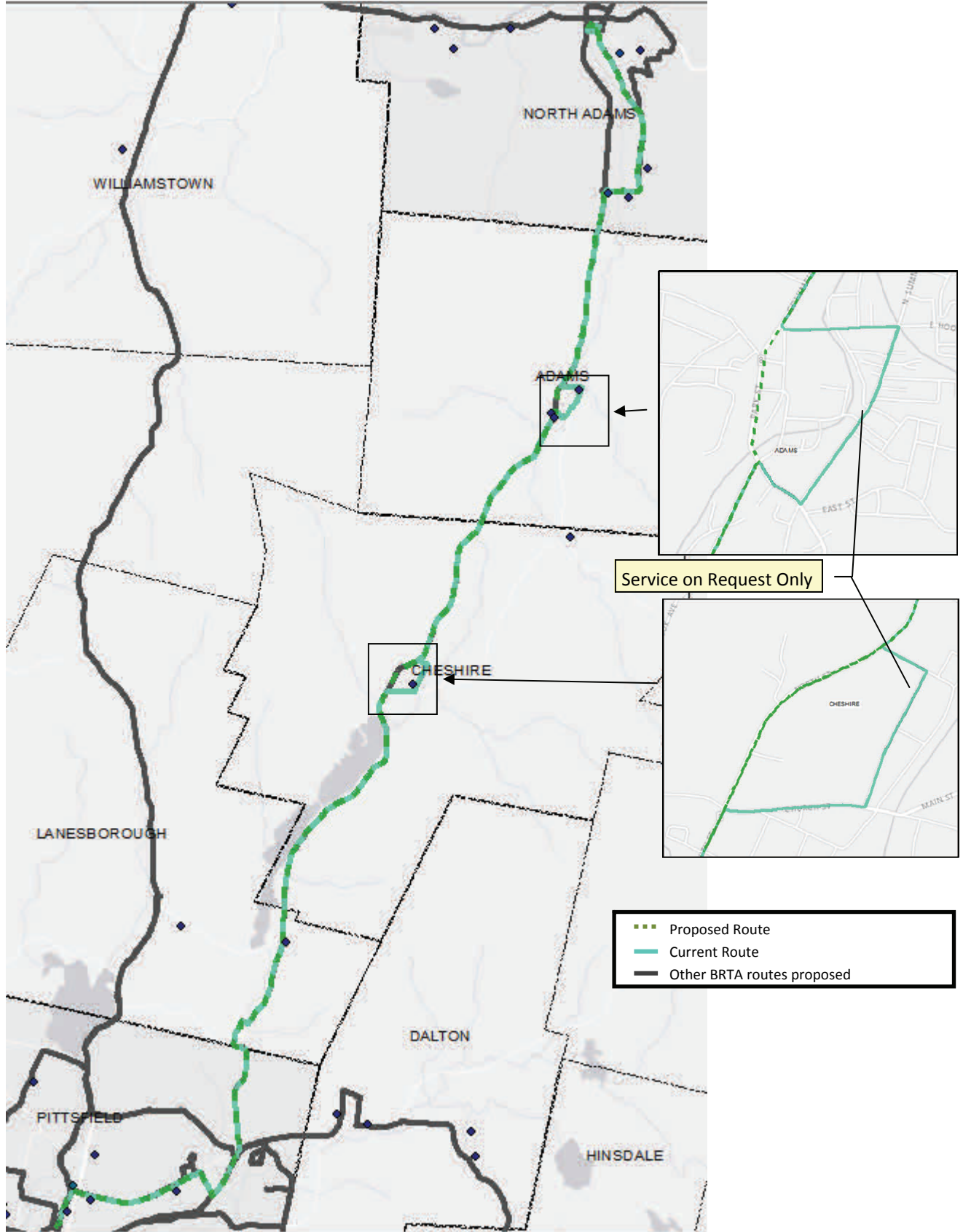




# Route 1





## Current Route Performance

Productivity	Route 1	System Average
Daily Weekday Ridership	520	138
Saturday Ridership	402	104
Sunday Ridership	N/A	N/A
Weekday Passengers/Hr	17.0	11.2
Saturday Passengers/Hr	15.27	11.16
Sunday Passengers/Hr	N/A	N/A

