



HOWARD COUNTY COUNCIL
AFFIDAVIT OF AUTHORIZATION
TO TESTIFY ON BEHALF OF AN ORGANIZATION

I, Karen Douglas, have been duly authorized by
(name of individual)

Sierra Club, Howard County Chapter to deliver testimony to the
(name of nonprofit organization or government board, commission, or task force)

County Council regarding CB4-2023 to express the organization's
(bill or resolution number)

support for / opposition to / request to amend this legislation.
(Please circle one.)

Printed Name: Karen Douglas

Signature: Karen Douglas

Date: 1/13/23

Organization: Sierra Club, Howard County Chapter

Organization Address: PO Box 278 Riverdale, MD 20738

PO Box 278 Riverdale, MD 20738

Number of Members: 1, 153

Name of Chair/President: Carolyn Parsa

This form can be submitted electronically via email to councilmail@howardcountymd.gov no later than 2 hours prior to the start of the Public Hearing.

January 17, 2023



The Honorable Howard County Council
George Howard Building
3430 Court House Drive
Ellicott City, MD 21043

RE: CB4-2023. A bill to impose an assessment of \$.25 on each ride provided by a Transportation Network Service Company in Howard County to fund a Transit Services Improvement Fund.

POSITION: Support

Honorable County Council Members:

Sierra Club supports this bill.

Maryland and Howard County have adopted a goal to become net zero for greenhouse gas emissions by 2045. Since transportation accounts for 55% of emissions in Howard County, there is an urgent need to improve public transit options and environmental sustainability in Howard County. Such improvements demand that we both expand the volume and frequency of public transit and use transportation systems that reduce greenhouse gas emissions.

The Transportation Investment Act imposes a modest assessment on Transportation Network Service Companies in order to gather additional funds to meet our public transportation goals. Such assessments have been passed in many metropolitan areas throughout the country and Maryland passed a bill in 2015 that allows jurisdictions to pass legislation to impose a \$.25 assessment. It has been adopted in many Maryland jurisdictions, including Montgomery County, Prince Georges County, Annapolis, Frederick City, Brunswick City, Ocean City, and Baltimore.

It is sensible to use this assessment to improve public transport. According to a 2017 [report](#) by the Institute for Transportation Studies at UC Davis¹, ride-hailing services in metropolitan areas can be related to reduction in transit use and increased miles traveled by car. Respondents who said they used ride-hailing services in place of public transit cited poor service, lack of stops, schedule deficits, and unreliability as the main reasons. For this reason, the assessment given on each ride-hailing sale will be put to good use investing in the public transit system to improve it thus making it the more appealing choice in the first place.

We ask you to vote yes on CB4.

Sincerely,

Karen Douglas

Secretary, Howard County Sierra Club

¹ Clewlow, Regina R. and Gouri S.Mishra (2017) Disruptive Transportation: The Adoption, Utilization, and Impacts of Ride-Hailing in the United States. Institute of Transportation Studies, University of California, Davis, Research Report UCD-ITS-RR-17-07

now



HOWARD COUNTY COUNCIL
AFFIDAVIT OF AUTHORIZATION
TO TESTIFY ON BEHALF OF AN ORGANIZATION

I, Ruth Auerbach, have been duly authorized by
(name of individual)

Indivisible Howard County, registered with the Indivisible Project, a to deliver testimony to the
(name of nonprofit organization or government board, commission, or task force)

County Council regarding CB4-2023 to express the organization's
(bill or resolution number)

support for / opposition to / request to amend this legislation.
(Please circle one.)

Printed Name: Ruth Auerbach

Signature: 

Date: 16 January 2023

Organization: Indivisible Howard County

Organization Address: PO Box 603, Savage, Maryland 20763-0603

PO Box 603, Savage, Maryland 20763-0603

Number of Members: 750+

Name of Chair/President: Tim Lattimer

This form can be submitted electronically via email to councilmail@howardcountymd.gov no later than 5pm the day of the Public Hearing or delivered in person the night of the Public Hearing before testifying.

