

Amendment 33 to Council Bill No. 28 -2023

**BY: The Chairperson at the Request
of the County Executive**

**Legislative Day 11
Date: October 2, 2023**

Amendment No. 33

(This Amendment makes the following changes to HoCo by Design Chapter 4, County in Motion, and Chapter 11, Implementation:

- 1. Improves language surrounding regional transportation connections with high frequency train service provided by the Penn Commuter Rail Line*
- 2. Adds language surrounding the engagement of regional partners to support and advance connections included in local and regional plans*
- 3. Adds language that Development Regulations should require site plans that address access by transit, bicycle, walking and micromobility services*
- 4. Adds language to work with State and Regional agencies to develop methods to measure bike and pedestrian activity*
- 5. Clarifies what is meant by “electric vehicles”.)*


1 In the *HoCo By Design* General Plan, attached to this Act as Exhibit A, amend the following
2 pages as indicated in this Amendment:

- 3 • Chapter 4, County in Motion – pages 25, 26 and 32
- 4 • Chapter 11, Implementation – pages 24, 25 and 27

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6 Correct all page numbers, numbering, and formatting within this Act to accommodate this
7 amendment.

CIM-3 Policy Statement

 Make the transportation system equitable, close mobility gaps, and improve access to jobs, housing, health care, education, and social services.

Implementing Actions

1. Continue to monitor system performance, gather input from current riders, and allocate existing resources to maximize ridership and enhance service for current public transit riders.
2. Ensure investments in the Regional Transportation Agency system balance improving service frequencies and adding new routes to unserved areas with transit-supportive land use.
3. Continue to support community-based mobility programs and non-governmental organizations that serve seniors and people with disabilities.
4. Explore flexible transit routing, mobility as a service, and other micro-mobility concepts to provide efficient and economic transit service in lower-density areas of the County.


CIM-4 Policy Statement

Leverage Howard County's position in the Baltimore and Washington regions to advance transportation projects and policies with regional and local impacts, including focusing efforts on governance, accountability, funding policies, and strategies to address unmet transportation service needs.

Implementing Actions

1. Continue to engage in regional discussions regarding state and federal investment in regional transit systems to ensure funding and support for Howard County projects, meet the County's goals to enhance and improve access to regional job centers, and maintain the County's position as an attractive location to live and work.
2. Continue to support the collaborative efforts to improve the Regional Transportation Agency of Central Maryland.
3. Continue to partner with Montgomery County and the Maryland Department of Transportation to extend the Flash Bus Rapid Transit Service to Howard County.
4. Support and partner with Maryland Department of Transportation and other regional organizations to expand service and improve reliability on the Camden Commuter Rail Line [and improve transit connections from Howard County to existing Penn Commuter Rail Line Stations.](#)
5. Continue to engage and participate in regional and state planning and coordination activities to ensure the needs of freight and goods movements are considered and supported.
6. [Continue to engage with neighboring, regional and state partners to support and advance regional high-quality connections articulated in local and regional functional plans.](#)

CIM-5 Policy Statement

 Deliver transportation system improvements that support efforts to reduce reliance on automobile trips, improve air quality, and give people cost-effective and sustainable choices on how they get to work, home, school, and play.

Implementing Actions

1. Construct and enhance transportation facilities to increase connections across Howard County and support the goals of WalkHoward, BikeHoward, and the Complete Streets Policy, with a focus on the equity goals outlined in the Complete Streets Policy.
2. Continue to plan and implement projects that enhance transportation connections to regional job centers and high-quality transit.
3. Sustain and expand efforts to develop and implement Transportation Demand Management programs (such as car share, bikeshare, and shared e-scooter systems; telecommute policies; and vanpools) and expand Park and Ride lots, where appropriate.
4. Continue to plan and coordinate investments with the Howard County Public School System to increase safe routes to schools, enhance access to the local transit system, reduce demand for school bus service, and decrease driving to school.
5. Partner with the Maryland Department of Transportation to align commuter bus routes and funding priorities with current and expected travel patterns and complementary regional public transit initiatives.
6. Continue to work with federal, state, and regional partners on preliminary studies for high-quality connections.
7. [Implement Development Regulations that require site plans that allow access to buildings by transit, bicycle, walking and micromobility services.](#)
8. [Work with State and Regional Agencies to develop reliable and sustainable methods to measure bike and pedestrian activity.](#)

CIM-6 Policy Statement

Focus on improvements to the transportation system that improve travel reliability.

