



**PUBLIC TRANSPORTATION BOARD**

July 26, 2016

7:00 p.m.

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

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**AGENDA**

1. Approval of the June 28, 2016 Minutes
2. Announcements
3. Public Comment
4. Old Business
  - Fare Change Policy
  - RTA Bus Replacement
  - Role of the Public Transportation Board- bike/ped committee
  - Regional Transportation Agency Commission
  - Transit Development Plan- Briefing paper, continued
5. New Business
  - Downtown Columbia Development Update
6. Adjournment

Future PTB Meetings Dates

September 27, 2016  
October 25, 2016  
December 7, 2016  
January 24, 2017

For confirmation, please call the Office of Transportation at 410-313-3130.



**PUBLIC TRANSPORTATION BOARD MINUTES**

July 26, 2016 at 7:00 p.m.

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**Members Present:** Ron Hartman, Chair  
Jason Quan  
Astamay Curtis  
Alice Giles  
Larry Schoen  
**Excused:** Hector Garcia  
Earl Armiger

**Staff:** Clive Graham, Executive Secretary  
John Ainsley, Recording Secretary

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1. **Approval of the June 28, 2016, Minutes**

The Minutes were approved by a vote of 5-0.

2. **Announcements**

Clive Graham announced that the County Executive's office wished to thank all board members who have volunteered their service to Howard County during the past year by offering them admission passes to this year's Howard County Fair. Clive also thanked the Public Transportation Board members for their service in past years.

3. **Public Comments**

There were no public comments.

4. **Old Business**

**Fare Change Policy (Update)**

Clive announced that the partner jurisdictions have started conversation regarding the creation of a common Regional Transportation Agency (RTA) Fare Policy. The policy would construct a fare system that would be consistent throughout the service area. Staff hoped to move this forward Fall 2016.

**Regional Transportation Agency Bus Replacement (Update)**

Clive advised that the Office of Transportation (OoT) has met with the Howard County Finance department regarding the purchase of new buses using a ten year lease-to-own process. Finance appeared to be good with this purchase and wished to explore one detail prior to approving the purchase.

Clive added that bus replacement was also discussed at the Partners' meeting earlier that day. Howard County has authorized funding for 70% of the cost of the purchase for 11 new buses. Clive told the Partners he would need commitment for funding for their additional 30% before the buses could be ordered. He suggested the commitment might be a Letter of Intent from each of the Partner's Administrations; committing to request funding for the purchase of the buses in their FY 18 budgets.

Mark Pritchard, RTA General Manager advised the aging buses are a challenge to keep on the road and stated the RTA will be relieved when the new buses arrive. Mr. Pritchard presented the current RTA monthly performance snap shot to the Board. Complaints have increased during this period which he believed relates to bus service trips either being missed or running late due to vehicle breakdowns.

### **Role of the Public Transportation Board- bike/ped committee (Update)**

The Public Transportation Board discussed the potential of expanding their role to include evaluating bicycle, pedestrian, and vehicular modes of transportation, in addition to transit. A brief overview of this new role was discussed for members that were not present at the previous meeting. The Board agreed that they would like to continue to move forward on expanding their role to include these additional modes of transportation.

### **Regional Transportation Agency Commission (Update)**

Phil Nichols, Howard County Administration, said that the County Executive had met with both Anne Arundel County and the City of Laurel, and had very positive interaction at the meetings regarding the Commission.

A major topic of discussion at the Partners meetings has been determining the future funding contributions of the each partner jurisdiction. Anne Arundel and Prince George's Counties wish to review and understand the prior history of funding from the Maryland Transit Administration before signing a new Memorandum of Understanding.

### **Transit Development Plan – TDP (Update)**

Clive said that he presented the TDP briefing paper to the County Executive Kittleman, Jen Terrasa and the County Administration. He said that public meetings would be held in September/October to receive initial public input. KFH Group will host meeting in each of the jurisdictions and will provide options for the TDP in January, and a completed plan by Summer 2017. The TDP will cover several modes of transit including local bus, bus rapid transit, downtown Columbia and MARC

As of now major plan focus areas include:

- Making transit a choice not a mode of last resort
- Serving needy populations especially areas of low income
- Going from one hour to half hour headways
- Expanded RTA routes to serve currently unserved areas.

Jason Quan suggested that the areas of high service demand be identified and incorporated into the TDP. Ron Hartman recommended that the MTA bus routes such as the Inter-County Connector route (ICC) be included in the plan. Mr. Hartman also suggested that the PTB board members attend the TDP public forums meetings in the fall.

## 5. New Business

### **Downtown Columbia Development Update**

Phil Nichols provided an overview of current proposals for the development in Downtown Columbia. He focused on the varying aspects of incorporating affordable housing into development, a proposed reduced parking ratio requirement and a density bonus. The Board agreed to draft a letter in support of the last two items, as they both will assist in creating an urban environment that supports multi-modal transportation options.

## 6. Adjournment

Mr. Hartman adjourned the meeting at 8:30 pm. The next Public Transportation Board meeting is scheduled for **September 26, 2016 at 7:00 pm.**



Clive Graham  
Executive Secretary

9/20/16

Date



John Ainsley  
Recording Secretary

9/20/16

Date



# FY16 Executive Summary

For One Month Period Ending 6/30/16

## Operate a Safe Transit System

Accidents (Per 100k miles)	FY16 (YTD)	FY15 (YTD)	Change	Target
Fixed Route	2.42	1.32	83%	2.25

## Meet and Exceed Customer Expectations

Complts(Per/10k boardings)	FY16 (YTD)	FY15 (YTD)	Change	Target
Fixed Route	5.32	2.75	93%	3.50