Financials	Route 1	System Average
Farebox Recovery	22%	16.3%
Weekday Subsidy per passenger	\$3.97	\$6.00
Saturday Subsidy per passenger	\$3.73	\$6.62
Sunday Subsidy per passenger	N/A	N/A

Route Type: Fixed Route

Route Ranking: 1/15

## Proposed Service Changes

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sun
Route Length	51.2 mile	45.8 mile
Route Run—Time	145 min	150 min
Weekday Headway	60 min	30 min
Saturday Headway	60 min	60 min
Sunday Headway	N/A	60 min
Hours of Operations M-F	5:30 AM—6:15 PM	5:30 AM—9:15 PM
Hours of Operation Saturday	7:00 AM—6:15 PM	7:00 AM—6:15 PM
Hours of Operation Sunday	N/A	7:00 AM—6:15 PM

### Route Alignment Changes:

The deviations in Adams to Summer St. and in Cheshire to the Post Office have been converted to on demand.

### Environmental Justice Policy:

Unknown

### Phase 1:

- Extend weekday service hours
- Change alignment

### Phase 2:

- Add Sunday service

### Phase 3:

- Improve weekday frequency

### Phase 4

- No change

### ADA Impact:

There will be a moderate impact on ADA service. Service will have to run additional hours into the evening and Sunday service will have to be added.

Financial	Phase 1	Phase 2	Phase 3	Phase 4
Annual Change in Revenue Hours	+1,261	+1,319	+9,034	0
Annual Change in Revenue Miles	+24,988	+26,793	+181,780	0
Estimate Change in Cost	+\$110,000	+\$115,000	+\$786,000	0
Additional vehicle requirements	0	0	2	0
Capital Requirement: Other	None			

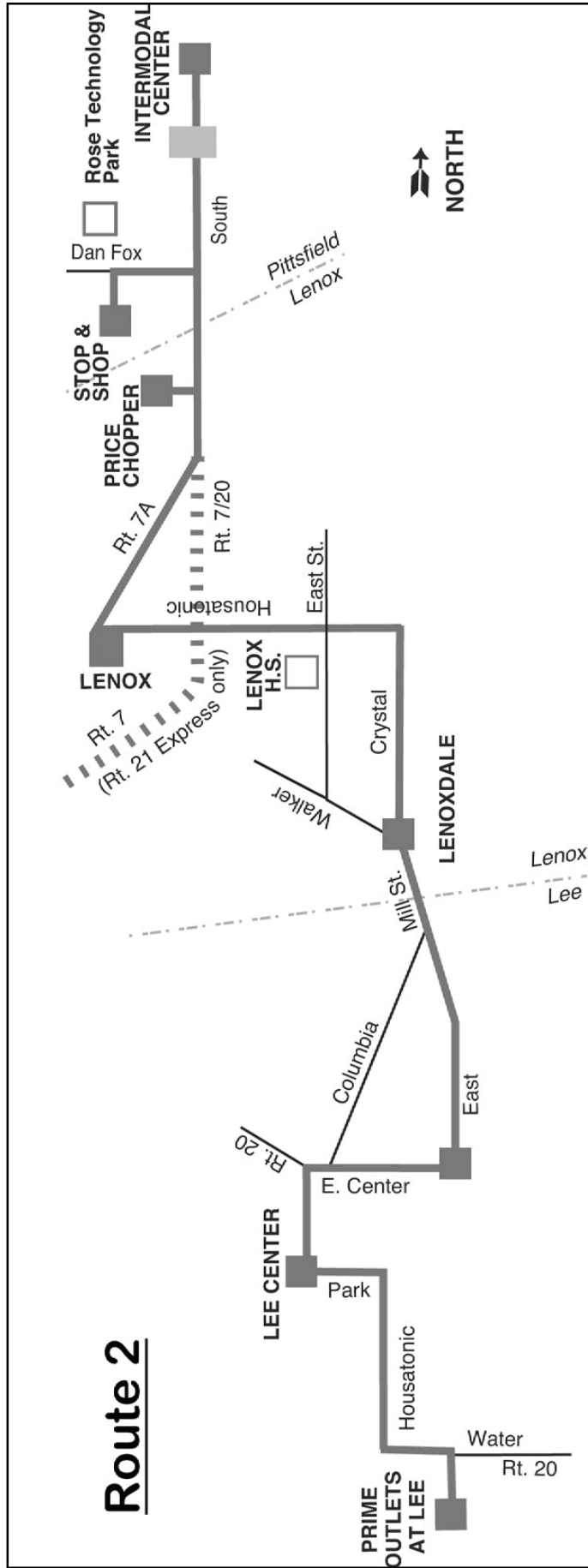
### Other Notes:

This route will service Walmart in Pittsfield on the 6:10 and 7:10 inbound trips. The Route 31/33 will no longer be interlined with the Route 1.

Expanding service into the weekday evening will increase mobility in the region.



# Route 2





## Current Route Performance

Productivity	Route 2	System Average
Daily Weekday Ridership	310	138
Saturday Ridership	210	104
Sunday Ridership	N/A	N/A
Weekday Passengers/Hr	12.6	11.2
Saturday Passengers/Hr	10.59	11.16
Sunday Passengers/Hr	N/A	N/A

Financials	Route 2	System Average
Farebox Recovery	15%	16.3%
Weekday Subsidy per passenger	\$5.87	\$6.00
Saturday Subsidy per passenger	\$7.36	\$6.62
Sunday Subsidy per passenger	N/A	N/A

Route Type: Fixed Route

Route Ranking: 3/15

## Proposed Service Changes

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sun
Route Length	30.5 mile	30.5 mile
Route Run—Time	120 min	120 min
Weekday Headway	60 min	60 min
Saturday Headway	60 min	60 min
Sunday Headway	N/A	60 min
Hours of Operations M-F	5:30 AM—6:15 PM	5:30 AM—9:15 PM
Hours of Operation Saturday	7:30 AM— 5:30 PM	7:30 AM— 5:30 PM
Hours of Operation Sunday	N/A	9:00 AM— 5:00 PM

### Route Alignment Changes:

No changes.

### Environmental Justice Policy:

Unknown

### Phase 1:

- Extend weekday service hours

### Phase 2:

- Add Sunday service

### Phase 3:

- No change

### Phase 4

- No change

### ADA Impact:

There will be a moderate impact on ADA service. Service will have to run additional hours into the evening and Sunday service will have to be added.