Implementing Actions

1. Evaluate the use of Transportation Systems Management and Operations concepts to manage the County's road system.
2. Develop real-time traffic monitoring and coordinate transportation and emergency resources to address non-recurring congestion due to weather and crashes on the local and regional transportation system.
3. Focus on operations at key intersections while ensuring improved safety for bicycle and pedestrian movements.
4. Optimize signal timing and phasing at key intersections in coordination with efforts to improve pedestrian and bicycle movements and safety, and coordinate signals in major commute corridors during peak time periods.
5. Increase street connections in key locations that provide more route choices to system users.
6. Develop access management approaches through updates to the Zoning Regulations and the Subdivision and Land Development Regulations, design approvals, and coordination with the Maryland Department of Transportation State Highway Administration.

Climate Change and Air Quality

As outlined in the Ecological Health chapter, climate change can be generally defined as a significant long-term shift in weather patterns for a specific geographic region. Emissions of the long-lived greenhouse gases carbon dioxide (CO₂), methane, nitrous oxide, and fluorinated gases are causing climate change as they build up and trap heat in the atmosphere. A significant contributor to emissions is the transportation sector. In the United States, transportation accounts for 33% of CO₂ emissions, with 65% of that total resulting from gasoline consumption in cars and light trucks. Annual vehicle miles traveled (VMT) in Howard County has grown slightly in recent years, increasing by just over 400,000 between 2013 and 2018. This growth in VMT represents nearly 500 additional miles driven by every county resident per year. On a per capita basis, the county VMT is approximately 37% higher than the regional average. This difference is a function of slightly longer commuting distances to Baltimore and Washington, DC, high per capita auto ownership, and a limited number of transit options for most commute trips.

Air pollution levels are reported to the general public via the Air Quality Index (AQI), which measures the level of criteria pollutants (air pollutants that contribute to the formation of ozone and particulate matter, including hydrocarbons, carbon monoxide, and oxides of nitrogen, which can have adverse short- and long-term health effects). In the Baltimore-Washington region, the AQI is driven by ground level ozone and particulate matter. The Clean Air Act enables interstate commissions to develop regional strategies for reducing air pollution. Maryland is part of the Northeast Ozone Transport Region, which includes 12 states and the District of Columbia. At the local level, Howard County is a member of the Baltimore Metropolitan Council (BMC) and its Baltimore Regional Transportation Board (BRTB), which coordinate regional transportation planning and work to reduce emissions from transportation. Under the Clean Air Act, the BRTB cannot approve any project, program, or plan that does not conform to Maryland's State Implementation Plan, which guides Maryland's actions to attain and meet air quality standards.

Reducing emissions and air pollutants from the transportation system will take multiple approaches, including the following: 1) reducing direct emissions from vehicles; 2) shifting demand to more efficient transportation modes with fewer direct emissions; and 3) reducing VMT. The national, state, and local vehicle fleet is still primarily comprised of gasoline and diesel vehicles; however, electric and hybrid vehicles are becoming more common. In 2022, less than 1% of the US vehicle fleet was electric but sales were increasing rapidly. Meaningful market penetration of electric vehicles will depend on availability of government incentives, alleviating buyers' range anxiety, and facilitating investment in charging infrastructure. The high cost of electric vehicles is often cited as a barrier, as approximately two-thirds of households that own electric or hybrid vehicles have incomes over \$100,000. Therefore any incentives and supporting policies will need to address the County's equity goals. Shifting demand to other modes, such as transit, walking, and biking, is another reliable and equitable method to reduce VMT and emissions. By investing in reliable transit and safe walking and cycling facilities, the County can ensure that community members will have the option to shift their vehicle trips. Additionally, increasing frequency of transit service not only benefits those who depend on it out of necessity, but also improves the attractiveness of transit to those who are able to choose their mode of travel.

Climate change is also forecast to impact the reliability of the transportation system as periods of higher temperatures increase wear on road surfaces; stronger and more sustained rain events increase flooding on roads, bridges, and culverts; and long-term droughts dry out subsurface soils, leading to subsidence. Additionally, reduced capacity, detours, and crashes from flooding impact travel time, reliability, and safety. As articulated in the BMC's Capital Improvement Program study, viewing asset management and county design standards through a resiliency lens will be critical to ensuring the County's transportation system can continue to operate safely and effectively.

