		\$62,545	\$0		\$65,046	\$0		\$67,648	\$0		\$70,354	\$0		\$73,168	\$0	6	\$76,095	\$456,570	
Sedan	\$25,000		\$26,000	\$0		\$27,040	\$0	4	\$28,122	\$112,486	3	\$29,246	\$87,739		\$30,416	\$0		\$31,633	\$0	
Total with Expansions				\$2,735,562			\$2,438,558			\$2,329,310			\$4,043,975		\$2,063,409			\$4,061,869	\$17,672,683	
															\$3,434,932				\$19,044,205	

County	Base Unit Cost	2018			2019			2020			2021			2022			2023			Total for Years 2018-2023
		Number	Price	Total	Number	Price	Total	Number	Price	Total	Number	Price	Total	Number	Price	Total	Number	Price	Total	
Anne Arundel County																				
Base Replacement																				
Heavy Duty	\$375,764		\$390,795	\$0	3	\$406,426	\$1,219,279		\$422,683	\$0	\$439,591	\$0		\$457,174	\$0		\$475,461	\$0		
Medium Duty	\$218,972	4	\$227,731	\$910,924		\$236,840	\$0		\$246,314	\$0	\$256,166	\$0		\$266,413	\$0		\$277,069	\$0		
Cutaway + Farebox	\$75,139		\$78,145	\$0		\$81,270	\$0		\$84,521	\$0	\$87,902	\$0		\$91,418	\$0		\$95,075	\$0		
Cutaway	\$60,139		\$62,545	\$0		\$65,046	\$0		\$67,648	\$0	\$70,354	\$0		\$73,168	\$0		\$76,095	\$0		
Sedan	\$25,000		\$26,000	\$0		\$27,040	\$0		\$28,122	\$0	\$29,246	\$0		\$30,416	\$0		\$31,633	\$0		
Total Base Replacement				\$910,924			\$1,219,279			\$0			\$0		\$0			\$0	\$2,130,203	
With Expansions																				
Heavy Duty	\$375,764		\$390,795	\$0	8	\$406,426	\$3,251,411		\$422,683	\$0	3	\$439,591	\$1,318,772		\$457,174	\$0	4	\$475,461	\$1,901,845	
Medium Duty	\$218,972	4	\$227,731	\$910,924		\$236,840	\$0		\$246,314	\$0		\$256,166	\$0	3	\$266,413	\$799,239		\$277,069	\$0	
Cutaway + Farebox	\$75,139		\$78,145	\$0		\$81,270	\$0	10	\$84,521	\$845,212	3	\$87,902	\$263,706		\$91,418	\$0	2	\$95,075	\$190,150	
Cutaway	\$60,139		\$62,545	\$0		\$65,046	\$0		\$67,648	\$0	2	\$70,354	\$140,708		\$73,168	\$146,337		\$76,095	\$0	
Sedan	\$25,000		\$26,000	\$0		\$27,040	\$0		\$28,122	\$0		\$29,246	\$0		\$30,416	\$0		\$31,633	\$0	
Total with Expansions				\$910,924			\$3,251,411			\$845,212			\$1,723,186		\$945,575			\$2,091,995	\$9,783,303	

Amendment 2 to Council Resolution No. 48-2018

**BY: Chairperson at the request
of the County Executive and
cosponsored by Jennifer Terrasa**

**Legislative Day No. 5
Date: May 7, 2018**

Amendment No. 2

(This amendment adds a section to the Plan that addresses Bus Stops and Accessibility.)

- 1 In the Central Maryland Transit Development Plan, attached to the Resolution as filed, after page
- 2 6-140, insert pages 6-141, 6-142 and 6-143 as attached to this Amendment.

Bus Stops and Accessibility

Bus stops are an essential part of the transit infrastructure. This plan calls for improvements in bus stops across the region as an additional investment priority over the next five years. A critical element in the success of transit in the region is the bus stop, which is the location where the customer first encounters the transit network. However, the concern is not just the stop itself, but the need to provide for a safe, accessible pathway to reach the stop. Recent research has documented that stop improvements including sidewalks, ADA improvements, shelters, seating and signage increases fixed-route ridership from the area served by the stop and reduces the demand for paratransit services. A recently completed study in Utah found that improved bus stops saw ridership increases that were higher than increases in control group stops, while also experiencing ADA paratransit demand increases that were lower than at control group stop areas¹. Improved stops make the existence of the transit system more visible and increase the likelihood that more trips will be made on the fixed-route system.

With limited public resources, one of the major challenges in implementing a bus stop improvement program is deciding what and where to focus those limited resources. Therefore, being able to leverage existing data sources to prioritize bus stop locations where safety and accessibility improvements will have the greatest impacts is important. Transit systems vary in the factors used in prioritizing bus stop placement and improvements, but in general the following factors (however measured) are used:

- **Safety:** Stop location is a key factor, whether it is located at the near side (of the intersection), far side, or mid-block; its proximity to safe pedestrian crossings, visibility to motorists (whether located in a blind spot, due to a curve, rise, or obscured by a structure or landscaping); and design aspects such as presence of a curb, the amount of setback, lighting, etc. are all safety factors to be considered both in prioritization and in the design of each bus stop. Accident and enforcement statistics should also be used to identify and prioritize changes to improve safety.
- **Usage:** stops with higher usage would likely have higher priority, after safety factors have been addressed.
- **Transfer points:** locations used by more than one route or carrier are likely to need a larger stop with amenities such as benches and shelters because of the likelihood of passengers with longer wait times between buses.
- **Key public facilities or population concentrations:** stops with a higher level of amenities and accessibility would be a priority at public facilities such as schools, senior centers, libraries, public buildings, colleges, hospitals or medical facilities. Some systems also prioritize stops at large apartment or higher-density residential developments, senior residential communities, or mobile home parks.

¹ Ja Young Kim, Keith Bartholomew, and Reid Ewing, Impacts of Bus Stop Improvements, University of Utah, Department of City and Metropolitan Planning, for the Utah Department of Transportation, Research Division, Report UT-18.04, March 2018.

- **Americans with Disability Act design requirements:** Bus stop locations must have adequate sidewalk connections and roadway crossing amenities, such as marked crosswalks, median islands, curb ramps, and/or pedestrian signals. The design of the bus stop itself needs to meet requirements calling for an unobstructed concrete landing pad that is 5 feet wide (parallel to the roadway) by 8 feet deep (perpendicular to the roadway), connected to sidewalks and streets by an accessible path, with the slope of the pad parallel to the roadway the same as the roadway, and a cross-slope not exceeding 1:50 (2%)². A related consideration is that the location of bus stops (whether relocation of an existing stop or placement of new stops) should be cognizant of the impact on the ADA complementary paratransit eligibility area, which is the area 0.75 miles mile on either side of a fixed-route. Moving a stop may inadvertently cut off ADA eligibility from persons who are currently ADA certified, or from a key destination such as a clinic or elderly housing facility.

Other factors to be considered in prioritizing bus stop placement and improvement investments include public input, user characteristics (for example benches where the riding population is more likely to be elderly). Many transit systems with ongoing bus stop improvement programs develop these factors into a score and categorize stops based on the scoring system.

Howard County

There are approximately 490 RTA bus stops in Howard County of which approximately 50 have shelters. Many of the bus stops were installed twenty plus years ago and are simply “poles in the ground”. Many lack basic amenities such as a concrete pad where passengers can stand, a bench, trash can, or adequate lighting. Many are not connected to the sidewalk network, and even some that are connected are not fully accessible to persons with disabilities.

The Howard County Office of Transportation is responsible for bus stops. The Office maintains a GIS database and inventory of bus stop locations and the amenities at each.

Improvements to bus stops in Howard County are made under capital projects; for the past several years Howard County has had two capital projects (Co286 and Co332). Since 2011 the County has improved approximately 140 stops, an average of approximately 18 per year. Progress slowed in FY 2016 and FY 2017 due to the change of a construction and installation contract but has picked up under a new contract and the County is on track to complete approximately 80 improvement projects in FY 2018.

Some bus stop projects can be complex and need time to resolve, such as if they need sidewalk extensions where right of way needs to be acquired or where a road crossing is unsafe. This can occur where a good bus stop can be provided on one side of a road near a

² Full guidance on the ADA requirements can be found in Accessibility Guidelines for Buildings and Facilities by the U.S. Architectural and Transportation Barriers Compliance Board (Access Board).

destination, such as a library or community center, but there is no safe access to the destination from a bus stop on the other side of the road.

Bus stops and changes to bus routes need to be coordinated with bicycle and pedestrian access. BikeHoward, the County's bicycle master plan (2016), makes recommendations for integrating bicycling with transit services (see page 46, for example). All RTA buses have bicycle racks facilitating mode transfer from bicycles to buses.