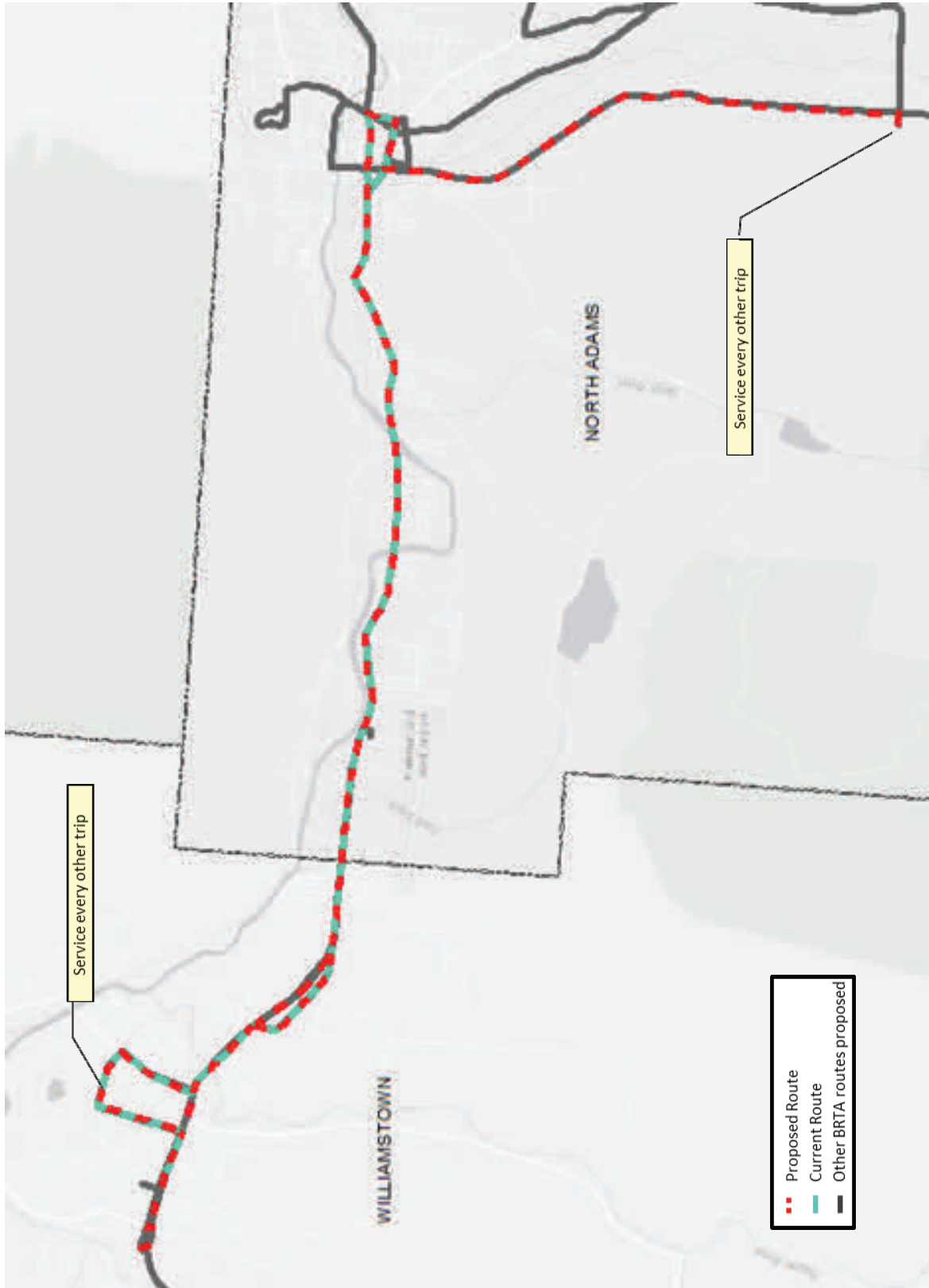
Financial	Phase 1	Phase 2	Phase 3	Phase 4
Annual Change in Revenue Hours	+1,618	+844	0	0
Annual Change in Revenue Miles	+24,988	+12,680	0	0
Estimate Change in Cost	+\$141,000	+\$73,000	0	0
Additional vehicle requirements	0	0	0	0
Capital Requirement: Other	None			

### Other Notes:

Expanding service into the weekday evening will increase mobility in the region. This is a top performing route and would benefit from Sunday service.