CIM-8 Policy Statement

Actively plan for and evaluate the impact of technology and climate change on the transportation system.

Implementing Actions

1. Evaluate and update parking and land development requirements to reflect greater use of mobility and delivery as service models.
2. Amend design standards and asset management approaches to ensure resilience.
3. Support the installation of electric ~~vehicle-vehicles~~ (EV), such as electric cars, electric bikes, and charging stations in private and public space, with particular attention to shared parking lots to ensure they are EV ready by including connections and infrastructure.
4. Evaluate and address the potential impact of electric vehicle charging stations on electric power requirements.
5. Participate in regional and state coordination efforts to ensure federal and state regulations on connected and autonomous vehicles account for vulnerable road users such as pedestrians and cyclists.

CIM-9 Policy Statement

Support efforts to improve air quality with an emphasis on communities and populations most threatened by high levels of pollution.

Implementing Actions




-  1. Develop land use and environmental policy strategies that reduce the impact of diesel particulate matter in communities adjacent to industrial areas.
2. Develop a plan to transition the County's fleet (including school buses and contracted services) to low/no emission vehicles.
-  3. Continue to invest in increasing public transit frequency and walking and cycling infrastructure to support both a more equitable transportation system and shifts away from automobiles to non-automobile modes.
4. Consider targeted financial incentives and the removal of regulatory barriers for property owners and companies that deploy electric vehicle charging infrastructure, idle reduction technology, and other technologies that capture or mitigate diesel emissions at the source.
-  5. Consider a subsidy program to support low emission vehicles, bicycles, and scooters in traditionally underserved communities.

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
CIM-1 - Maintain transportation system assets to ensure the viability of the system and safety of users.		
1. Develop and regularly update a risk-based asset inventory and management program for all transportation assets and ensure adequate maintenance funding.	OOT DPW	Mid-Term
2. Closely coordinate system maintenance activities with utilities and private development to minimize future roadway damage.	OOT Private Partners	Ongoing
3. Develop fiscally unconstrained plans for each asset class to communicate the deferred maintenance needs and a pipeline of unfunded projects for consideration.	DPW	Ongoing
4. Consider equity emphasis areas in the prioritization of maintenance needs.	OOT DPW	Ongoing
CIM-2 - Design and operate an equitable transportation system that prevents and mitigates the most severe types of crashes for motorists, transit riders, bicyclists, and pedestrians.		
1. Prioritize and fund measures outlined in the Strategic Road Safety Plan using a safe system approach to focus education, enforcement, and engineering efforts and investments.	OOT DPW Elected Officials OOB	Mid-Term
2. Advance the Complete Streets Policy by updating the Subdivision and Land Development Regulations to provide accommodations and improve safety, particularly for pedestrians and bicyclists who are the most vulnerable roadway users.	OOT DPZ DPW	Ongoing
3. Execute the priorities of WalkHoward and BikeHoward through dedicated funding in the capital budget and efficient project delivery.	OOT Elected Officials OOB	Ongoing
4. Ensure that all transportation capital projects include review of potential safety improvements during the project scoping process.	OOT DPW	Ongoing

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
CIM-3 - Make the transportation system equitable, close mobility gaps, and improve access to jobs, health care, education, and social services.		
1. Continue to monitor system performance, gather input from current riders, and allocate existing resources to maximize ridership and enhance service for current public transit riders.	OOT	Ongoing
2. Ensure investments in the Regional Transportation Agency system balance improving service frequencies and adding new routes to unserved areas with transit-supportive land use.	OOT	Ongoing
3. Continue to support community-based mobility programs and non-governmental organizations that serve seniors and people with disabilities.	DCRS OOT	Ongoing
4. Explore flexible transit routing, mobility as a service, and other micro-mobility concepts to provide efficient and economic transit service in lower-density areas of the County.	OOT	Mid-Term
CIM-4 - Leverage Howard County's position in the Baltimore and Washington regions to advance transportation projects and policies with regional and local impacts, including focusing efforts on governance, accountability, funding policies, and strategies to address unmet transportation service needs.		
1. Continue to engage in regional discussions regarding state and federal investment in regional transit systems to ensure funding and support for Howard County projects, meet the County's goals to enhance and improve access to regional job centers, and maintain the County's position as an attractive location to live and work.	OOT DPW Elected Officials OOB	Ongoing
2. Continue to support the collaborative efforts to improve the Regional Transportation Agency of Central Maryland.	OOT	Ongoing
3. Continue to partner with Montgomery County and the Maryland Department of Transportation to extend the Flash Bus Rapid Transit Service to Howard County.	OOT	Mid-Term
4. Support and partner with Maryland Department of Transportation and other regional organizations to expand service and improve reliability on the Camden Commuter Rail Line and improve transit connections from Howard County to existing Penn Commuter Rail Lines.	OOT	Mid-Term
5. Continue to engage and participate in regional and state planning and coordination activities to ensure the needs of freight and goods movements are considered and supported.	OOT	Ongoing
6. Continue to engage with neighboring, regional, and state partners to support and advance regional high-quality connections articulated in local and regional functional plans.	OOT DPW DRP	Ongoing