## Operate an Effective Transit System

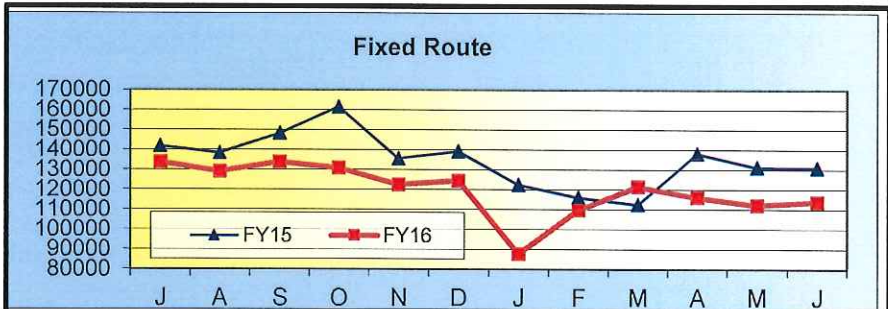
Overall Ridership (YTD)	FY16 (YTD)	FY15 (YTD)	Change	Target
Fixed Route	1,322,123	1,486,461	-11%	1.4 m
(A*) Paratransit Program	69,588	64,618	8%	65,000
<b>Passengers Per Day</b>	<b>June-16</b>	<b>June-15</b>	<b>Change</b>	<b>Target</b>
Weekday	4,461	5,054	-12%	4,750
Saturday	2,882	2,892	0%	3,000
Sunday	1,037	1,014	2%	900
<b>Passengers Per Hour</b>	<b>June-16</b>	<b>June-15</b>	<b>Change</b>	<b>Target</b>
Fixed Route	10.67	12.51	-15%	11
(A*) Paratransit Program	1.56	1.65	-5%	2.00

(A\*) Mobility performed and verified trips in RouteMatch

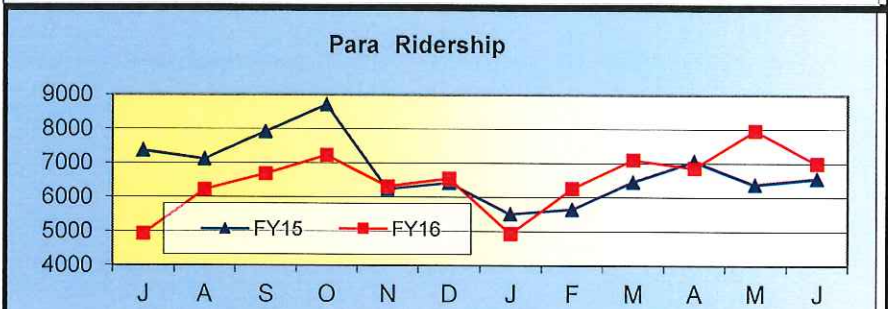
	Average 16 YTD	Pass per hour	Jun
AA	10.39	201/J	9.73
AA	5.45	202/K	5.42
AA	3.57	203/M	3.25
PG	8.53	301/A	5.43
PG	8.75	302/G	8.92
HC	21.54	401/Green	22.94
HC	10.05	404/Orange	8.71
HC	9.57	405/Yellow A	8.58
HC	9.51	406/Red	8.65
HC	12.09	407/Brown	10.49
HC	6.02	408/Gold	5.82
HC	8.96	409/Purple	8.88
HC	13.41	501/Silver	13.54
PG	10.05	502/B	8.78
HC/PG	8.95	503/E	7.56

**NextBus software update...**  
Every Bus schedule has been compared to every driver paddle and all of the updates have been sent to NextBus. We are currently observing these changes on a Test Site and the results are favorable. Several changes in documentation must be completed before the new data will go live. The goal is launch by next meeting.

Ave FY16	Service Failures	June
39.00	Missed Trips	32
99.994%	Completed Hours	98.830%
99.650%	Completed Miles	99.910%
Service Failures are FY from 3/1/16		
Ave FY16	Mechanical	June
80.08	Ttl Rd Calls (MECH+Non Mech)	86
2.65	Avg. TTI RD CALL per day	2.86
3867	AVG. MI. BTW Mech Rd Call	3684



June ridership was: 113,838 Compared to last years ridership of: 131,073  
Net Ridership: -13.1%



June ridership was: 6,984 Compared to last years ridership of: 6,563 Net Ridership: 06.4%

FY16-YTD AVE	Safety Issue	JUN 2016
1.2	<b>Collisions</b>	
1.8	Preventable	4.0
0.1	non-Preventable	2.0
1.0	per 100k Miles	0.5
0.0	Total	2.2
0.5	<b>Pass. Accidents</b>	
1.2	Preventable	0.0
0.6	non-Preventable	1.0
1.5	per 100k Miles	0.0
262280.8	Total	
	<b>Monthly Miles</b>	279997.0
2.7	<b>Wrkrs Comp claims</b>	
16.2	Claims	1.0
0.0	per 1k employees	0.0
0.5	<b>Lost Time (Days)</b>	
2.5	Days Lost	1.0
161.1	per 1k employees	0.0
	<b>NUMBER OF EMPLOYEES</b>	165.0

# Paratransit Statistics

Funding Source	Trips	Rev. Hrs.	Trips Per Rev. Hrs.	Trips Denials	Late pickups: + 15 minutes	On-Time Performance	% Trips
ADA Anne Arundel	169	134.19	1.39	0	12	80.50%	2.71%
ADA Anne Arundel M route	4	6.35	1.18	0	0	100%	0.06%
ADA Prince George's County	92	60.99	1.62	0	4	91.70%	1.82%
ADA & GPT Howard County	5,971	4,237.12	1.58	0	251	85.70%	95.41%
Taxi Total Performed Trips	748	360.5	2.07	0			
Totals	6,984	4,799.15	1.56	0	267	87.00%	100.00%

# *Central Maryland Transit Development Plan*

## **Briefing Paper Draft 8-18-16**

What is a Transit Development Plan?

Proposed plan process, public involvement

About the RTA

Policy questions/discussion

**Prepared by Howard County Office of Transportation**

# 1. What is a Transit Development Plan?

Required by the Maryland Transit Administration (MTA) every five years. Must be endorsed by local elected officials. Required TDP content:

- Identify the public and specialized transportation needs of the service area,
- Analyze the performance of currently operated transit services,
- Explore alternatives for improving services
- Recommend an implementation plan that includes a five-year budget and capital replacement plan.

Will cover the whole Regional Transportation Agency (RTA) service area – special focus on Howard and Anne Arundel Counties.

Covers all modes of transit.

