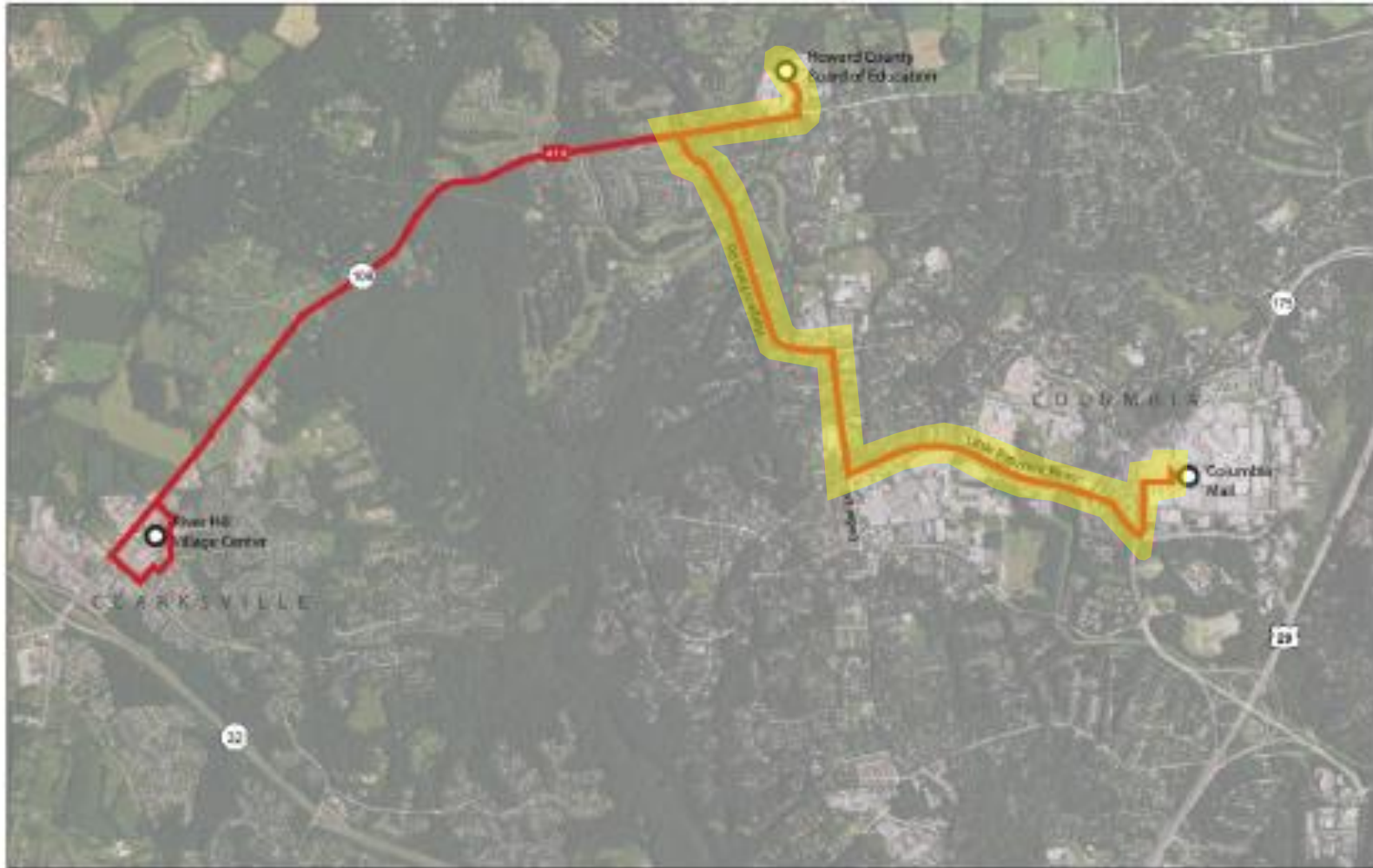


Howard County Transit Service Expansion

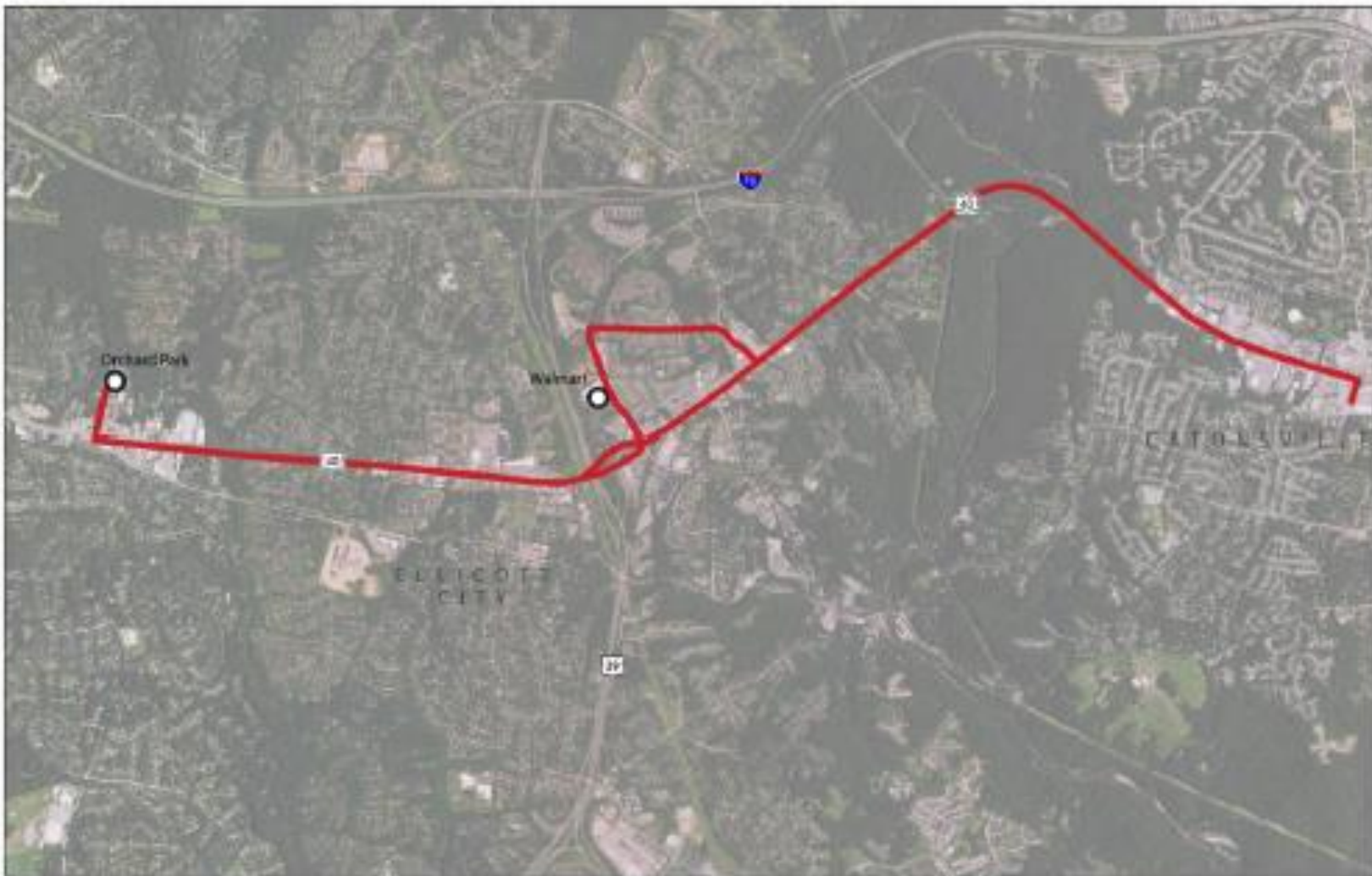
Phase 2

	Service	Description	Hours of Operation	Days of Operation	Capital Requirement	Schedule	Operating Cost (annual)
1	Columbia - HCPSS Central Office	Service to HCPSS Central Office on Clarksville Pike. This will be the first phase of Columbia Mall to Clarksville service. Second phase extend the route to Clarksville.	6:30 am – 8:30 pm	M - F	1 small bus	TBD	\$215k - \$245k
2	Ellicott City - Catonsville	Service to employment along Route 40 corridor and MTA routes (77, 150, and CityLink Purple) in Catonsville on Rolling Road.	6:00 am – 10:00 pm	M - Sun	1 transit bus (Lease)	1 hour frequency	\$615k - \$650k
<p>Notes:</p> <ol style="list-style-type: none"> Schedule is to be determined based on input from HCPSS to best meet their needs. Operating cost