

Amendment 1 to Council Resolution No. 182 -2023

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

**Legislative Day 15
Date: December 4, 2023**

Amendment No. 1

(This Amendment clarifies that Anne Arundel County's transportation service serves areas previously served by the RTA.)

- 1 In the 2023 RTA/Howard County Transit Development Plan, attached to this Resolution, amend
- 2 the following pages:
- 3
- 4
 - On page 6, make the changes shown in the attached revised page 6.

Review of Previous and Current Plans and Studies

The following section reviews recent plans and current initiatives addressing public transportation in Howard County. The reviewed plans include those specific to transportation, as well as those covering broader issues and planning efforts. Current and ongoing planning efforts will be updated throughout the TDP process. The summarized plans are presented in the following order:

- 2018 Central Maryland Transit Development Plan
- Baltimore Regional Transit Needs Assessment
- MD 32 Enhanced Bus Feasibility Study
- Connecting Our Future: A Regional Transit Plan for Central Maryland
- Zero Emissions Bus Transition Plan
- BWI to Columbia Study (BMC)
- BMC Bus Stop Assessment
- HoCo by Design

2018 Central Maryland Transit Development Plan

The Central Maryland TDP, completed in 2018 and the precursor to this TDP, was a regional effort with partners from Anne Arundel County, Howard County, Northern Prince George's County, City of Laurel, RTA, and MDOT – MTA. Since completion of the previous TDP, Anne Arundel County has launched their own county-run public transportation service **for some areas previously served by the RTA** and no longer contracts with the RTA for services. The TDP consisted of the demographics and land use of the study area, public and stakeholder input, a review of existing services, service alternatives, a transit plan, and future transit development.

Howard County Strategies from the 2018 Central Maryland TDP:

- 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 - Replace older, unreliable buses that are outdated and expensive to maintain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