## **Preliminary key objectives for the TDP**

Howard County:

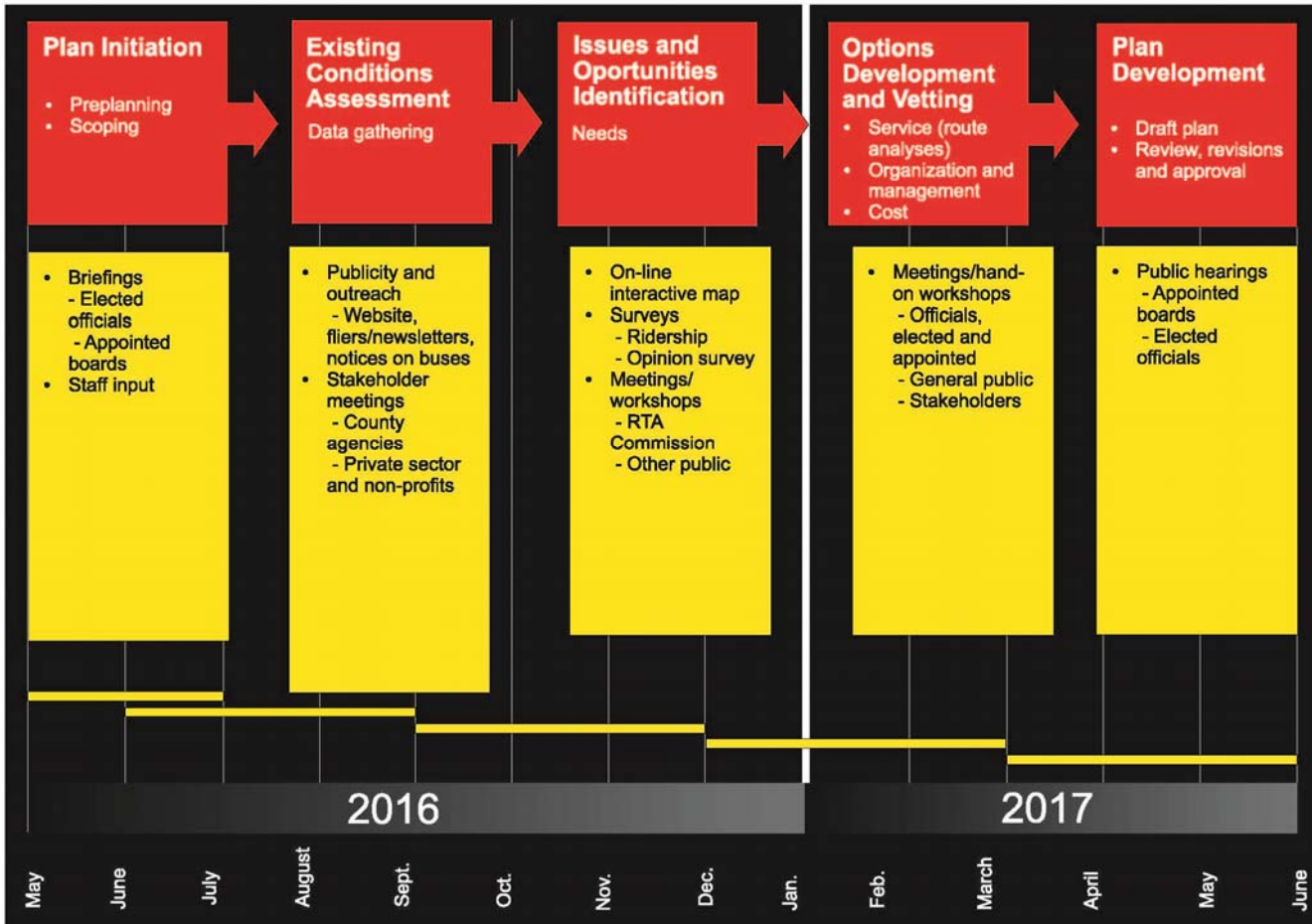
- Make transit a choice, not an option of last resort;
- Put the RTA on a solid footing for future delivery of robust transit service to multiple user groups;
- Revise routes that have not been reassessed in many years; explore route options to serve new development and locations not currently served.

Anne Arundel County:

- Connect Anne Arundel County residents to Anne Arundel County jobs

## DRAFT PROCESS

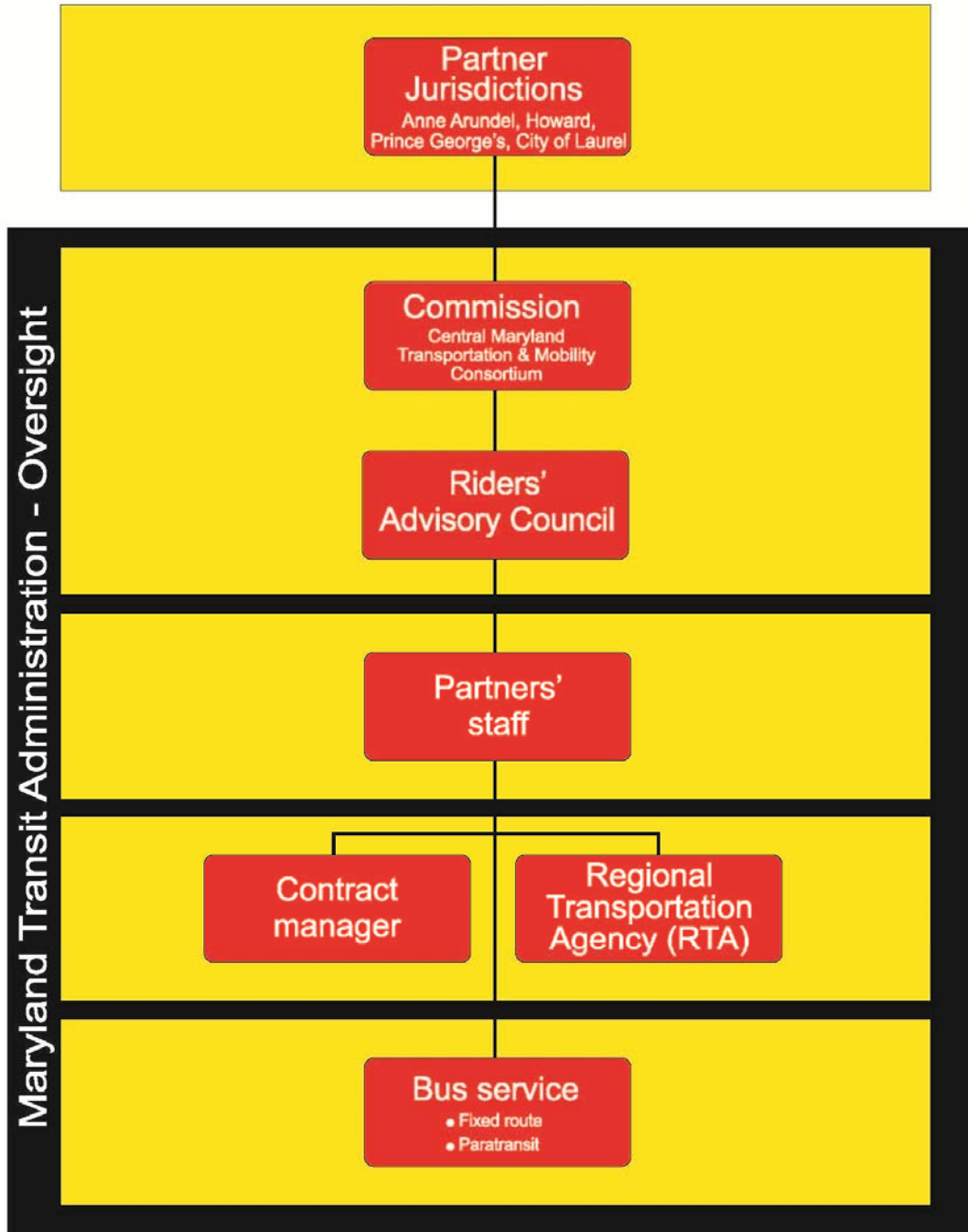
### Transit Development Plan Proposed Process, Public Involvement, and Timeline