WalkHoward is Howard County's Pedestrian Master Plan (draft 2017). As part of the WalkHoward update, County staff assessed 494 bus stops and access to them via sidewalks and roadway crossings. The highest needs at bus stops were for landing pads (78 percent) and for pedestrian lighting (51 percent). Other often-recommended improvements were for a new bus stop sign (33 percent), a map and schedule (27 percent), and a curb ramp to the stop (22 percent). Bus stop needs are factored into WalkHoward's 44 recommended priority improvement projects (the WalkHoward Plan uses the term "structured projects"). For example, the structured project scoring system incorporated bus stops that were missing landing pads.

As part of TDP implementation, improvements to bus stops need to continue and be accelerated where possible. Funding for bus stop capital projects needs to be maintained. In FY 2018 and FY 2019, spending is anticipated to be between \$400,000 and \$500,000 per year. The Office of Transportation should continue to use the recommendations from BikeHoward and WalkHoward, in addition to the criteria above, to inform the prioritization process for bus stop improvements. Implementation of the TDP routes reconfiguration is an opportunity to review bus stop locations, potentially relocating some to better, safer locations. Other opportunities for bus stop improvements occur when capital and private development projects, particularly new construction projects, affect roads and rights-of-way. The County should continue its efforts to leverage these opportunities to improve bus stops. This TDP recommends the County develop a Bus Stop Plan to bring together in one place coordinated recommendations from this TDP, WalkHoward, and BikeHoward.

1

Good evening distinguished Council Members.

My name is Marlene Hendler. I reside at 877 Tamebird Court Columbia MD 21045. I have lived in Howard County for the last fifteen (15) years.

I am the chairperson of the new Transit and Pedestrian Advisory Group (TPAG). Members of our group include representatives from the Howard County School System, Howard County Association of Community Services, the Commission on Aging, the Commission on Disability Issues, the Howard County Department of Recreation and Parks, the Howard County Police Department, a distinguished member from the Howard County Council, members from the Passengers Advisory Group (PAG) who actually use the bus system both fixed ride and Para Transit. The Office of Transportation provides staff support.

I do Support the Transportation Development plan in Howard County for the most part. But, I do have some concerns and that is why I am here tonight.

I have some issues with the #405 Yellow Route. Particularly the stop at Rt. 40 and Chattham Rd. The stop on Chattham Rd. will be relocated to Rt. 40 . This now means you will have to cross six(6) lanes of traffic to get from one side of Rt. 40 to the other side. Then as you are crossing you have to be aware of cars making a right hand turn onto Rt. 40. These cars can turn right after stopping for the red light (which is legal). This means the pedestrian has to be very aware even though they have the right to cross. Also if the crosswalk button you push to stop traffic in order to cross is not placed in a low enough location on the pole people in wheel chairs cannot reach it. Also, if the location of the pole that the button is on is set up on a small mound of grass you cannot get close enough to push it from a wheel chair.

There are issues such as these on some of the other routes that also need to be corrected for easy safe access especially for disability and wheelchair riders.

My next issue is with traveling to Baltimore City and Baltimore County.

In Order to travel from Columbia to Catonsville area and out to RT. 40 Rolling Rd. area it takes two (2) RTA busses (the #406 Red and the #501 Silver) to the light rail station at BWI Airport. Then take the light rail train to catch two (2) MTA busses to get to Rolling Rd. / Rt. 40 area.

This takes three (3) to three and a half (3 ½) hours one way. Seven (7) hours round trip. Where as if you could come from Howard County on Rt. 40 to Rolling Rd. in Baltimore County it would only take about 15 to 20 minutes one way.

My last concern is with the increase of fares for the Para Transit. I realize part of the reason for the increase is to get people to use the fixed route more often if feasible. But, there are many riders with disabilities that cannot function on fixed routes so this increase would take a heavy toll on these riders as many are on fixed incomes and cannot afford it.

I hope you will take my concerns into consideration and make the changes where needed.

Thank You

Marlene S. Hendler
Marlene S. Hendler

Sayers, Margery

From: Colette Jackson <peace4all515@yahoo.com>
Sent: Monday, April 16, 2018 2:05 PM
To: CouncilMail
Cc: Graham, Clive
Subject: Challenges with Current RTA Services for Howard County Disabled Residents

Dear Howard County Council Members,

I see that RTA matter-***Council Resolution 48-2018 - A RESOLUTION endorsing the Central Maryland Transit Development Plan as a guide for future transit development in Howard County and in the Central Maryland region*** is on the Agenda for tonight's Legislative public hearing and I am writing to express the issues I am seeing with the RTA transportation system for Howard County residents with a disability.

My daughter is transitioning out of the Howard County school system this year and I am appalled at the lack of transportation services to assist her after transition. There is great concern regarding transportation obstacles faced by Howard County residents with a disability. The 2 current programs that exist, ADA and General Paratransit (GPT) services, do not adequately meet the transportation needs of all Howard County residents with a disability. ADA rules dictate trips must occur within 3/4 of a mile of a current fixed route service. Those outside of this distance must either go to the nearest bus stop to participate in ADA services or utilize the GPT services established by Howard County. GPT services are severely restrictive in that it services to only medical appointments, senior centers, social service agencies, employment sites, and colleges.

As Maryland has made several changes in services provided for the disability community to comply with the Community Settings rule, transportation is a key factor in implementing community integration policies. Maryland is an Employment First State, and has initiatives in place to move away from traditional Provider based services and more community based/Self-Directed services and activities to enhance the chances of meaningful employment for the disabled. Here are the challenges with the current Howard County transportation services that impede executing these community based services and activities.

1. GPT services restricts trips to medical appointments, senior centers, social service agencies, employment, and colleges. This does not allow individuals the opportunity to integrate at other activity based County facilities such as the Robinson Nature Center or the Howard County Community Centers. If Seniors are allowed to participate at Senior Centers, those with a disability (regardless of age, but this mostly affects the younger disability population) should be allowed to be transported under GPT to any Howard County Center where community activities and integration occur. Currently this is not the case.

2. GPT policy requires the Personal Care Attendant pay a fare. Due to the 3/4 mile ADA requirement, those living outside of this distance must use GPT. ADA does not charge for Personal Care Attendants (PCAs), but GPT does. This is unfair (as well as borders on the inhumane) as most individuals needing GPT services are on a fixed income. Those individuals who are total care for health and safety purposes are mandated to cover their PCA's fare so they can tend to their medical, educational, employment, or social service needs. An income based waiver needs to be in place for Howard County residents to cover PCA fares under GPT.

3. With the Maryland State movement towards Self-Directed services, Person-Centered planning, and meaningful day services, 1 round trip service per day provided by GPT severely limits full community access. At least 2 round trip services per day should be offered in order to reduce partial or full seclusion of Howard County residents with a disability.

I have had discussions with RTA supervisor Victor Jimenez and Howard County Office of Transportation staff John regarding this matter.

Thank you for your time and attention to this very important email.

Colette Jackson

Proud Mother of Regina Maria Jackson

Registered Voter and Howard County Resident



Howard County Council Meeting

4/16/2018 7pm

1. Thank you for the opportunity to be part of this program and thank you for the newly purchased buses and the incoming order of buses this fall. This is a major step in moving forward and improving the transit service in Howard County.
2. The next step forward would be restructuring the fare policy to be a more viable option. A major improvement here would be offer free Fixed Route service to seniors and ADA passengers thus alleviating some pressure from the Para-Transit service. These ideas have been proposed and now we move to a bigger step.
3. We currently have been able to make minor structural and time changes to many routes that have helped improve the system. However, what needs to take place is please "forgive my country or farmers basicness here" "throw all the stops and possible additional service into a 5 gallon bucket dump em' out on a table and start from scratch to sort out new and better alternatives to what is available now". Shorter routes, better connectivity, shorter headways with enhanced and extended service for longer service hours and greater weekend coverage. Which is what this TDP is structured to do.
4. I ask that you help us to better serve you and the constituents of Howard County and the region by approving and funding this TDP. Let's move into the future with a cohesive plan better suited for everyone. We want to Thank You Again for your continued support in helping us to better serve you.

Andrew Johnson, Assistant General Manager, andrewj@transitcta.com

Central Maryland Transportation and Mobility Commission

April 16, 2018

Howard County Council
3430 Court House Drive
Ellicott City, MD 21045



RE: CR48-2018, The Central MD Transit Development Plan (TDP) for
Future Transit Development in Howard County

Dear Howard County Council members:

I am writing to request your support for the endorsement of CR48-2018, the Central MD Transit Development Plan (TDP).

I write to you as the Chair of the Central Maryland Transportation and Mobility Commission. The Commission advances and promotes the interests of Anne Arundel County, Howard County, Prince George's County, and the City of Laurel in creating and maintaining efficient, effective, and coordinated regional transit in central Maryland, through services provided by the Regional Transportation Agency of Central Maryland (RTA).