WJW



HOWARD COUNTY COUNCIL
AFFIDAVIT OF AUTHORIZATION
TO TESTIFY ON BEHALF OF AN ORGANIZATION

I, John James Hillegass, have been duly authorized by
(name of individual)

Greater Washington Partnership to deliver testimony to the
(name of nonprofit organization or government board, commission, or task force)

County Council regarding CB4-2023 to express the organization's
(bill or resolution number)

support for / opposition to / request to amend this legislation.
(Please circle one.)

Printed Name: John James Hillegass

Signature: John James Hillegass
Digitally signed by John James Hillegass
DN: OU=Greater Washington Partnership, CN=John James Hillegass, E=jhillegass@greaterwashingtonpartnership.com
Reason: I am the author of this document
Location:
Date: 2023.01.17 09:47:28-0500'
Foxit PDF Reader Version: 12.1.0

Date: January 17, 2023

Organization: Greater Washington Partnership

Organization Address: 1330 Connecticut Ave NW Suite 315, Washington DC 20036

1330 Connecticut Ave NW Suite 315, Washington DC 20036

Number of Members: 33 Board Members

Name of Chair/President: Kathy Hollinger, CEO

This form can be submitted electronically via email to councilmail@howardcountymd.gov no later than 2 hours prior to the start of the Public Hearing.

Sayers, Margery

From: Harrod, Michelle R
Sent: Tuesday, January 17, 2023 7:22 PM
To: Sayers, Margery
Subject: FW: CB4-2023
Attachments: Kieta Smith.docx; Forrest Jones.docx; Rita Greathouse Garquez.docx

Thank you,

Michelle R. Harrod

Howard County Government
Administrator to the County Council

410-313-3111 (office)

443-398-6013 (cell)

mrharrod@howardcountymd.gov

From: Anastasiadis, Grace <ganastasiadis@howardcc.edu>
Sent: Tuesday, January 17, 2023 6:10 PM
To: Harrod, Michelle R <mrharrod@howardcountymd.gov>; Rigby, Christiana <crigby@howardcountymd.gov>
Cc: Homan, Elizabeth <ehoman@howardcc.edu>
Subject: CB4-2023

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Dear Councilmember Rigby and Ms. Harrod,

My name is Grace Anastasiadis and I am the interim Director of Public Relations at Howard Community College.

We have three written testimonies in support of bill CB4-2023 from current and former students. We tried submitting them online, but only saw options to testify in person or virtually. I wanted to provide you with their written testimony, since we were not able to find a way to submit it.

Thank you so much,
Grace

Grace Anastasiadis

Pronouns: She/Her/Hers

Director of Public Relations (Interim)

443.518.4252

To Whom It May Concern,

My name is Kieta Smith, and I am a recent graduate of Howard Community College (HCC). I am from Jessup, which is about a 20-minute drive to HCC. During my time at HCC, I didn't have reliable transportation, so I took public transportation to and from school. While I did it, I must admit that the experience was difficult. What should have been a 20-minute drive took me over an hour when the bus was running on schedule.

When I was approached by the college's Howard P.R.I.D.E. Program to share on my experience using public transportation to get to school, I was nervous. Without public transportation, I would have had no way of getting to school. But public transportation as it currently stands is unreliable and does not work well with students.

When planning my schedule, I had to account for the bus schedule. If there were more busses available, I'm sure I could have had a class schedule that best fit my learning style. For instance, there were class times and professors I couldn't take because the unreliable bus schedule meant that I could not guarantee that I would make it to class on time.

Improved public transit would benefit students who do not have reliable transportation. I believe that it would even allow some people who aren't in school to attend HCC. I would hope that Council Bill 4-2023 would lead to more buses, which would reduce the arrival time to HCC. Cutting down transit time from an hour each way to maybe 30 minutes would be much better.

Thank you for this opportunity to share my story.

Kieta Smith

8851 Mission Road
Jessup MD 20794-3945

I am a resident of Columbia, an employee of Howard Community College (HCC), and an alumnus of HCC.

When I was a student, I relied on the bus, and now as an employee, I use the bus to get to work. If I drove a car to work, it would take me about 15 minutes. The bus takes about two hours because I must first go to the Columbia Mall, and then take a second bus to HCC. However, I usually forego waiting for the second bus because it is faster to walk. Walking to HCC from the mall takes me about 20 minutes. If I were to wait for the bus, it could take me up to an hour.