## 2. About the RTA

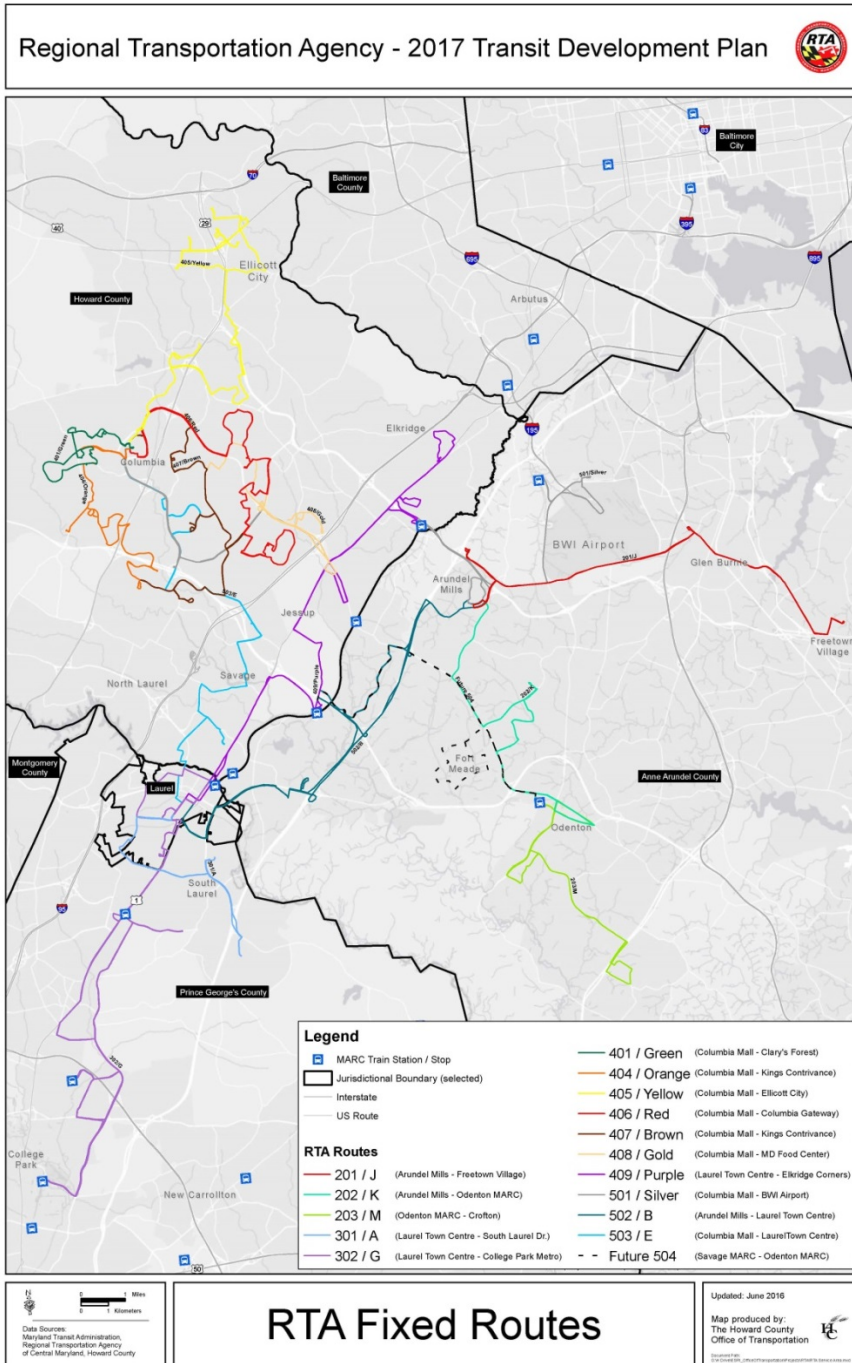
### 2.1. Organization

The partner jurisdictions contract with the Regional Transportation Agency (RTA) to provide bus service. “RTA” is the brand name of the corporation that provides the service.



## 2.2 Service Area

Anne Arundel, Howard, Prince George's Counties, City of Laurel.



RTA routes converge on 3 “hubs”; Arundel Mills, Columbia Mall, and Laurel Town Centre.

The routes operate on a “pulse” system under which buses from several routes are scheduled to all meet together.

That way, riders don’t have to wait more than a few minutes for a connection even though many of the services are hourly.

The pulse system makes maintaining schedules critical or riders will miss connections

### Paratransit

**Complementary paratransit.** Required (by federal ADA law) within 0.75 miles of fixed routes

**General paratransit.** Available countywide in Howard County

## 2.3 Routes

### 1. RTA Fixed Routes, 15 in Total

County	Number	Other Name(s)	From	To	Headways (minutes) Mon-Fri
Anne Arundel	201	J, CaR	Arundel Mills Mall	Freetown Village	45
Anne Arundel	202	K, CaR	Arundel Mills Mall	Odenton MARC	45
Anne Arundel	203	M, CaR (M1, M2)	Odenton MARC	Crofton	30, 60
Prince George's	301	A, CaR	Laurel Towne Centre	South Laurel	60
Prince George's	302	G, CaR	Laurel Towne Centre	College Park Metro (Loop)	60
Howard	401	Green, HT	Columbia Mall	Clary's Forest	30
Howard	404	Orange, HT	Columbia Mall	Kings Contrivance (Via Hickory Ridge)	60
Howard	405	Yellow, HT	Columbia Mall	Ellicott City (2 loops A, B)	60
Howard	406	Red, HT	Columbia Mall	Columbia Gateway	30
Howard	407	Brown, HT	Columbia Mall	Kings Contrivance, (Via Oakland Mills)	60
Howard	408	Gold, HT	Columbia Mall	MD Food Center	60
Howard	409	Purple, HT	Laurel Towne Centre	Elkridge Corners	60
Howard	501	Silver, HT	Columbia Mall	BWI Airport	60
Prince George's	502	B, CaR	Arundel Mills	Laurel Towne Centre	60
Prince George's	503	E, CaR	Columbia Mall	Laurel Towne Centre	60