The TDP is a very important document for the future of transit in Howard County and the Central Maryland Region. The TDP proposes:

1. Performance and service improvements for the existing transit system.
2. An existing bus routes system reconfiguration and service expansions.
3. A vision for future route expansions.
4. Options to address the high cost and rising demand for demand-response services.

The Central Maryland Transportation and Mobility Commission will review the detailed proposals as they go through the public hearing process prior to implementation.

These proposals will set the RTA on a solid footing to provide better and more efficient transit service over the next three to ten years. I urge you to endorse the Plan.

Sincerely,

Allen Cornell, Chairperson
Central Maryland Transportation and Mobility Commission

Cc: Clive Graham

Regional Transportation Agency of Central Maryland (RTA)

8510 Corridor Road, Suite 110 • Savage, Maryland 20763 • Phone (301) 957-3600

Comments to the County Council CR48-2018, the Central MD Transit Development Plan,
April 16, 2018

Good evening Distinguished Councilmembers:

My name is Marlene Hendler and I am the Chairperson of the new Transit and Pedestrian Advisory Group (TPAG). Members of our group include representatives from, Howard County Public School System, Howard County Association of Community Services, the Commission on Aging, the Commission on Disability Issues, the Howard County Department of Recreation and Parks, the Howard County Police Department and a distinguished member from the Howard County Council. The Office of Transportation provides staff support

Since the inception of this advisory group, we have met three times. During our meetings, we have accomplished a tremendous amount to include adopting by-laws and reviewing the roles and responsibilities of the Office of Transportation to include an overview of their key projects and work plan, the Transit Development Plan, and the Walk Howard Pedestrian Plan.

The first key project that we reviewed was the Transit Development Plan. As we are all so keenly aware, many bus routes have not been modified in many years. Additionally, the equipment is aging and prone to breakdowns. The transit plan not only addresses each of these issues but also seeks to improve reliability, increase frequency on many routes, and increase levels of service on weekends.

The second project we reviewed was the Walk Howard Pedestrian Plan. Similar to the transit plan in breadth of scope, the pedestrian plan seeks to improve walkability in our county. This includes connections to community and shopping centers, schools, parks, and businesses and to transit.

We are extremely encouraged with the work that we have seen and look forward to advising and informing the Office of Transportation on transportation matters from our respective organizations. We recognize that feedback we provide on policy issues and implementation of their master plans is vital to their direction in garnering feedback.

In conclusion, I would like to thank Mr. Clive and his team for their hard work, the County Council for your support, and County Executive Kittleman for his leadership in these extremely important quality of life initiatives.

As chair of the TPAG I urge you to endorse the Transit Development Plan which sets out a framework for important improvements to transit in the County and in the region.

Marlene Hendler
Dolphins1964@comcast.net

MOBERN

L I G H T I N G

8200 Stayton Drive~Suite 500
Jessup, MD 20794
1.800.444.9288 ~ F: 301.953.9310
WWW.MOBERN.COM

April 11, 2018

Howard County Council

Subject: Central Maryland Transit Development Plan
CR 48-2018

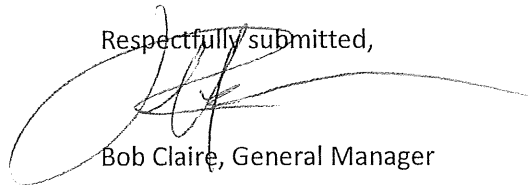
Dear Chairperson and Council Members:

Thank you for the opportunity to express our support for the County's proposed Transit Development Plan.

Mobern Lighting has been manufacturing lighting fixtures in Howard County along the Route 1 corridor since 1957. We are a "second chance" employer which currently employs approximately 110 full-time employees many of whom rideshare or rely on public transportation to work. Some even walk long distances or bike to work. It is no secret that the key to sustainable commercial success within the Corridor, and preserving jobs in the County (especially for those with special needs, the homeless, ex-offenders, etc.), is getting people to and from work. There are many other businesses along the Corridor whose employees face the same employment challenges that those at Mobern face. Therefore, adequate public transportation at all times during day and from all parts of the County is vital to our business community.

For these reasons, we ask that you vote in favor of the Transit Development Plan and support its recommendations for improving transit service.

Respectfully submitted,



Bob Claire, General Manager

Testimony by Friends of Bridge Columbia

Re: the Transit Development Plan

Howard County Council

April 16, 2018

Good Evening, Members of the Council, ladies and gentlemen. My name is Fred Gottemoeller. I live at 5425 Vantage Point Road in Columbia and I am here tonight representing the Friends of Bridge Columbia.

First of all, we want to thank all of you for your support for improving the existing pedestrian/bicycle bridge over Route 29. The Geodesic Spiral now nearing completion is a major step forward. However, it is not enough. Bus transit has been an integral part of the Bridge Columbia proposal from the very beginning. That bridge location is ideally placed to create a bus shortcut between Downtown, Oakland Mills, Long Reach and all of the way to Gateway.

Howard County has talked for decades about wanting a sustainable transportation system that serves all residents, including those who prefer to get around without an automobile. This Transit Development Plan is, in our opinion, the first serious attempt to make that a reality. It focuses its first two years on the basics, rebuilding the bus fleet and reworking the bus routes into a sensible and efficient system. But it also includes a vision for the things that come next. For example, it envisions a high capacity bus corridor or Transitway from the Hospital and the Community College, through Downtown, Oakland Mills and Long reach all the way to Gateway, using Bridge Columbia as its lynchpin. That will help build the 21st century transportation system that Howard County deserves. That's why we urge you to approve this Transit Development Plan.

5475 Sleeping Dog Lane
Columbia, MD 21045
April 15, 2018

Howard County Council
3430 Court House Drive
Ellicott City, MD 21045

RE: CR48-2018, The Central MD Transit Development Plan (TDP) for
Future Transit Development in Howard County

Dear Howard County Council members:

The TDP is needed in Howard County and I request your approval. It is a 602-page document that essentially lays out an approach for making transit capital investment. The current buses used in Howard are beyond their useful life and constantly breaking down. These buses will be replaced, and additional buses added over time to increase bus frequencies on major routes and at peak travel times.

I have attended several the public outreach meetings for the TDP as a member of the Baltimore Regional Transportation Board (BRTB), Public Advisory Committee. We monitor public outreach for TDPs and the Maryland State Transportation Plan and Program and make recommendations to the BRTB.

As a former Director of Planning for the Federal Transit Administration, I realized early on that funding for transit is often at a disadvantage. Some 35 state constitutions only allow the use of state gasoline taxes for highways. While Maryland allows use of state gasoline taxes for transit thru a unified transportation fund, transit still competes with funding for roads, ports, etc. Locally, funding for transit competes with schools, fire, etc. in the Howard County Annual Budget. Not all needed funding can be provided by state and federal funds. Your endorsement of the TDP and the County Executive submission of the TDP provides an implicit long-term funding commitment for the transit dependent in Howard County - those with no cars, the disabled, and the expanding older adult demographic.

The Downtown Columbia Plan is predicated on high density Transit Oriented Development with a Transit Center as its centerpiece. It is imperative that the required funding noted in the TDP happens in subsequent County budgets so that the downtown is a transit to and not a drive to location.

Sincerely,

Paul L. Verchinski

cc. Clive Graham

Kelly McLaughlin – Testimony on Council Resolution 48-2018 (re: endorsement of the Central Maryland Transit Plan) at the April 16, 2018 legislative hearing.

Good evening Council Members. My name is Kelly McLaughlin. I live in Ellicott City, am a Howard County resident, and serve as the Executive Director for Bridges to Housing Stability (also known simply as “Bridges”), which is a nonprofit that serves Howard County’s homeless and low-income households with affordable housing solutions.

Many of you know that Bridges serves the homeless in Howard County who are referred to us through the County’s coordinated system of homeless services. We provide intensive case management and some financial assistance to those who are already homeless or who are at imminent risk of homelessness (facing eviction). However, Bridges also has programs that help low-income working households, those that are making between \$33,000 and \$66,000 a year, that aren’t homeless but need help locating affordable housing within the County. Through these affordable housing programs, Bridges provides low-income families with case management that helps them move towards self-sufficiency. It’s not a handout, but a hand-up, and what we have found through client case management is that one of the largest impediments to their ability to become completely self-sufficient is a lack of reliable transportation to and from work. A significant number of our clients do not own a vehicle or share one vehicle per household and rely on the public transit system. Three of our clients’ major complaints are (1) the lack of adequate routes to certain locations, (2) the long rides due to numerous local stops on a single route, and (3) the unreliable schedules.

As part of the County’s Board to Promote Self Sufficiency’s look at public transportation solutions, Bridges has engaged in discussions with other nonprofits and the Office of Transportation about ways to improve the efficiency of the transit system serving Howard County. It is for this reason that Bridges is here tonight, to endorse this Transit Plan. We believe this plan is a good, earnest beginning to improving the system’s routes to meet the real demands and needs of low-income riders, as well as improving reliability by investing in new transit vehicles.