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
CIM-5 - Deliver transportation system improvements that support efforts to reduce reliance on automobile trips, improve air quality, and give people cost-effective and sustainable choices on how they get to work, home, school, and play.		
1. Construct and enhance transportation facilities to increase connections across Howard County and support the goals of WalkHoward, BikeHoward, and the Complete Streets Policy, with a focus on the equity goals outlined in the Complete Streets Policy.	OOT DPW	Ongoing
2. Continue to plan and implement projects that enhance transportation connections to regional job centers and high-quality transit.	DPZ OOT	Ongoing
3. Sustain and expand efforts to develop and implement Transportation Demand Management programs (such as car share, bikeshare, and shared e-scooter systems; telecommute policies; and vanpools) and expand Park and Ride lots, where appropriate.	OOT DPW	Ongoing
4. Continue to plan and coordinate investments with the Howard County Public School System to increase safe routes to schools, enhance access to the local transit system, reduce demand for school bus service, and decrease driving to school.	OOT DPW HCPSS	Ongoing
5. Partner with the Maryland Department of Transportation to align commuter bus routes and funding priorities with current and expected travel patterns and complementary regional public transit initiatives.	OOT	Ongoing
6. Continue to work with federal, state, and regional partners on preliminary studies for high-quality connections.	OOT	Ongoing
7. <u>Implement Development Regulations that require site plans that allow access to buildings by transit, bicycle, walking, and micro-mobility services.</u>	DPZ OOT	Mid-Term
8. <u>Work with state and regional agencies to develop reliable and sustainable methods to measure bike and pedestrian activity.</u>	OOT	Mid-Term

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
CIM-6 - Focus on improvements to the transportation system that improve travel reliability.		
1. Evaluate the use of Transportation Systems Management and Operations concepts to manage the County's road system.	OOT DPW	Mid-Term
2. Develop real-time traffic monitoring and coordinate transportation and emergency resources to address non-recurring congestion due to weather and crashes on the local and regional transportation system.	OOT OEM DPW	Mid-Term
3. Focus on operations at key intersections while ensuring improved safety for bicycle and pedestrian movements.	DPW OOT	Mid-Term
4. Optimize signal timing and phasing at key intersections in coordination with efforts to improve pedestrian and bicycle movements and safety, and coordinate signals in major commute corridors during peak time periods.	DPW OOT	Mid-Term
5. Increase street connections in key locations that provide more route choices to system users.	OOT DPW	Mid-Term
6. Develop access management approaches through updates to the Zoning Regulations and the Subdivision and Land Development Regulations, design approvals, and coordination with the Maryland Department of Transportation State Highway Administration.	DPZ OOT	Long-Term
CIM-7 - Refine processes and policies to deliver transportation improvements strategically, efficiently, and equitably.		
1. Review existing rules, policies, processes, and procurement procedures to identify opportunities to accelerate the planning, design, permitting, or construction of new and equitable transportation projects, including the recommendations from the Capital Improvement Program study.	OOT DPW	Mid-Term
2. Identify opportunities to minimize the time needed to acquire right-of-way for planning road, sidewalk, or bicycle projects while respecting the rights of private property owners. Alternatively, reevaluate the scope of projects earlier in the planning process if it is determined that there is strong opposition to land acquisition.	OOT DPW Private Property Owners	Ongoing
3. Implement contracting methods that shorten construction activities for a project, including, but not limited to, design-build provisions for small projects like sidewalks or intersection improvements, contracts that share risk with contractors and support flexible project phasing for larger projects, and incentives for early project completion.	DPW OOT OOP	Long-Term