Legend	Lower ridership: <10 passenger trips/hour	Moderate ridership: 10- 12 passenger trips/hour	Moderate/Good ridership: 12-17 passenger trips/hour	High ridership: >17 passenger trips/hour
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Notes

CaR – Connect-a-Ride. HT – Howard Transit

## *Service Hours by Partner*

### **2. RTA Service Hours<sup>1</sup>, July 2014 to June 2015**

<b>Jurisdiction</b>	<b>Fixed Route</b>		<b>Paratransit</b>		<b>Total</b>	
	<b>Hours</b>	<b>Percent</b>	<b>Hours</b>	<b>Percent</b>	<b>Hours</b>	<b>Percent</b>
Anne Arundel	37,034	27%	728	1%	37,762	19.83%
Howard	83,977	60%	49,345	96%	133,322	70.02%
Prince George's / Laurel	17,838	13%	1,479	3%	19,317	10.15%
<b>Total</b>	<b>138,849</b>	<b>100%</b>	<b>51,552</b>	<b>100%</b>	<b>190,401</b>	<b>100%</b>

<sup>1</sup> Revenue service (i.e., when transit vehicles are taking passengers) plus deadhead hours (the movement of transit vehicles when they are not operating revenue service).

Note Anne Arundel provides separate paratransit service, Prince George's provides separate fixed route and paratransit service

Source, RTA form 2a

## 2.4 Trips/Ridership

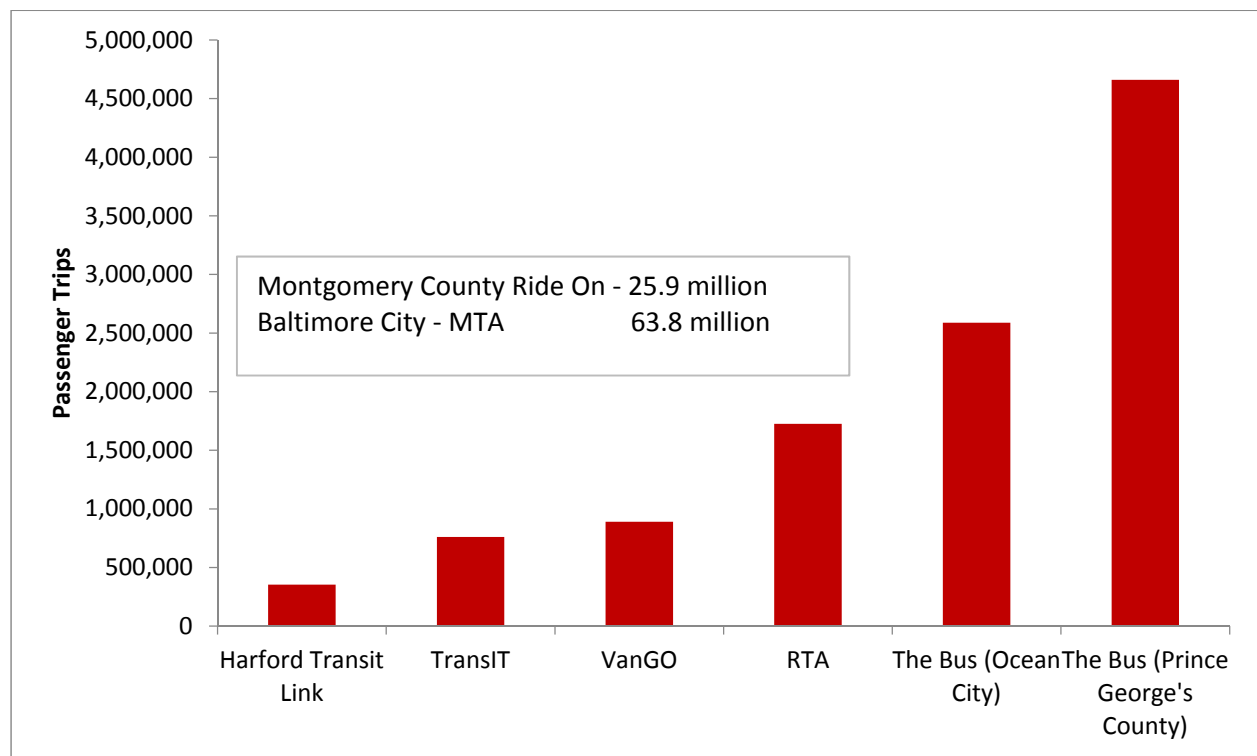
RTA is the 5<sup>th</sup> largest transit passenger trip carrier in the state, out of 26 systems.

### 3. Total Passenger Trips July 2014 to June 2015

County/City	Service Name	Trips
Baltimore City <sup>1</sup>	MTA plus Charm City Circulator	63,812,813
Montgomery	Ride On	25,972,313
Prince George's	The Bus	4,659,740
Ocean City	The Bus	2,588,189
Anne Arundel, Howard, Prince George's	RTA	1,725,351
Charles County	VanGO	889,659
Frederick	TransIT	761,088
Harford	Harford Transit Link	353,790

<sup>1</sup> Includes parts Baltimore and Anne Arundel Counties, 2006 data.