As an affordable housing advocate and on behalf of the households we serve at Bridges, we are pleased that the Office of Transportation has been looking at the intersection of public transportation and affordable housing, and wish to show our support for the administration and staff by encouraging the Council to approve this resolution of endorsement.

Thank you for the opportunity to speak tonight.

Respectfully,

Kelly McLaughlin



**Howard County Council
Public Hearing Testimony
April 16, 2017**

Council Resolution 48-2018: Central Maryland Transit Development Plan

Good evening. I am pleased to testify that ACS is supportive of the Central Maryland Transit Development Plan as stated in Council Resolution 48 “as a guide to future transit development” in the County and Region. As we all know, however, any Plan no matter how well conceived is only as good as its implementation. ACS, therefore, will be looking at the Executive’s FY 2019 Operating Budget proposal hoping it contains the \$1.3 million additional funding necessary to ensure that Phase 1-recommended service changes—including shorter routes, travel time reductions, half-hour headways on some routes and increases in weekend service—are indeed completed by this time next year. We also hope that funding priorities beyond 2019 are inclusive of the capital and operating funding that will be required to implement the Phase 2 recommendations. It is important to note that achieving important Phase 2 route expansions will be dependent upon Baltimore County and Anne Arundel County support, so proactively working with them will need to be an FY 2019 priority.

In July 2017 ACS offered testimony at one of the RTA’s public hearings to gather community input on the draft development plan. At that time, ACS commented on a few of the proposed route changes that would have a particular impact on county residents who must rely on bus service to get them to their jobs, medical appointments and day to day activities. A copy of that testimony is attached for your information.

There are two specific elements of the Transit Development Plan that ACS finds disappointing. One is that there are not yet specific strategies to improve mobility services. Finding less costly yet reliable mobility service improvements are critical to supporting seniors and persons with disabilities in our community. We trust, as the Plan states, that discussions with the affected communities will indeed begin this Spring and Summer and that perhaps by this time next year appropriate strategies will have been developed.

It is also disappointing to read in the TPA that development of the Downtown Columbia Transit Center may be eight-to-ten years in the future. A significant proportion of the new affordable housing units called for in the Downtown Columbia Development Plan are tied to a new Transit Center. Waiting ten years for this housing will only deepen the already immense affordable housing supply and demand gap.

Despite the disappointments and concerns about implementation, ACS applauds this important set of enhancements that will provide a strong foundation for further progress in ensuring all Howard County households have transit access to local and regional employment, human services, shopping and family activity opportunities.

Respectfully submitted,
Jackie Eng
Jackie Eng, Chairperson
ACS Public Policy Committee

Attached: “Proposed RTA Service Enhancements,” ACS Public Hearing Testimony, July 25, 2017



**Proposed RTA Service Enhancements
Public Hearing Testimony
July 25, 2017**

Good evening. The Association of Community Services, represents over 100 nonprofit organizations serving economically and physically vulnerable Howard County households. I am please to testify that, with a few exceptions, ACS is supportive of the proposed Regional Transportation Authority (RTA) service enhancements. We particularly appreciate the addition of bus shelters as new routes are put in place and current routes reworked. The shift away from buses negotiating through parking lots while relocating bus stops to still enable safe rider access to retail and residential properties is a creative solution to increasing route efficiencies.

We do ask consideration of the following comments.

- ACS strongly objects to the elimination of the 501/Silver Route extension to Baltimore-Washington International (BWI) airport. This extension not only provides airport access to flyers, but more importantly to airport corridor workers—access to these well paying jobs are critical to many Howard County households. The MTA Route 75-Baltimore route link from Anne Arundel Mills to BWI is not a good alternative as there appears to be no timing coordination between the routes (of particular concern for use by early morning and late evening shift workers), thereby adding yet more waiting and travel time to an already long commute. We therefore strongly encourage Howard County to ensure regional or local funding for this critical Route 501 extension.
- We certainly applaud the re-routing of Route 503/E to enable access to the Nonprofit Collaborative, the Food Bank and the emerging County Human Services Campus. We wonder, however, how this new routing can be tied into servicing the Stanford Road-located Health Department and Social Security Office? Both of these agencies are critical to low income households and part of the County's human services network.
- The proposed new 409B route, particularly with its extended weekday and Saturday hours, will provide essential service to individuals seeking access to the new and existing community services located in Laurel. We urge, however, your continued work to ensure that pedestrians can safely cross and walk along Route 1 to get to the bus stops. We know that the Guilford Road and Route 1 intersection is a particular challenge and appreciate that you continue to seek a solution.
- On the 405/Yellow route, will an expanded median be included at the Rt. 40 and North Chatham Road intersection? We view this as critical to ensuring the safety of all riders, but particularly those seniors, people who are physically challenged and others who may not be able to cross busy Rt. 40 within a single stoplight cycle. The issue of where the bus can stop and allow safe loading and unloading on the eastern side of Route 40 also needs further consideration.
- We appreciate the commitment to help ensure uninterrupted service to the Long Reach community during redevelopment of the Village Center.

- We encourage good communication to help current 407/Brown Route users understand how to adjust to its elimination.

One last point that is not specific to the proposed RTA enhancements, but that we think is important to future planning. We understand that installation of equipment to measure ridership on all bus routes is recognized as an important goal but remains unfunded and on the drawing board. In the meantime, we would like to suggest that use of community manpower can provide an option for gathering a set of preliminary ridership data. ACS would appreciate the opportunity to talk with Transportation Board members and Office of Transportation staff about our concept.

In closing, ACS applauds this important set of enhancements that provide a strong foundation for further progress in ensuring all Howard County households have transportation access to local and regional employment, human services, shopping and family activity opportunities.

Respectfully submitted,

Joan Driessen

Joan Driessen, Executive Director

**Testimony in support of the Transportation Development Plan
submitted to the members of the Howard County Council
April 16, 2018**

Good evening, my name is Ande Kolp and I reside at 3432 Shady Lane, Glenwood MD. I am a 23 year resident of Howard County. I have lived in Columbia and Ellicott City and currently reside in Glenwood. I am the executive director of The Arc Maryland, the largest statewide advocacy organization dedicated to the rights and quality of life for persons with intellectual and developmental disabilities and I currently serve as chairperson for the Howard County Commission on Disabilities. Transportation is a frequent topic of discussion in our group.

In the short time I have this evening, I want to be clear that I support the acceptance of this Transportation Development Plan as an initial first step in increasing transportation and access to people with disabilities.

As indicated in the plan, there is more work to be done to fully understand the needs of people who access paratransit and to develop a plan for paratransit to ensure its sustainability in the county. It is well-documented through the plan that paratransit is unsustainable in its current form. Although some alternatives to improve the service were presented at public meetings, there was insufficient time for a detailed engagement with the public that would be necessary to fully assess the options. (6-2) This concern is illuminated in the plan document as well as a recommendation that this will be an area that requires additional exploration.

Additionally the current restrictions on the uses of General Paratransit Services present a barrier for many. Currently General Paratransit Services can only be accessed for trips to medical and social service appointments and agencies, senior centers, employment and colleges for people with disabilities. Meanwhile, Maryland is in the middle of a significant transition in the ways in which we must deliver Home and Community-Based Medicaid waiver services. We must become compliant with the CMS HCBS Final Settings rule by 2022. The Final Rule requires states to ensure that individuals served in Medicaid home and community-based programs have access to the benefits of community living and have full

opportunity to be integrated in their communities, or risk loss of federal funding for services. People with disabilities will need increased access to affordable and reliable transportation to community activities in addition to medical appointments and employment as less of their time is spent in segregated settings such as sheltered workshops in the county. The restriction on General Paratransit Trip purposes should be lifted or at least expanded to include access to community recreational settings such as libraries and Recreation and Parks activities.

Recommendations in the plan to incentivize the use of general paratransit and regular bus ridership are excellent ones, specifically recommendation 4 and recommendation 6 which call for providing rider education and travel training for people with disabilities and seniors, and the use of taxi vouchers or subsidies in lieu of providing RTA trips. Both of these suggestions should help individuals with disabilities reduce their reliance on paratransit/door to door services, ultimately reducing costs to the system while improving independence, community access and employment outcomes for all.

Thank you for your time and consideration.