is based on 8 hours of revenue service. Actual implementation may integrate this service into the existing Route 405 which operates on Sunday. The route will be a regional route and could be taken over by MTA. Baltimore County could subsidize the part of the route that would be in Baltimore County. 							

Phase 2: Columbia – HCPSS Central Office



Phase 2: Ellicott City - Catonsville



Phase 3

	Service	Description	Hours of Operation	Days of Operation	Capital Requirement	Schedule	Operating Cost (annual)
1	US 29 Ellicott City – Briggs Chaney P&R	Service to connect with Montgomery County’s Flash, Ride-On and Metrobus service at Briggs Chaney Park and Ride.	6:00 am – 7:00 pm	M – Sat	3 transit buses	1 hour frequency	\$700k - \$750k
2	Columbia - Elkridge	Service will provide a direct connection between the Transit Hub at Columbia Mall and Elkridge. This service will eliminate a need for a transfer and reduce travel time by at least 20 – 25%.	6:00 am – 8:00 pm	M - Sat	2 transit bus	1 hour frequency	\$860k - \$900k
3	Columbia - HCPSS Central Office	The service would increase the number of trips to HCPSS Central Office.	6:30 am – 8:30 pm	M - F	1 small bus	1 hour frequency	\$375k - \$415k

Notes:

1. Operating cost based on 8 service hours – 6 roundtrips during the morning/evening peak and 2 roundtrips during the midday. ADA complementary paratransit service is not required for commuter service. However, if service is to operate throughout the day, ADA complementary paratransit service could potentially be required.
2. The service hours are in-line with the current Route 409 service hours that serves Elkridge.
3. Productivity of the service will determine if it is necessary to increase the number of scheduled trips to the HCPSS Central Office.