Source: Maryland Transit Administration



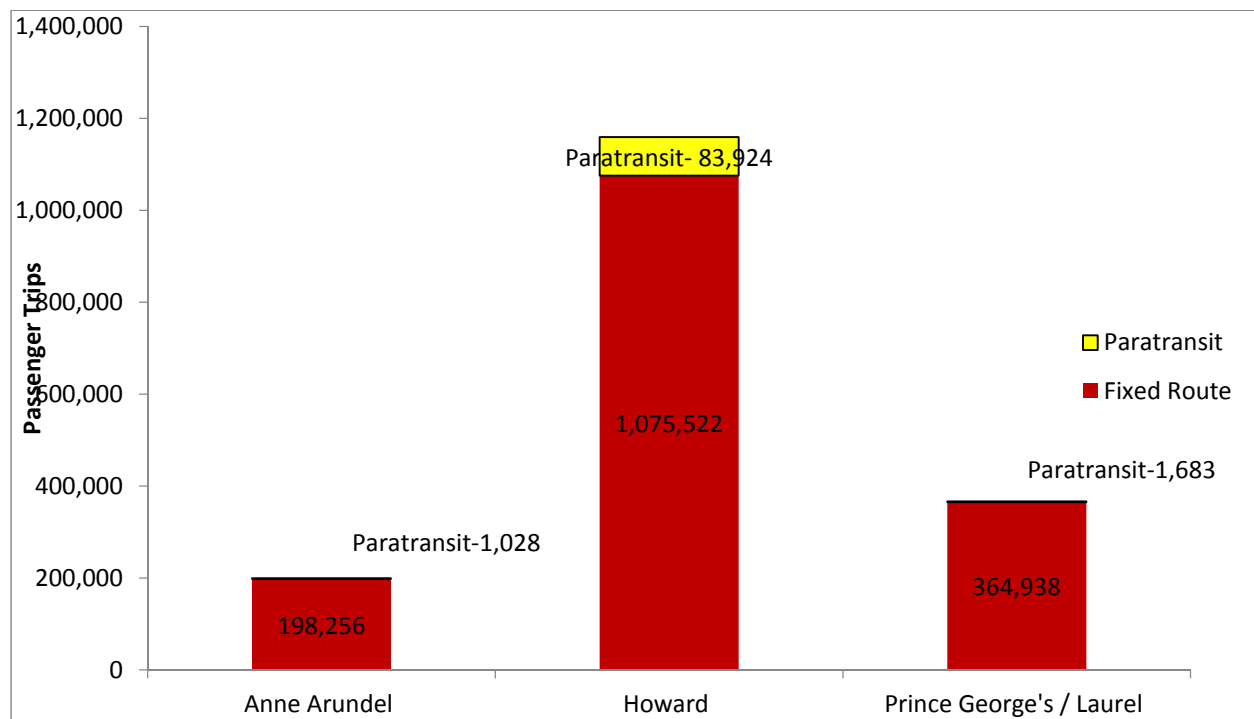
#### 4. Passenger trips by type and by jurisdiction<sup>1</sup>, July 2014 to June 2015

	Anne Arundel	Howard	Prince Georges/ Laurel	Total
Fixed Route <sup>2</sup>	198,256	1,075,522	364,938	<b>1,638,716</b>
Paratransit <sup>2</sup>	1,028	83,924	1,683	<b>86,635</b>
<b>Total</b>	<b>199,284</b>	<b>1,159,446</b>	<b>366,621</b>	<b>1,725,351</b>

<sup>1</sup> Trips assigned by route origin; for example, all passengers riding the 501 (silver) route are assigned to Howard County, even if they board in Anne Arundel County.

<sup>2</sup> RTA trips only; does not include trips provided by other agencies or providers.

Source, RTA form 2a



### *Ridership*

Elderly, students, low-wage workers (TDP will provide more detail)

#### 5. High Ridership Routes

Route	Description	Passenger Trips per hour (average 2015)
401 (Green)	Columbia Mall, Hospital/College, Clary's Forest	23
501 (Silver)	Columbia Mall, Arundel Mills, BWI Airport	18
407 (Brown)	Columbia Mall Kings Contrivance, Via Oakland Mills	12

## 2.5 Fleet

Total fleet = 69 vehicles; 42 fixed route, 27 paratransit. 25 of the 69 (36 percent) are at or over their useful life, versus a desired percentage of no more than 10% at their useful life.

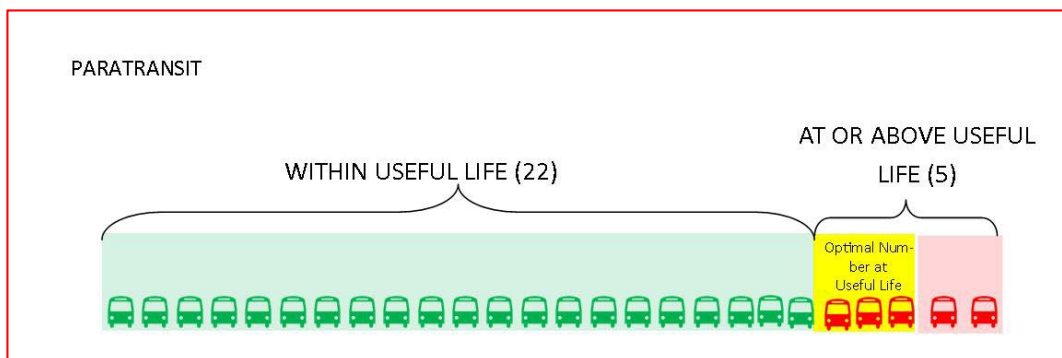
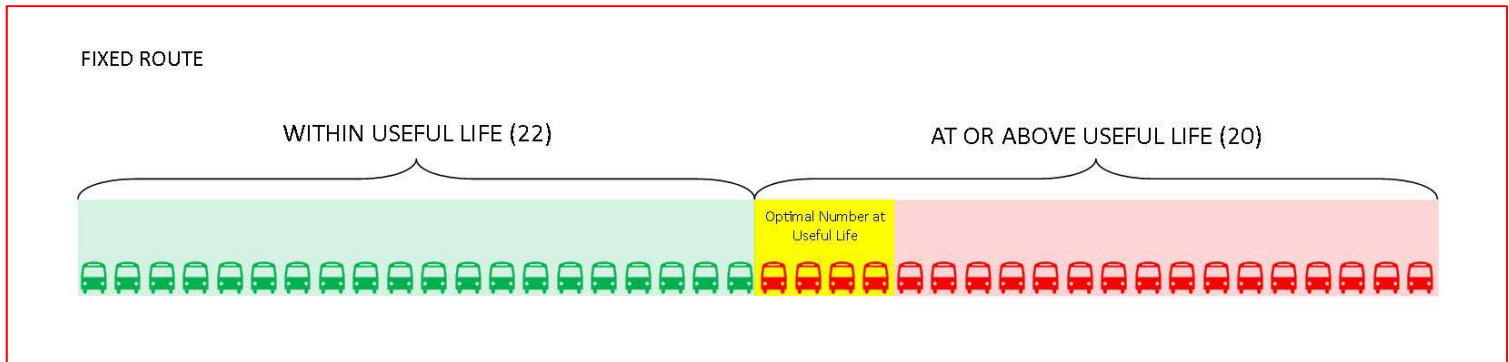
### 6. RTA Fleet Summary

Vehicle Type	Vehicles in RTA fleet	Useful life (years) <sup>1</sup>	RTA Fleet Average Age (years)	Desired Number at or Above Useful Life <sup>2</sup>	RTA Vehicles at or Above Useful Life <sup>3</sup>
Fixed route	42	7-12	8.9	4	20
Paratransit	27	5-6	2.8	3	5
<b>Total</b>	<b>69</b>			<b>7</b>	<b>25</b>

<sup>1</sup>Federal Transit Administration standards; varies by vehicle type, e.g., heavy duty, medium duty

<sup>2</sup>Approximately 10% of the fleet. For example, if the useful life of a group of buses were 10 years, then 10% of the fleet would be replaced each year. This would result in 10% of the fleet reaching useful life in a given year, and none of the vehicles exceeding useful life.