I have to wake up very early to take the bus, Sometimes, if I get out of work late, I'll have to rely on family and friends to take me home, because I cannot rely on the bus.

I urge you to support Council Bill 4-2023. The bill would add more busses and more direct bus routes. These changes would be life-changing for me, and it would greatly improve my transportation to work.

Thank you,
Forrest Jones

5454 Phelps Luck Drive
Columbia MD 21045

I am resident of Howard County and live in District 3. As a student at Howard Community College (HCC), I used public transportation to get to school because I did not have my own car.

A drive would take only 15 minutes, but by bus, it may take me up to two hours. There is not a direct bus route to HCC. I have to take two busses. I wait for the first bus for at least half an hour and take it to the Columbia Mall, and then I must make the choice of waiting up to 40 minutes to take another bus to the college or walking. Both the bus ride and my walk to the college take 20 minutes because the bus makes far too many stops.

What this means is that I must schedule all my classes according to times the bus is running. For safety concerns, I don't like to take the bus after dark. This means there is a limited window of time for me to take classes.

Due to the bus schedule, I sometimes get to the college over an hour early so that I am not late for class. There are even times when I left on time, but due to the bus, I was an hour late to class.

Also, as you can imagine, waiting outside for any length of time during winter months is extremely cold, so when I get on the bus, my feet are numb from the cold.

I support Council Bill 4-2023. Adding more busses, having more direct routes to destinations, and building better, safer bus stops would be a huge benefit to my day-to-day life.

Thank you,
Rita Greathouse Garquez
9650 Covered Wagon Drive
Apartment L
Laurel MD 20723



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Celian Valero-Colon

David Wolf

Lanlan Xu

January 17, 2023

Legislation: CB04-2023 – The Transit Investment Act

Position: Support

The Horizon Foundation, Howard County’s community health foundation and the largest independent health philanthropy in the state of Maryland, strongly supports Council Bill #04-2023, the Transit Investment Act.

The Act creates a dedicated fund for public transit operations in Howard County’s operating budget and directs an estimated \$500,000 collected annually to fixed-route transit operations in the county. Funds will be received through a 25-cent assessment on every Lyft, Uber, and other ride-share program trip originating in the county. The State of Maryland authorized local jurisdictions to enact ride share fees several years ago. Likewise, Prince George’s County, Montgomery County, and the City of Frederick have enacted said fees to address transportation-related expenses in recent years. By dedicating funds toward improvements to fixed-route transit operations in Howard County, our residents stand to greatly benefit from new RTA transit routes, better bus frequency, and improvements to existing bus infrastructure and service.

Everyone in Howard County – no matter who they are or where they live – should be able to safely, easily, and comfortably bike, walk, or take public transportation anywhere they need to go. The benefits to improving fixed-route transit in our community are many – from reducing greenhouse gas emissions to improving air quality to decreasing traffic congestion. Also, investments in public transit are often investments in active transportation since many people walk or bike to and from their local bus stop. This promotes better public health by encouraging physical activity and helps realize Complete Streets in our communities.

More importantly, investments in public transportation improve racial equity and reduce systemic disparities, goals strongly supported by the Horizon Foundation. Too often, a lack of transportation access has prevented low-income and historically marginalized individuals, those who are most likely to rely on public transit to get around, from achieving good health. This is likely why, in 2021, Howard County’s Racial Equity Task Force recommended that the Council “pass legislation to invest equitably in mass transportation.” The Transit Investment Act is a promising start toward carrying out this recommendation.

The Horizon Foundation leads community change so everyone in Howard County can live a longer, better life. For the last several years, our organization and its many community partners have been working to promote active transportation in Howard County and advocate for infrastructure improvements, better enabling residents to get around safely and easily without a car. To that end, we support the Transit Investment Act as a means toward improving public health and helping fulfill the county's Complete Streets vision.

We urge you to pass Council Bill #04-2023 to help continue Howard County's progress in building a healthier, safer, more connected, and more equitable community.

Thank you for your consideration.