Sincerely,

Ande Kolp



Regional Transportation Agency of Central Maryland (RTA)

Howard County Council Meeting (Transit Development Plan, TDP)

Date: April 16, 2018

RE: Testimony from Cristin Tolen, General Manager, 410-796-6589

8510 Corridor Road, Suite 110 • Savage, MD 20763 • Phone (301) 957-3600 • Fax (443) 285-0050

Testimony:

On behalf of the Regional Transportation Agency of Central Maryland, I (we) fully support the current Central Maryland Transit Development Plan for the following reasons:

In July of 2014, RTA inherited two legacy route systems, Howard Transit and Connect-a-Ride. Two highly antiquated route systems posed the organization with a great deal of inefficiencies and operational challenges including 13 different style buses at or beyond their useful life. Currently, service routes run mainly on 60 minute frequencies providing riders with connection challenges in and outside the RTA service area. Restructuring routes to 30 minute frequencies would make the system more efficient offering riders a realistic transportation choice instead of a mode of last resort. Connections to jobs and vital services would increase economic activity. Better infrastructure would increase connect ability with other local services; MTA local, Commuter Bus services, Light Rail, MARC and WMATA. Restructured and more efficient routes would allow greater mobility options for transit dependent populations while cutting back on the county's rising paratransit costs. Ongoing capital investments would provide the opportunity to replace old buses, increasing the reliability of on-time performance while decreasing maintenance and repair costs.

Thank you for this opportunity to provide support for the Howard County TDP.

Council Resolution 48-2018
Fiscal Impact
Auditor: Edward Shulder

Adoption of this Resolution does not obligate the County to expend any funds to implement the Plan's recommendations. However, should the County choose to adopt the recommendations contained in the Transit Development Plan (TDP), the recommendations would increase County expenditures and revenues as discussed below.

The TDP includes estimated costs of implementing the plan through FY 2023. We reviewed the assumptions and calculations and found them to be reasonable. Estimated costs of implementing the TDP recommendations are summarized below.

Replacement of Existing Fleet Only – No Service Enhancements or Expansion

Annual Operating Costs	None
Capital Equipment – Buses and new fareboxes	<u>5,830,480</u>
Total	<u>\$ 5,830,480</u>

Phase 1 Implementation — Restructuring of Existing Routes and Increased Services on These Routes

Annual Operating Costs	\$ 1,367,081
Capital Equipment – Fixed Route and Paratransit	<u>Note (1)</u>
Total	<u>\$ 1,367,081</u>

Phase 2 Implementation – Increase in Services on Existing Routes (Frequency and Service Hours)

Annual Operating Costs	\$ 2,287,100
Capital Equipment – Fixed Route and Paratransit	<u>3,663,283</u>
Total	<u>\$ 7,321,906</u>

Phase 2 Implementation – Route Expansion – New Routes – Fixed and Paratransit

Annual Operating Costs	\$ 1,540,265
Capital Equipment – Fixed Route and Paratransit	<u>3,784,800</u>
Total	<u>\$ 5,325,065</u>

Council Resolution 48-2018

Fiscal Impact

Auditor: Edward Shulder

Notes:

- 1) Cost for existing fleet replacement/Phase 1 does not include buses on order or to be placed in service in FY 18-19.
- 2) Bus costs based on FY 17 prices adjusted annually for anticipated cost increases.
- 3) Costs to purchase buses may be reduced by grants received from MTA/FTA. Grant amounts cannot be reasonable estimated.
- 4) Increasing services will result in increased fare revenues. Fare revenues are used to offset program costs. Additional fare revenue cannot be reasonable estimated.



HOWARD COUNTY OFFICE OF TRANSPORTATION

3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-0702

Clive Graham, Administrator

cgraham@howardcountymd.gov

FAX 410-313-3467

TDD 410-313-2323

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
- Phase 1 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

- Driver training/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.

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

Your Transit Future 2022



Transit for Central Maryland

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

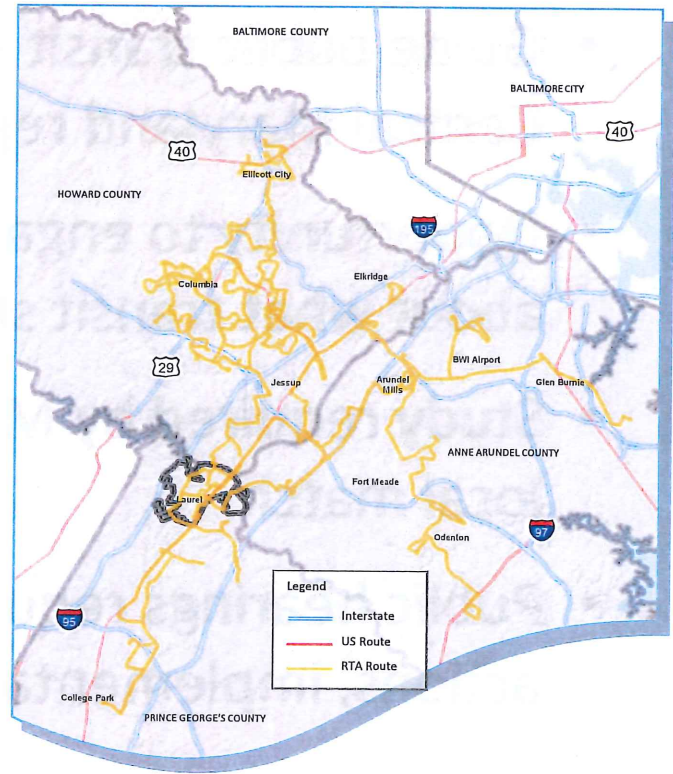
- Guide public transit service improvements in Central Maryland region over next 5 years.
- Opportunity to engage public & stakeholders about what transit should look like.
- Study required by MTA, funded by MTA with local match.
- Public hearings required before implementation actions, implementation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

RIDER CHARACTERISTICS

Fixed-Route Rider

5x/week

Work

Age 25 - 49

No Vehicle

< \$20,000/year

Paratransit Rider

1x/week

Age 65 +

Medical

5 top things passengers want

Reliable buses

More frequent buses

More punctual buses

SUNDAY SERVICE

Sunday service

INCREASED SATURDAY SERVICE

More Saturday service

SERVICE NEEDS

70% of needs met

Areas/destinations needing service/connection:

<p>Howard County</p> <ul style="list-style-type: none"> • Clarksville • Maple Lawn • Applied Rhythmic Lab • Fulton • Chappaqua 	<p>Anne Arundel County</p> <ul style="list-style-type: none"> • Annapolis • Glen Burnie • Crofton • Bowie • Pasadena
<p>Northern Prince George's County/City of Laurel</p> <ul style="list-style-type: none"> • Greenbelt • New Carrollton 	

IMPROVEMENTS

Executive Summary | 6



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

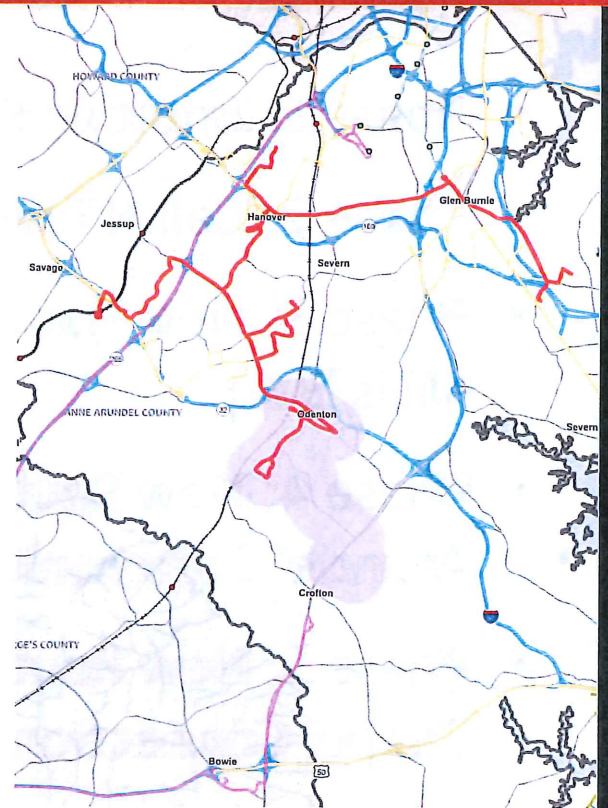


- Phase 1: Improve Existing Services
- Phase 2: Call N'Rides Initial implementation
- Phase 3: New Route Connections-Annapolis to Arundel Mills/BWI
- Phase 4: New Route Connections/Expansions-Anne Arundel Community College-Severn-NSA/Fort Meade
- Phase 5: New Route Connections – Crofton/Waugh Chapel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