<sup>3</sup>Calculated based on desired average age; is the average age the fleet would be if the appropriate fraction of the fleet were replaced each year. (see detailed analysis)



***RTA Fleet Vehicle Types (total of 13 types)***



Thomas Bus, 32-foot Heavy Duty (7 in fleet)



Nabi Bus, 40-foot Heavy Duty (3 in fleet)



International Eldorado, Medium Duty (11 in fleet)



International Eldorado, Medium Duty (4 in fleet)



Ford Phoenix, Light Duty (13 in PT fleet)



Ford Fusion Hybrid Sedans (9 in PT fleet)

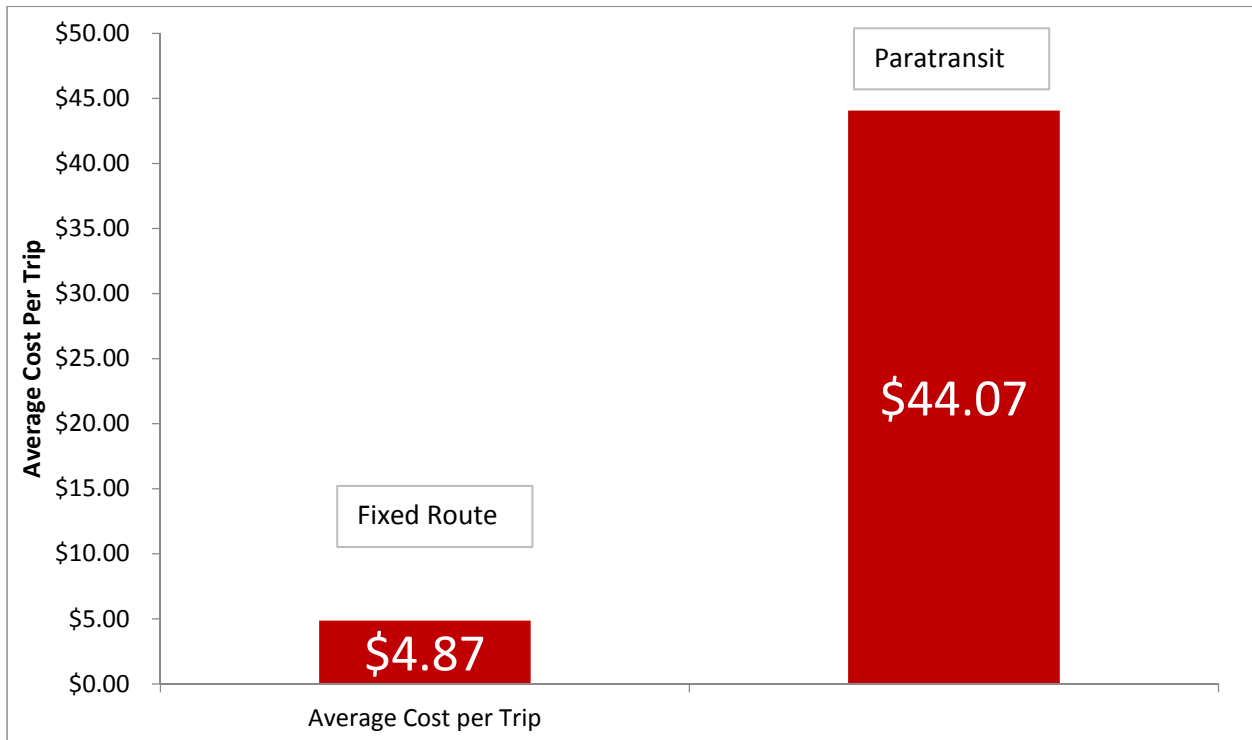
## 2.6 Costs and Funding

### 7. Average Cost to the RTA to Provide Trips (FY 2015)

	<b>Trips Provided<sup>1</sup></b>	<b>Net Operating Cost<sup>1</sup></b>	<b>Average Cost per Trip</b>
Fixed Route	1,638,716	\$ 7,976,456	\$ 4.87
Paratransit	86,635	\$ 3,818,208	\$ 44.07
<b>Total</b>	<b>1,725,351</b>	<b>\$ 11,794,664</b>	<b>\$ 6.84</b>

<sup>1</sup> Operating costs less farebox and advertising revenues.

Source: Form 2a



### 8. Howard County Paratransit Costs (FY 2015)

	<b>Trips Provided<sup>1</sup></b>	<b>Net Operating Cost<sup>1</sup></b>
Complementary ADA Paratransit (Required)	33,799	\$ 1,436,638
General Paratransit	50,125	\$ 2,278,184
<b>Total</b>	<b>83,924</b>	<b>\$ 3,714,822</b>

Source: Form 2a

## 9. Comparative Costs to Transit Systems to Provide Trips<sup>1</sup> (FY 2015)

Jurisdiction	System name	Cost per trip (\$)	Comments
Anne Arundel, Howard, Prince George's	RTA	7.9	Relatively high
Frederick	TransIT	7.6	
Harford	Harford Transit Link	6.6	
Charles County	VanGO	6.4	
Prince George's	The Bus	6.2	
Montgomery	Ride On	0.0	Needs more investigation
Ocean City	The Bus	2.1	Includes all costs? Any paratransit?

<sup>1</sup> Gross costs, all trips, fixed route and paratransit

Source: MTA compilation of Form 2a

## 10. RTA Budget (FY 2017)

Expenses <sup>1</sup>	\$ 15,379,333
Revenues (farebox, advertising)	\$ (2,044,729)
<b>Net Expenses</b>	<b>\$ 13,334,604</b>
Grants (MTA)	\$ 4,806,981
Partner Cash Contributions	\$ 8,527,623

<sup>1</sup> Includes First Transit Management Fee

<sup>2</sup> Prince George's passes through its entire grant.