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
CIM-8 - Actively plan for and evaluate the impact of technology and climate change on the transportation system.		
1. Evaluate and update parking and land development requirements to reflect greater use of mobility and delivery as service models.	DPZ OOT	Mid-Term
2. Amend design standards and asset management approaches to ensure resilience.	DPW OOT DPZ	Mid-Term
3. Support the installation of electric vehicle-vehicles (EV), such as <u>electric cars, electric bikes, and</u> charging stations in private and public space, with particular attention to shared parking lots to ensure they are EV ready by including connections and infrastructure.	DPW OCS OOT Private Partners	Ongoing
4. Evaluate and address the potential impact of electric vehicle charging stations on electric power requirements.	DPW OOT OCS	Long-Term
5. Participate in regional and state coordination efforts to ensure federal and state regulations on connected and autonomous vehicles account for vulnerable road users such as pedestrians and cyclists.	OOT	Ongoing
CIM-9 - Support efforts to improve air quality with an emphasis on communities and populations most threatened by high levels of pollution.		
1. Develop land use and environmental policy strategies that reduce the impact of diesel particulate matter in communities adjacent to industrial areas.	OCS OOT	Long-Term
2. Develop a plan to transition the County's fleet (including school buses and contracted services) to low/no emission vehicles.	OOT OCS	Mid-Term
3. Continue to invest in increasing public transit frequency and walking and cycling infrastructure to support both a more equitable transportation system and shifts away from automobiles to non-automobile modes.	OOT	Ongoing
4. Consider targeted financial incentives to property owners and companies that deploy electric vehicle charging infrastructure, idle reduction technology, and other technologies that capture or mitigate diesel emissions at the source.	OOT OCS Private Property Owners	Mid-Term
5. Consider a subsidy program to support low emission vehicles, bicycles, and scooters in traditionally underserved communities.	OOT	Long-Term

Table 10-1: Implementation Matrix		
Policy and Implementing Actions	Lead Agency	Timeframe (Mid-Term five-year, Long-Term six+ years, Ongoing)
CIM-10 - Advance transportation planning and transportation investments to support an economically and environmentally sustainable transportation system that moves people safely and efficiently throughout the County and supports the land use and equity goals in HoCo By Design, including its emphasis on mixed-use activity centers.		
1. Develop a countywide transportation plan and conduct a focused transportation study for each activity center in the Route 1 Corridor.	OOT DPW	Mid-Term
2. Continue to use the Functional Road Classification Map to guide the design, capacity, and function of roads as they are built or improved.	DPW OOT DPZ	Ongoing
3. Implement HoCo By Design's recommendations for transit service through future transit service functional plans or master plans.	OOT DPZ	Long-Term
4. Continue to implement recommendations from WalkHoward and BikeHoward as methods to advance the broad concepts and recommendations in the General Plan.	OOT	Ongoing
5. Ensure the Design Manual is consistent with the General Plan as part of the regular update process for the Design Manual.	OOT	Long-Term
EP-1 - Retain and expand the use of industrial land to support employment opportunities that pay a living wage.		
1. As part of the Zoning Regulations update, consider protective measures to ensure an adequate long-term supply of industrial land, such as additional requirements or impact statements for rezoning industrial land, zoning that discourages incompatible uses in heavy industrial areas, heavy buffer requirements for non-industrial users locating near heavy industrial land, or industrial overlay zoning for prime industrial land.	DPZ	Mid-Term
2. Determine how compatible uses can co-locate in designated Industrial Mixed-Use character areas to support industrial operations and create an active sense of place.	DPZ	Long-Term
3. Prioritize for retention industrial land that is uniquely accessible to regional highways for continued industrial use.	DPZ	Mid-Term
4. During the Zoning Regulations update or via Zoning Amendments, favorably consider context-sensitive industrial uses along the Interstate 70 corridor.	DPZ	Mid-Term
EP-2 - Ensure redevelopment is consistent with the character of industrial areas.		
1. Update the Route 1 Design Manual to include Industrial Mixed-Use character areas and incorporate buffers between redevelopment areas and industrial areas.	DPZ	Long-Term