# Route 3





## Current Route Performance

Productivity	Route 3	System Average
Daily Weekday Ridership	141	138
Saturday Ridership	120	104
Sunday Ridership	N/A	N/A
Weekday Passengers/Hr	9.1	11.2
Saturday Passengers/Hr	10.91	11.16
Sunday Passengers/Hr	N/A	N/A

Financials	Route 3	System Average
Farebox Recovery	10%	16.3%
Weekday Subsidy per passenger	\$8.55	\$6.00
Saturday Subsidy per passenger	\$7.26	\$6.62
Sunday Subsidy per passenger	N/A	N/A

Route Type: Fixed Route  
Route Ranking: 8/15

## Proposed Service Changes

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sun
Route Length	30.5 mile	30.5 mile
Route Run—Time	120 min	120 min
Weekday Headway	60 min	30 min
Saturday Headway	60 min	60 min
Sunday Headway	N/A	60 min
Hours of Operations M-F	7:15AM—5:45 PM	6:30 AM—9:00 PM
Hours of Operation Saturday	7:45 AM— 6:15 PM	7:45 AM— 6:15 PM
Hours of Operation Sunday	N/A	7:45 AM— 6:15 PM

### Route Alignment Changes:

The route will extend to the Walmart in North Adams on every other trip. Trips that service Cole Ave will only go as far North Adams center, transfer can be made to the Route 1 or 33 to access Walmart. Service along Adams Rd is in the east-bound direction only.

### Environmental Justice Policy:

Unknown

### Phase 1:

- Extend weekday service hours
- Change alignment

### Phase 2:

- Add Sunday service

### Phase 3:

- Improve frequency

### Phase 4

- No change

### ADA Impact:

There will be a moderate impact on ADA service. Service will have to run additional hours into the evening and Sunday service will have to be added.

Financial	Phase 1	Phase 2	Phase 3	Phase 4
Annual Change in Revenue Hours	+908	+546	+3,629	0
Annual Change in Revenue Miles	+26,449	+8,954	+59,926	0
Estimate Change in Cost	+\$79,000	+\$47,000	+\$316,000	0
Additional vehicle requirements	1	0	1	0
Capital Requirement: Other	None			

### Other Notes:

Expanding service into the weekday evening will increase mobility in the region.

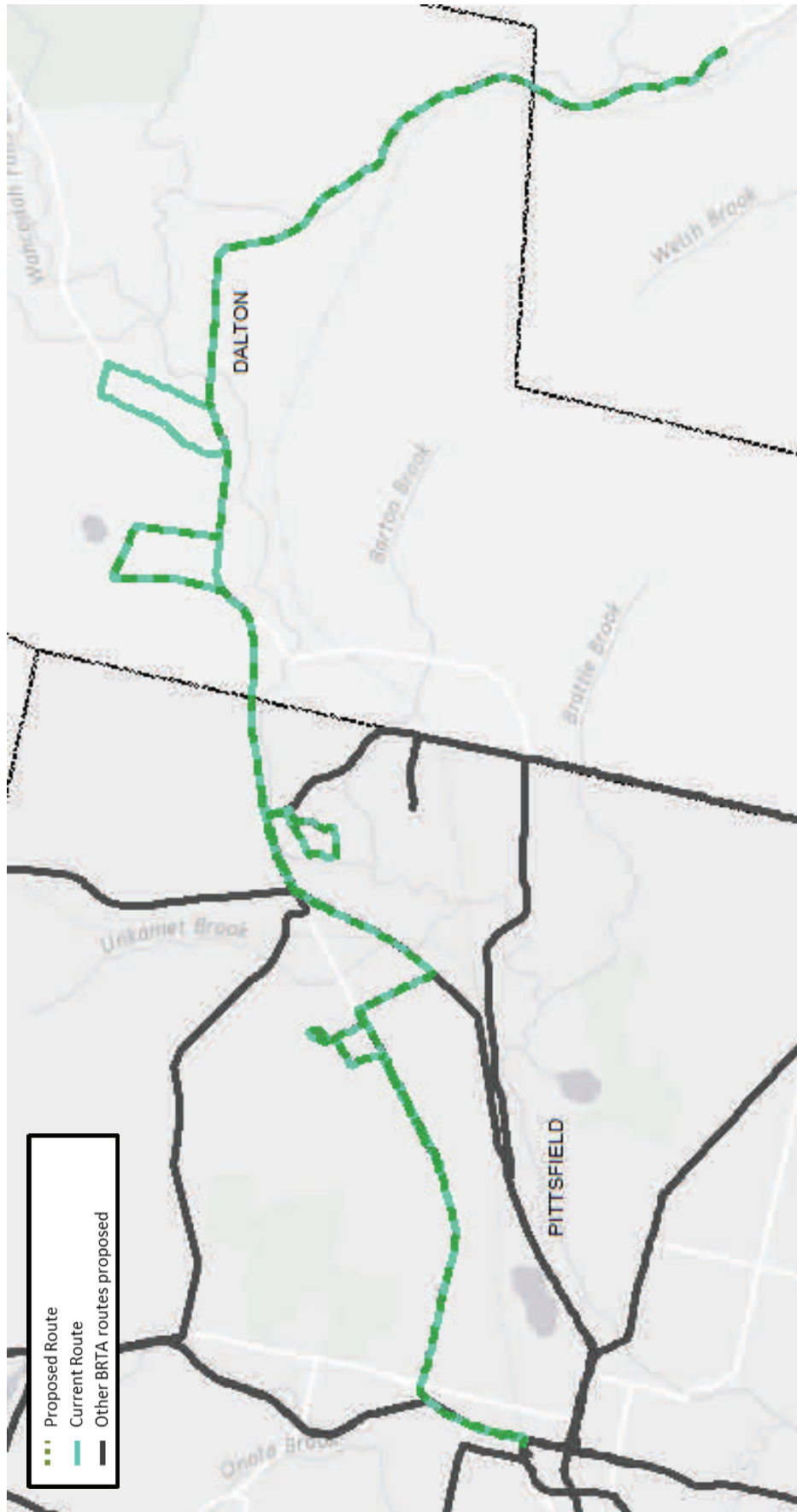
This route provides connections between Williamstown and North Adams with possible connections to Pittsfield via Route 1 and is crucial to adding Sunday service.

