

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.

I certify this is a true copy of
Am 1 CR 182 -2023
passed on Dec 4, 2023
Michelle D'Arco
Council Administrator

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:

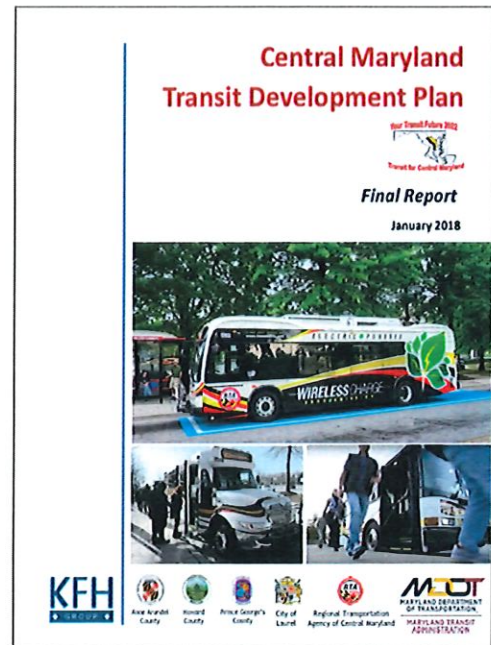
- 2018 Central Maryland Transit Development Plan
- Baltimore Regional Transit Needs Assessment
- MD 32 Enhanced Bus Feasibility Study
- Connecting Our Future: A Regional Transit Plan for Central Maryland
- Zero Emissions Bus Transition Plan
- BWI to Columbia Study (BMC)
- BMC Bus Stop Assessment
- HoCo 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 - Replace older, unreliable buses that are outdated and expensive to maintain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



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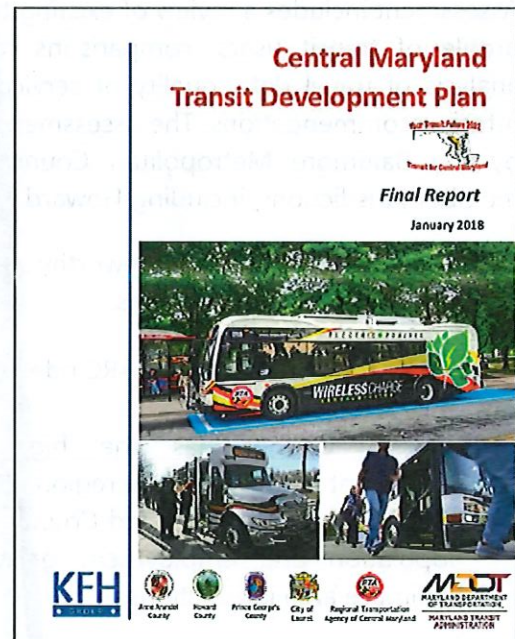
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- Three plus year vision for service expansion
 - Local service Maple Lawn (via APL); ElkrIDGE (via Long Reach), River Hill (via HCPS headquarters); Turf Valley
 - Bus Rapid Transit to Silver Spring
 - Downtown Columbia to Gateway transit corridor
- 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

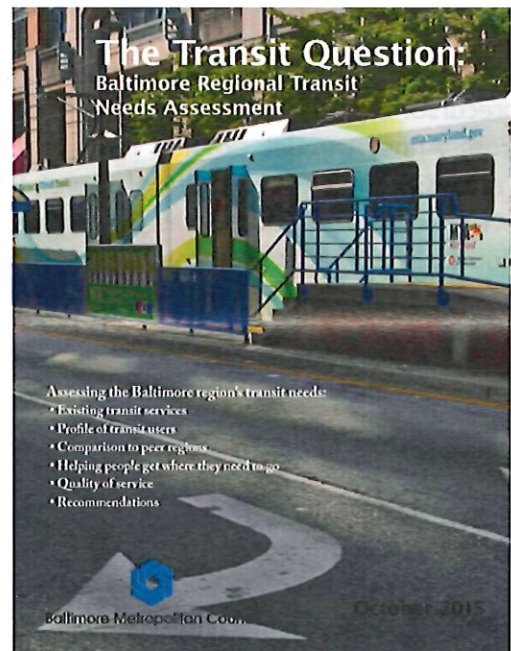
Within the TDP’s five-year transit plan, recommended improvements for Howard County were placed into two phases. The first phase included additional routes, 30-minute headways on key routes, and expanded weekend service. Phase 2 included several expansion routes which will be examined through this TDP.

Baltimore Regional Transit Needs Assessment

Completed in 2015, the Baltimore Regional Transit Needs Assessment includes a review of existing transit services, a profile of transit users, comparisons to peer regions, analysis of travel data, quality of service measures, and future recommendations. The assessment was conducted by the Baltimore Metropolitan Council (BMC) for all member jurisdictions, including Howard County.

The report includes several noteworthy statistics on transit usage and regional comparisons:

- In a 2014 survey, 17% of MARC ridership was made up of Howard County residents
- Howard County has the highest educational attainment in the Baltimore region (2013 ACS)
- From 1990 to 2015, Howard County had the highest population and employment growth rate of all Baltimore area jurisdictions



The assessment’s recommendations are primarily aimed at MTA services; however, there are some key takeaways on regionalization efforts and an emphasis on providing improved transit to and from major employers. Relevant recommendations include:

- Improve accessibility at transit stations and stops
- Maintain a good state of repair for transit
- Use transit fares as an economic development tool to incentivize participation in the work force
- Coordinate with MTA, the region, and local governments to ensure consistency of regional policies