Sayers, Margery

From: D'Paul Nibber <dnibber@thehorizonfoundation.org>
Sent: Tuesday, January 17, 2023 4:34 PM
To: CouncilMail
Subject: Testimony for CB04-2023 – The Transit Investment Act

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Good afternoon,

I am submitting testimony for CB04-2023 – The Transit Investment Act on behalf of the Horizon Foundation. Please see the attached document. Thank you!

Regards,

D'Paul Nibber

Senior Policy and Community Engagement Officer, Horizon Foundation

Office: 443-766-1214

dnibber@thehorizonfoundation.org

www.thehorizonfoundation.org

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10221 Wincopin Circle, Suite 200, Columbia, MD 21044

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Transportation Alliance

January 17, 2023

Testimony on Council Bill 4-2023 *Transportation Network Company Services Assessment*

Position: Favorable

The Central Maryland Transportation Alliance supports Council Bill 4-2023, establishing a Transportation Network Company Services Assessment and creating a Transit Services Improvement Fund for the County.

The Transportation Alliance was formed in 2007 as a diverse coalition of corporate and civic leaders uniting business, philanthropic and institutional sectors around a common agenda: improving and expanding transportation options for the residents and businesses of Central Maryland. As such, we are eager to support local government efforts like this that invest in public transit, biking, and walking. Council Bill 4 will help to support the RTA transit system by providing a dedicated and reliable revenue stream to supplement the County's existing investment.

We hope that the County will use these funds to improve transit service in ways that matter most to riders: increasing frequency on high ridership routes, speeding up buses in congested areas, making the bus more reliable, and connecting people to job and activity centers.

We encourage the Council to approve Council Bill 4-2023.

Sayers, Margery

From: Baker, Kevin
Sent: Tuesday, January 17, 2023 1:47 PM
To: Sayers, Margery
Subject: FW: Proposed legislation CB4-2023

For Related Documents under CB4-2023.

From: Christine Wells <chrisawells@verizon.net>
Sent: Tuesday, January 17, 2023 1:31 PM
To: Rigby, Christiana <crigby@howardcountymd.gov>; Walsh, Elizabeth <ewalsh@howardcountymd.gov>
Cc: Gartner, Bruce <bgartner@howardcountymd.gov>; jason.g@transitrt.com <jason.g@transitrt.com>
Subject: Proposed legislation CB4-2023

Councilwoman Rigby and Councilwoman Walsh:

As a member of the Central Maryland Transportation and Mobility Commission, I support the CB4-2023, the proposed Transportation Network Transportation Company Services Assessment. Reliable sources of funding are important to support transit and to assure service improvements are possible when needed.

Thank you for your support of the RTA and other transit services in Howard County.

Christine Wells, Howard County Commissioner, CMTMC
chrisawells@verizon.net

Sayers, Margery

From: Ted Cochran <tedcochran55409@gmail.com>
Sent: Tuesday, January 17, 2023 12:28 PM
To: CouncilMail
Subject: In Support of CB 4-2023 and investment in transit

[Note: This email originated from outside of the organization. Please only click on links or attachments if you know the sender.]

Greetings,

I am writing in support of CB 4-2023, the Transit Investment Act.

I think we can all agree that we cannot pave our way out of congestion. Howard County needs increasingly robust transit that more fully connects citizens throughout the county to major centers of employment, recreation, retail, long haul transportation, education, and government services.

Transit services need to provide more frequent service, additional travel routes, and longer hours of operation so that, eventually, the convenience of transit trips approaches the convenience of trips made using cars.

When combined with the county's Complete Streets policy to make "last mile" travel more convenient, increased transit can have a real impact on congestion and greenhouse gas emissions.

Increased transit investment can increase the accessibility of services in priority communities, eliminating the need for multi-hour round trips to destinations that can be reached in minutes in automobiles.

Increased transit investment can have a significant impact on pedestrian safety, for example on Route 1, decreasing the need for residents to walk long distances at all hours on roads with substandard infrastructure.

My only concern with the proposed legislation is that the proposed assessment is too small. But it is a start, and a start that should be made by Howard County without delay.

Regards,

--tc

Ted Cochran
5178 Downwest Ride
Columbia, MD 21044