The Route 3S will continue as is.





# Route 4





## Current Route Performance

Productivity	Route 4	System Average
Daily Weekday Ridership	226	138
Saturday Ridership	140	104
Sunday Ridership	N/A	N/A
Weekday Passengers/Hr	12.2	11.2
Saturday Passengers/Hr	14.55	11.16
Sunday Passengers/Hr	N/A	N/A

Financials	Route 4	System Average
Farebox Recovery	11%	16.3%
Weekday Subsidy per passenger	\$6.33	\$6.00
Saturday Subsidy per passenger	\$5.13	\$6.62
Sunday Subsidy per passenger	N/A	N/A

Route Type: Fixed Route  
Route Ranking: 8/15

## Proposed Service Changes

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sun
Route Length	22.9 mile	23.0 mile
Route Run—Time	80 min	80 min
Weekday Headway	60 min	45 min
Saturday Headway	90 min	60 min
Sunday Headway	N/A	60 min
Hours of Operations M-F	6:00 AM—6:00 PM	6:00 AM—9:00 PM
Hours of Operation Saturday	8:00 AM— 5:00 PM	8:00 AM— 5:00 PM
Hours of Operation Sunday	N/A	8:00 AM— 5:00 PM

### Route Alignment Changes:

Service through Dalton has been realigned to be fully bidirectional. Service to Pleasant Street has been discontinued.

### Environmental Justice Policy:

Unknown

### Phase 1:

- Extend weekday service hours
- Improve Saturday frequency

### Phase 2:

- Add Sunday service

### Phase 3:

- Improve weekday frequency
- Change alignment

### Phase 4

- No change

### ADA Impact:

There will be a moderate impact on ADA service. Service will have to run additional hours into the evening and Sunday service will have to be added.