Phase 3: Columbia - Elkridge



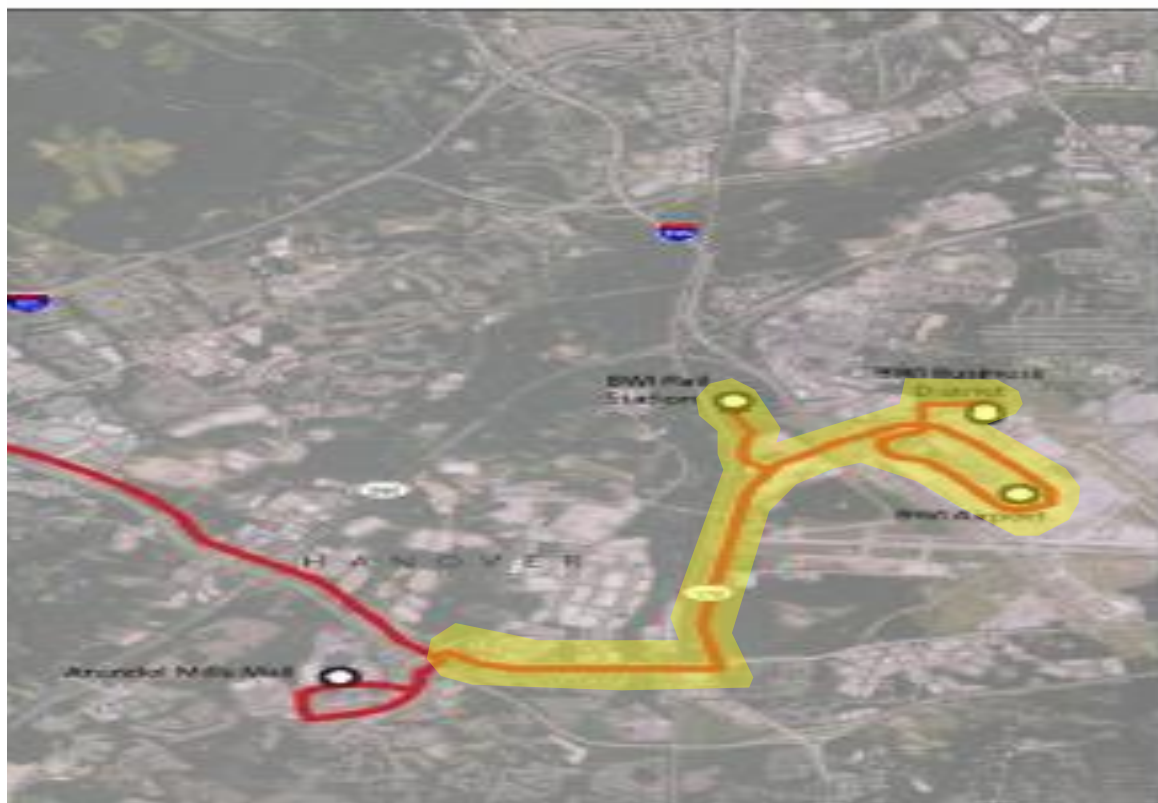
Phase 4

	Service	Description	Hours of Operation	Days of Operation	Capital Requirement	Schedule	Operating Cost (annual)
1	Columbia – BWI Extension	Extend the existing Route 501 to BWI Airport.	6:00 am – 11:00 pm	M - Sun	1 transit bus	1 hour frequency	\$585k - \$625k
2	Columbia – Turf Valley	Service to Turf Valley Towne Square, Waverly Woods Village Center, and Centennial High School.	6:00 am – 7:30 pm	M - Sat	2 transit bus	1 hour frequency	\$830k - \$880k

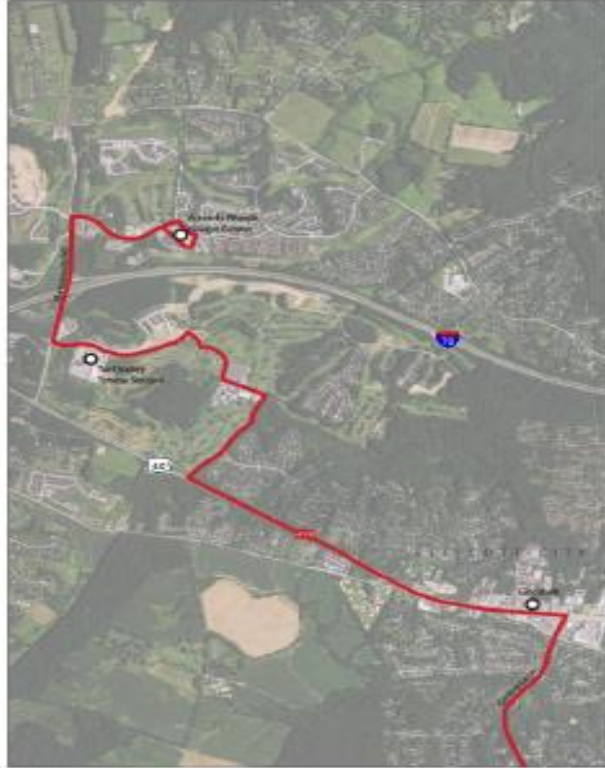
Notes:

1. To maintain a 1 hour frequency an additional bus would be needed. This would re-establish a direct connection to BWI airport with MTA potentially taking over the regional service from Columbia to BWI.
2. TDP proposed 1 transit bus operating on a 90 minute headway. However, to maintain a minimum of a 60 minute headway, 2 transit buses are necessary.

Phase 4: Columbia – BWI Extension



Phase 4: Columbia – Turf Valley



Phase 5

	Service	Description	Hours of Operation	Days of Operation	Capital Requirement	Schedule	Operating Cost (annual)
1	Columbia – Towne Center Laurel (via Maple Lawn)	Service to APL and employment destinations in Maple Lawn. Provides a more direction between Columbia and Laurel.	6:00 am – 8:00 pm	M - Sat	2 transit bus	1 hour frequency	\$866k - \$910k
Notes: 1. Should partner with Prince George’s County since part of the route is in their County							

Columbia – Town Center Laurel (via Maple Lawn)