Anne Arundel County Phase 1



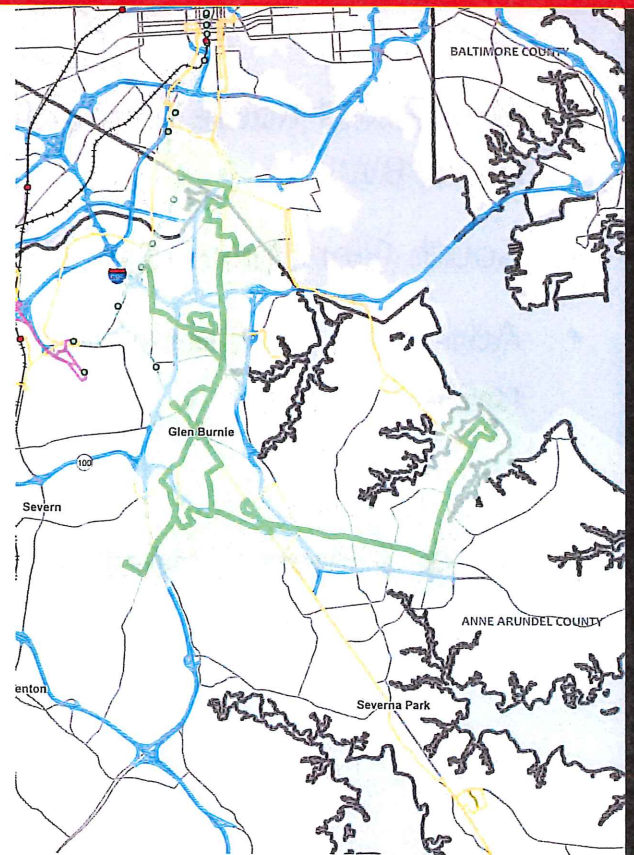
- **Route 201:**
 - Extend service from Freetown Village to Walmart
 - Frequency improved to 30 minute peak, 45 minute midday and evening
- **Route 202:**
 - Extend service to Coca-Cola facility
 - Daily service to Odenton Marc
 - Frequency improved to 35 minutes peak, 45 off-peak
- **Route 504:**
 -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





Anne Arundel County Phase 2

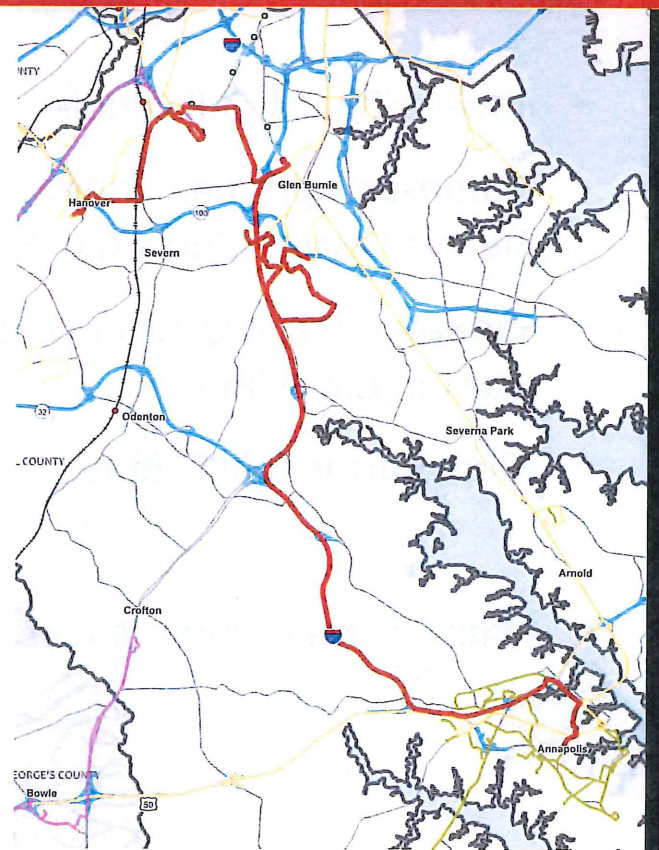
- Riviera Beach Call N'Ride
- Patapsco Light Rail Station to Glen Burnie District Court Call N'Ride
- Patapsco Plaza to Cromwell Light Rail Station Call N'Ride
- Glen Burnie Call N'Ride
- Phase 2 improvement cost: \$2.6 million

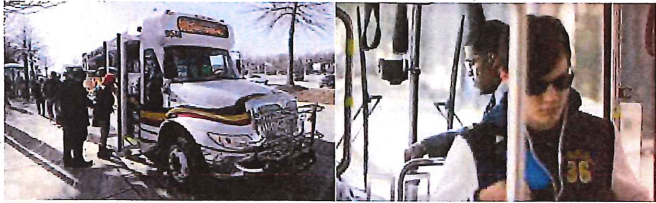




Anne Arundel County Phase 3

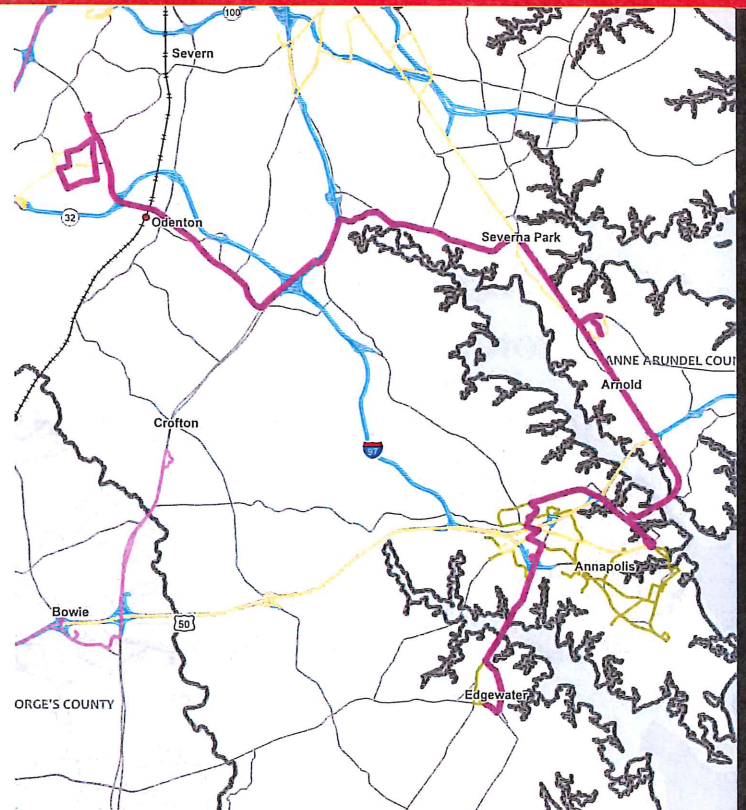
- New Fixed-Route Annapolis to Arundel Mills/BWI
- South Glen Burnie Call N'Ride
- Additional ADA service to support new route coverage
- Phase 3 improvement cost: \$2.1 million





Anne Arundel County Phase 4

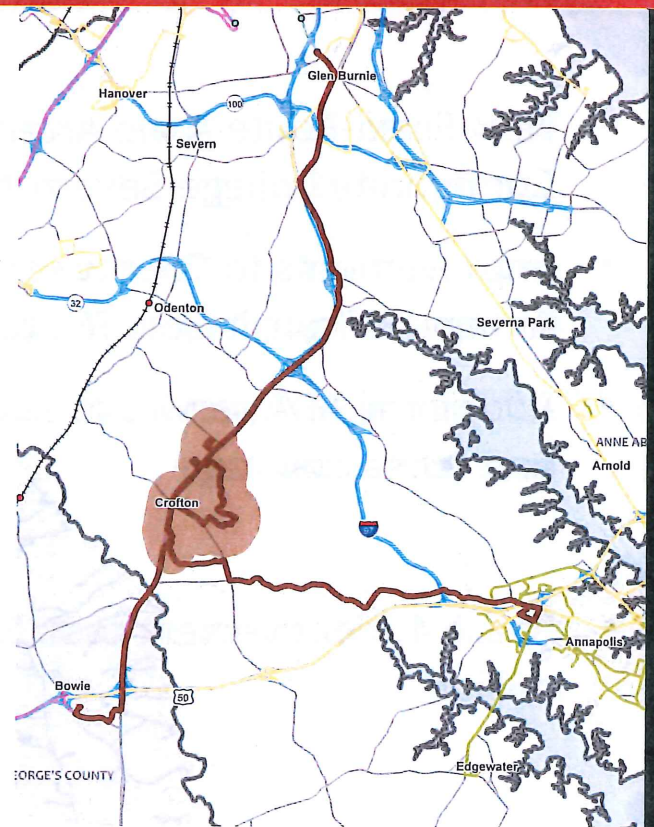
- New Fixed-Route Anne Arundel Community College-Severn-NSA
- Improvements to County service on Annapolis Transit Gold Route
- Additional ADA service to support new route coverage
- Phase 4 improvement cost: \$1.8 million