Financial	Phase 1	Phase 2	Phase 3	Phase 4
Annual Change in Revenue Hours	+592	+634	+1,743	0
Annual Change in Revenue Miles	+710,717	+10,717	+29,452	0
Estimate Change in Cost	+\$51,000	+\$55,000	+\$152,000	0
Additional vehicle requirements	0	0	1	0
Capital Requirement: Other	None			

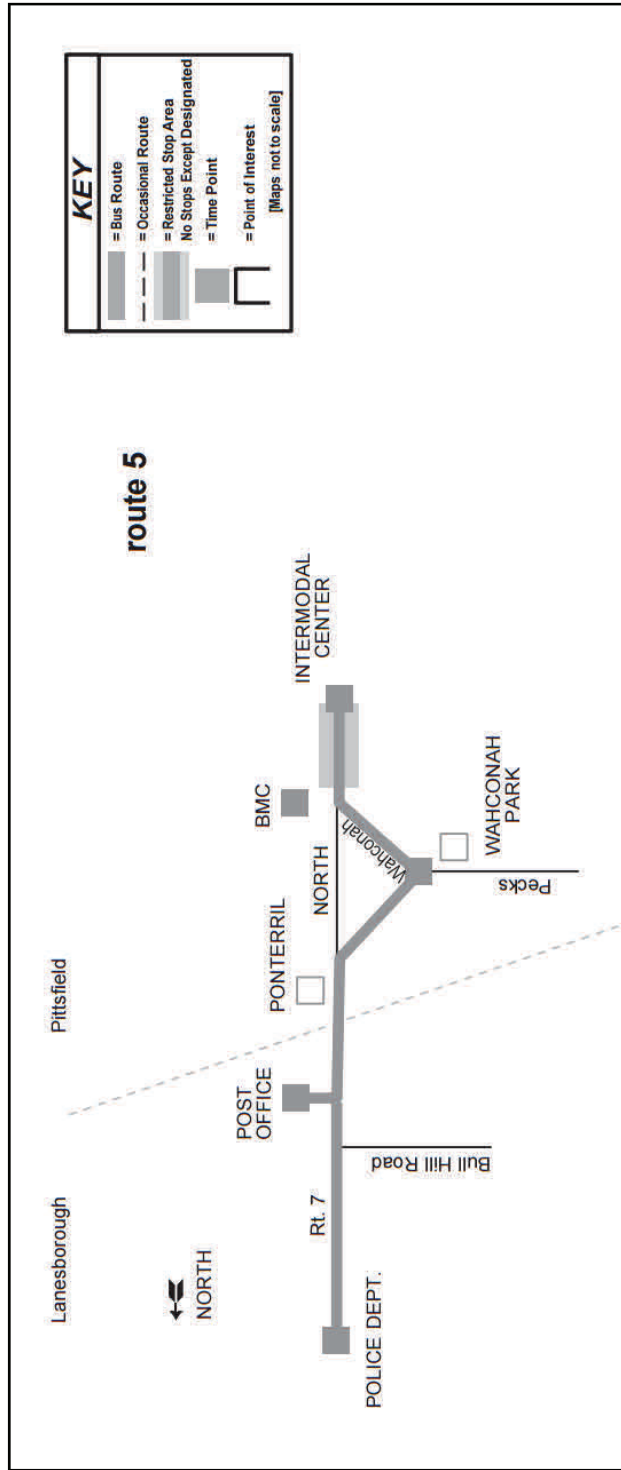
### Other Notes:

Expanding service into the weekday evening will increase mobility in the region. This route is a high performing route and this warrants Sunday service.





# Route 5





## Current Route Performance

Productivity	Route 5	System Average
Daily Weekday Ridership	99	138
Saturday Ridership	39	104
Sunday Ridership	N/A	N/A
Weekday Passengers/Hr	15.0	11.2
Saturday Passengers/Hr	13.36	11.16
Sunday Passengers/Hr	N/A	N/A

Financials	Route 5	System Average
Farebox Recovery	8%	16.3%
Weekday Subsidy per passenger	\$5.32	\$6.00
Saturday Subsidy per passenger	\$6.11	\$6.62
Sunday Subsidy per passenger	N/A	N/A