<sup>3</sup> 52% of net expenses, 82% of partner local contribution

## 11. Howard County General Fund Support for Transit (FY 2017)

<b>Total</b>	<b>\$ 7,744,497<sup>1</sup></b>
RTA Operations	\$ 6,984,497
1 <sup>st</sup> Transit Management	\$ 710,000
Transit Facility	\$ 50,000

<sup>1</sup> Does not include funds for new buses (approximately \$303,000)

Source: Howard County Budget.

## *Fares*

Complex fare structure (vestige of old systems). Many fare options, confusing

### 12. Generalized Fare Structure

Trip origin	One way fare	Transfers	Daily Pass	Monthly Pass
<b>Fixed route</b>				
Howard County	\$2.00	Free	Not offered	\$47, 16 <sup>1</sup>
Anne Arundel County, Prince George's, Laurel <sup>2</sup>	\$2.00	Not offered	\$5.00 /\$2.50 <sup>1</sup>	\$60, \$40, \$30
<b>Paratransit</b>				
Howard County	\$2.50	Not applicable		
Anne Arundel County, Prince George's, Laurel	\$4.00			

<sup>1</sup> Senior, disabled, student discount

<sup>2</sup> 203 (M) route has a cheaper fare structure – short route

### **Cost recovery (versus other systems)**

## **Performance**

### *Safety*

#### 13. Preventable Accidents FY 2015

Vehicle	25
Passenger <sup>1</sup>	7

<sup>1</sup> Injury to passenger caused by vehicle operation

**Need definition (OSHA recordable?) Need data to put in context**

### *Missed trips*

391 fixed route missed out of 142,893 (11 months July 2015 to May 2016). Over 1 per day. A low percentage, but target is zero. At, say, 15 people per trip, that is 5,865 angry people that may not ride transit again.

### *Road calls (breakdowns)*

802 in FY 2015. 2.13 per day. A high number – **relatively how high?** Again, at say, 6 passengers on the bus at breakdown that's close to 5,000 angry people.

### **Paratransit?**

## *Customer Satisfaction – Complaints*

453 complaints logged into the RTA's complaints database in FY 2015. High, low?

### **3. Community Benefits of Transit**

Provides mobility options for transit dependent populations (lower income, children including middle/high school students, disabled, elderly)

Improves quality of life – allowing transit dependent populations access to destinations. Includes elderly and residents with medical needs (dialysis)

Provides transportation choices and alternatives

Connects workers to jobs

Reduces automobile trips, increases road capacity,

Reduces air pollution

Improves local economies (increases economic activity) Analytic data from Jeff Bronow?

Supports community and cultural life (shuttle service at fairs and festivals)

Supports emergency services response

**Expanded transit (new geographies, more frequent service) strengthens these benefits**



## Business

## Efficiency



## Environment



## Quality of life



## 4. Policy questions

**What should the future transit system look like? Where should the emphases be?**

*Are Uber and Lyft making “traditional transit” obsolete?*

Total RTA trips FY 2015 1,725,351. Average cost per trip \$6.84. Cost to passenger \$2.00. Uber average cost to passenger \$2.29 per mile.

### Sample Trips RTA and Uber

	<b>From</b>	<b>To</b>	<b>Cost</b>	<b>Time (minutes)</b>
RTA	Laurel Towne Center	Mall in Columbia	\$2.00 or less <sup>1</sup>	90
Uber			\$21	30
RTA	Mall in Columbia	Arundel Mills	\$2.00 or less <sup>1</sup>	63
			\$34.50	28

<sup>1</sup> Discounts available

Source: Howard County Office of Transportation

Some creative partnerships emerging, e.g., <http://www.citylab.com/commute/2016/06/pinellas-county-uber-dial-a-ride/487568/>

## Who should we be serving? What should be our priorities?

Transit dependent populations (lower income, children including middle/ high school students, disabled, elderly,)

Commuters

General public – changing mode from single occupancy vehicle to transit

## **We can have a better system, but this has cost implications.**

### ***What would a better system look like?***

Half hour headways – make the system a realistic transportation choice, not a mode of last resort.

Newer buses, reliability, comfort – (fleet is old, buses are subject to frequent breakdown). All buses RTA branded, safety/security cameras.

Better infrastructure (shelters/bus stop improvements/upgrades, real time bus location/service information, ticket sales machines)

### ***What might a better operating system cost?***

#### **Cost of instituting 30 minute headways on RTA routes**

Proposed FY 2017 budget (Net operating cost <sup>1</sup> )	\$ 13,334,604
<b>Total annual incremental cost of instituting 30 minute headways on 8 priority improvement routes<sup>2</sup></b>	<b>\$3,311,141</b>
Operating cost <sup>3</sup>	\$2,846,096
Annual capital cost of 12 additional buses <sup>4</sup>	\$465,045
Increase over current operating cost (percent)	25%
<b>Total annual incremental cost of instituting 30 minute headways on all RTA Routes <sup>5</sup></b>	<b>\$ 6,481,756</b>

<sup>1</sup> Operating costs less farebox and advertising revenues. Figure is the total cost to all partners.

<sup>2</sup> 202, 401,404, 406,407, 409, 501, 503. See detailed analysis.

<sup>3</sup> Driver salaries and overhead, plus per mile cost of buses

<sup>4</sup> Annual lease to own payment cost over 10 years

<sup>5</sup> Operating and capital (24 buses)

Source: Howard County Office of Transportation

### ***Can we explore revisions to general paratransit?***

Spending on general paratransit? Number of trips?

## **Possible to get more support from the MTA?**

Kathleen - relative \$ going to MTA versus to us?

We may need lobbying support, but need to do more homework first.

## Questions / Discussion

Management/Organizational Objectives

Future Authority?

## Briefing – key points

A system of last resort – not choice. Insufficient budget currently to create a system of choice.

Fairly big system – statewide (1.7 million trips)

Most service – Hoco (60% fr, 96% para)

Trip costs appear to be high compared to other systems. Paratransit transit costs are high, partly intrinsically, partly due to general paratransit.

Old fleet – need for continued investment

Fairly safe system – RTA staff committed and appear to be doing a good job.

Missed trips, road calls

We can have a better system, but this has cost implications.

## To Dos

Detailed system map – also showing MTA