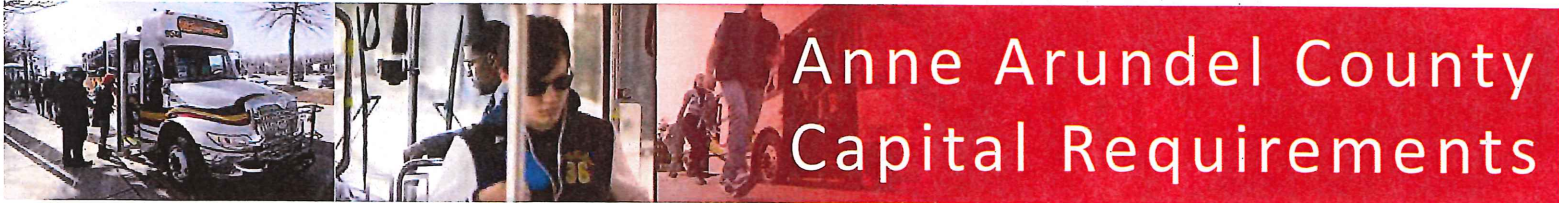


Anne Arundel County Phase 5



- 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



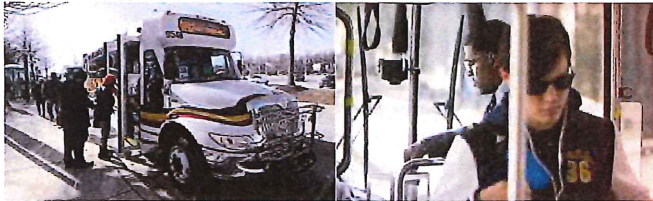


- **Fleet Replacements:**
 - Anne Arundel portion of RTA fleet is 6 vehicles, 4 just replaced
 - Additional vehicle for RTA ADA service needed, plus additional replacement of 2
 - Fleet Replacement Cost: \$2,130,203
- **Anne Arundel share of new fare collection system:**
 - Modern registering fareboxes 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



- 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

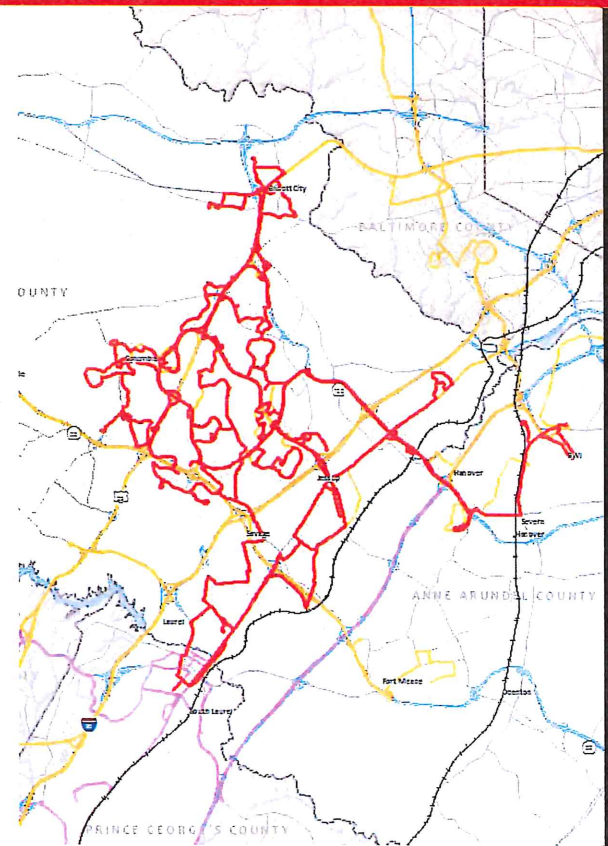
• Phase 2

- 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

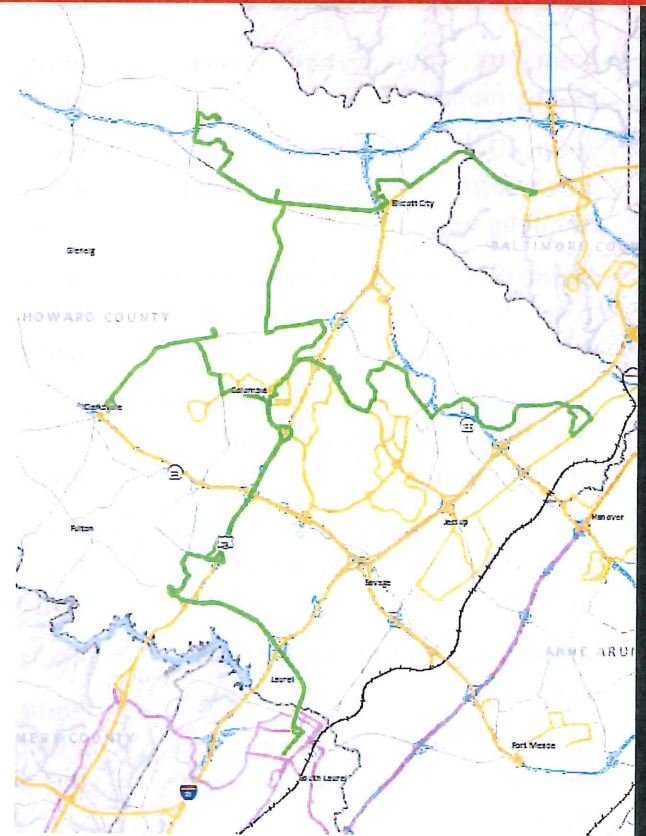
- Route 401 – More ½ hour service during midday & Sat.
- Route 402 - New route with more direct north-south between major shopping centers.
- Route 403 – Serves southern portion of existing Route 405. Shorter route in central Columbia.
- Route 404 – Serves northern portion of existing route; shorter 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.





- **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

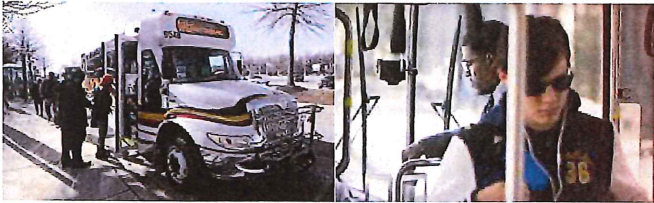


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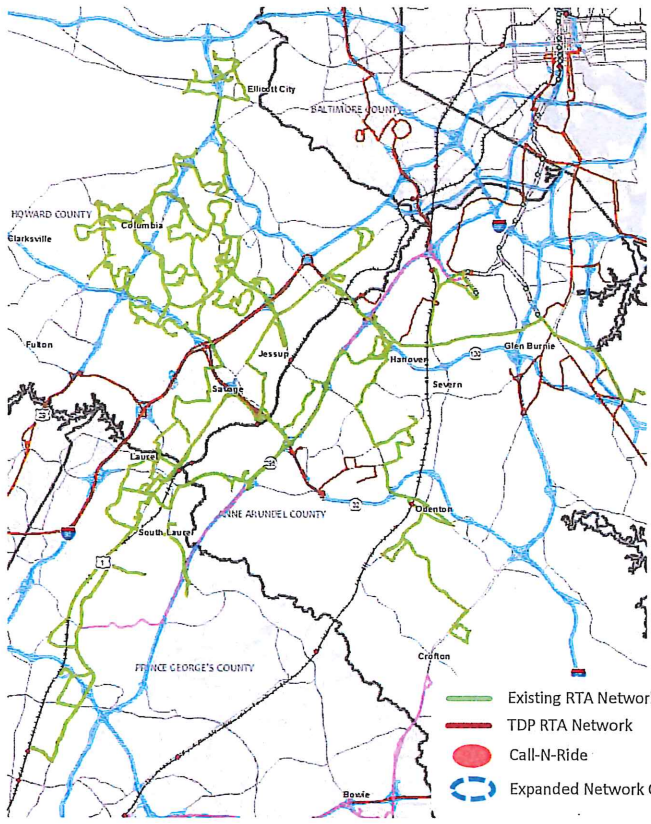
Howard County Mobility Services

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- 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.

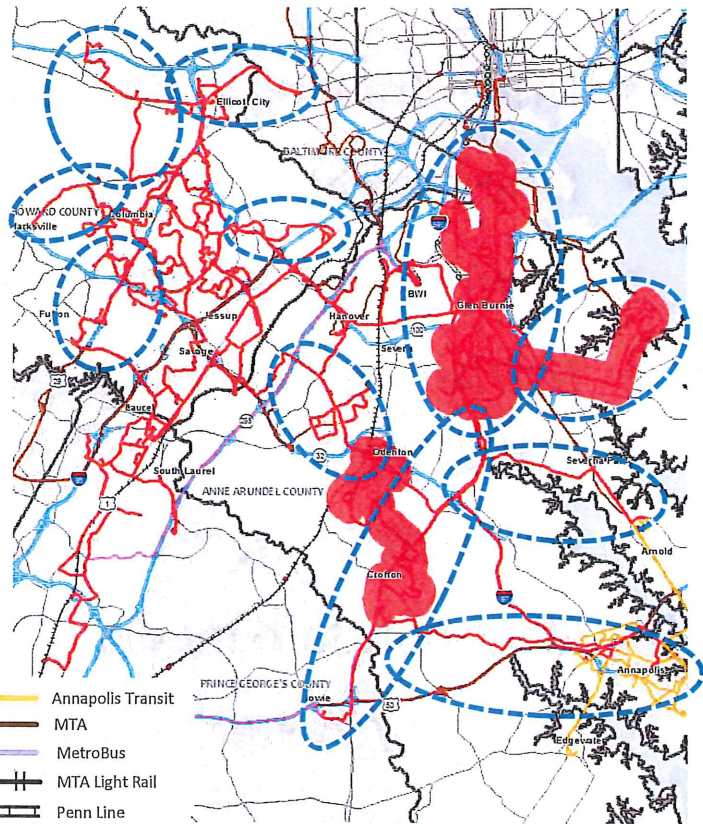


RTA Network

EXISTING NETWORK



PROPOSED NETWORK





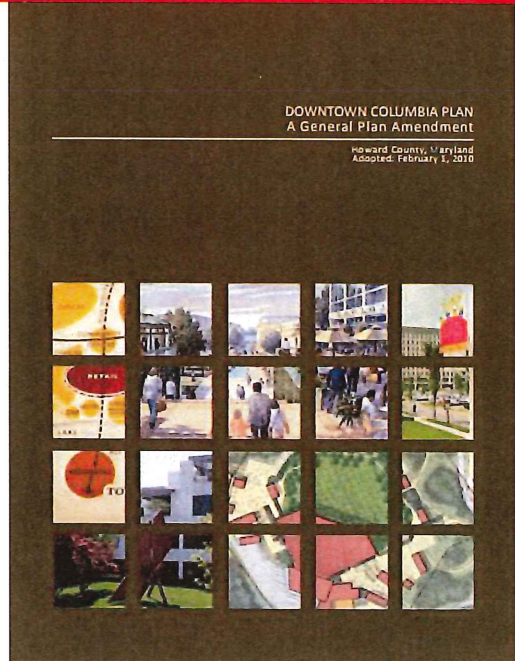
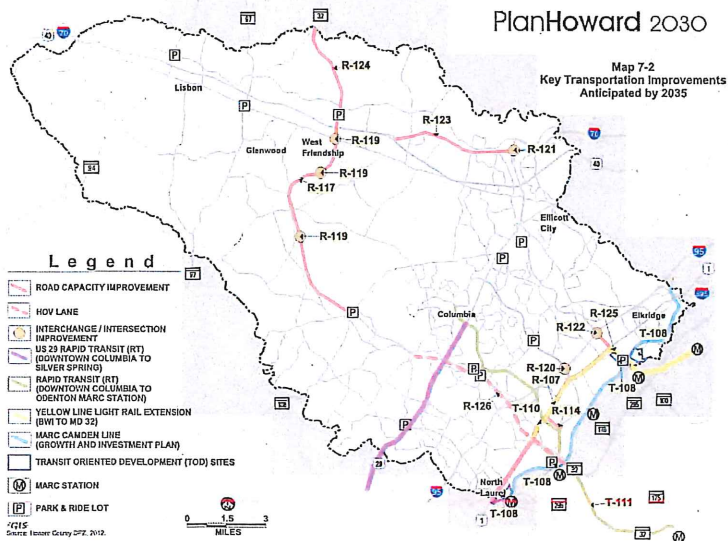
RTA Service & Facility Improvements

- 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.

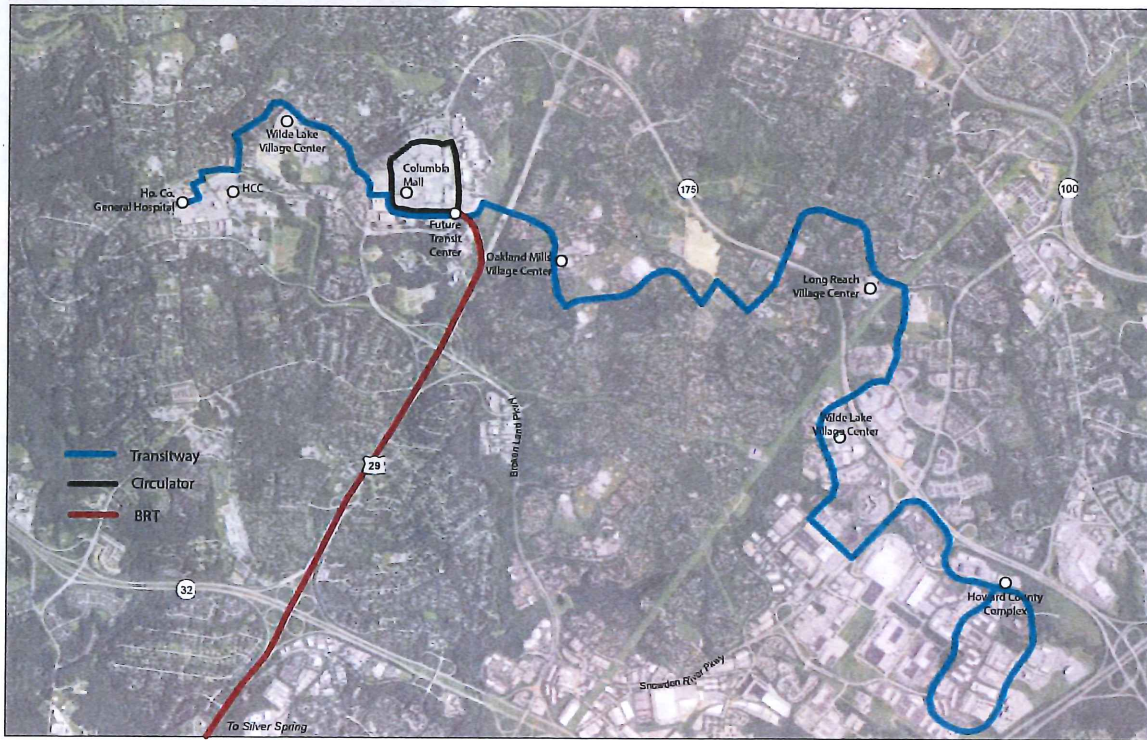


- Downtown Columbia Shuttle



Future Transit Development

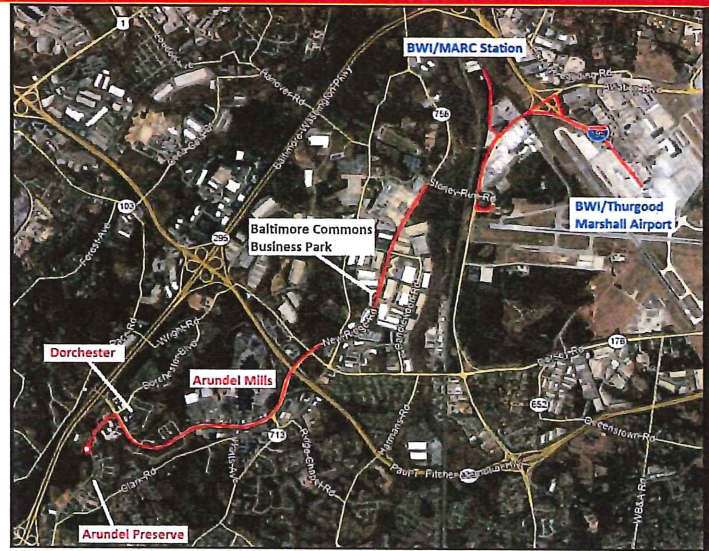
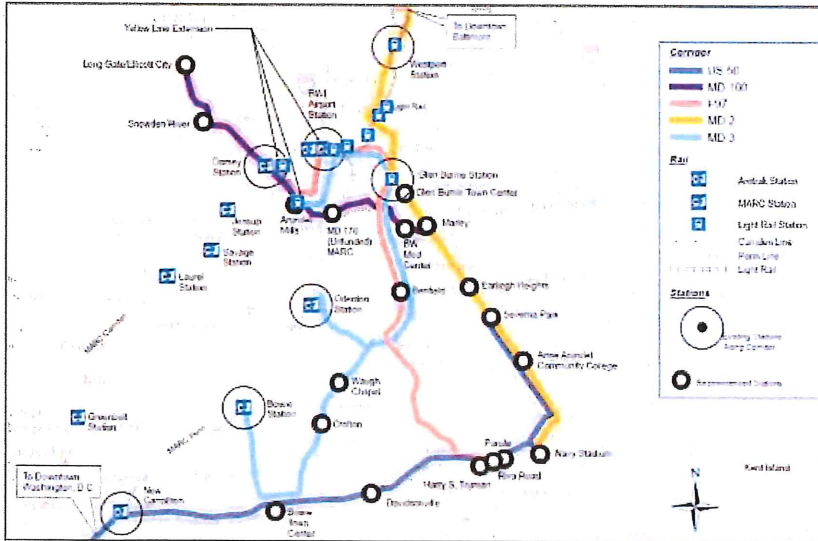
- Downtown Columbia to Gateway Transit Corridor





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

www.howardcountymd.gov
FAX 410-313-3467
TDD 410-313-2323

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.

Ron Hartman, Chair, December 5, 2017