Route Type: Fixed Route  
Route Ranking: 5/15

## Proposed Service Changes

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sat
Route Length	10.8 mile	10.8 mile
Route Run—Time	35 min	35 min
Weekday Headway	60 min	60 min
Saturday Headway	120 min	120 min
Sunday Headway	N/A	N/A
Hours of Operations M-F	6:30 AM—5:30 PM	6:30 AM—8:45 PM
Hours of Operation Saturday	8:30 AM— 4:45 PM	8:30 AM— 4:45 PM
Hours of Operation Sunday	N/A	N/A

### Route Alignment Changes:

No changes

### Environmental Justice Policy:

Unknown

### Phase 1:

-Extend weekday service hours

### Phase 2:

- No change

### Phase 3:

- No change

### Phase 4

- No change

Financial	Phase 1	Phase 2	Phase 3	Phase 4
Annual Change in Revenue Hours	+520	0	0	0
Annual Change in Revenue Miles	+9,245	0	0	0
Estimate Change in Cost	+\$45,000	0	0	0
Additional vehicle requirements	0	0	0	0
Capital Requirement: Other	None			

### Other Notes:

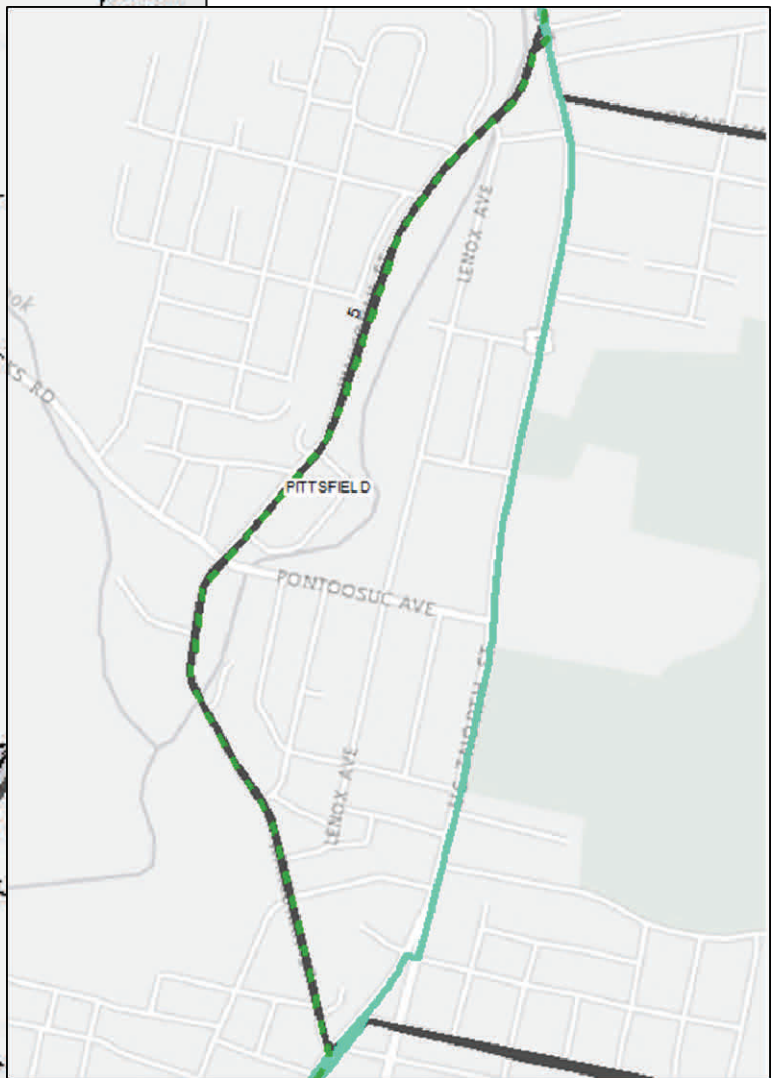
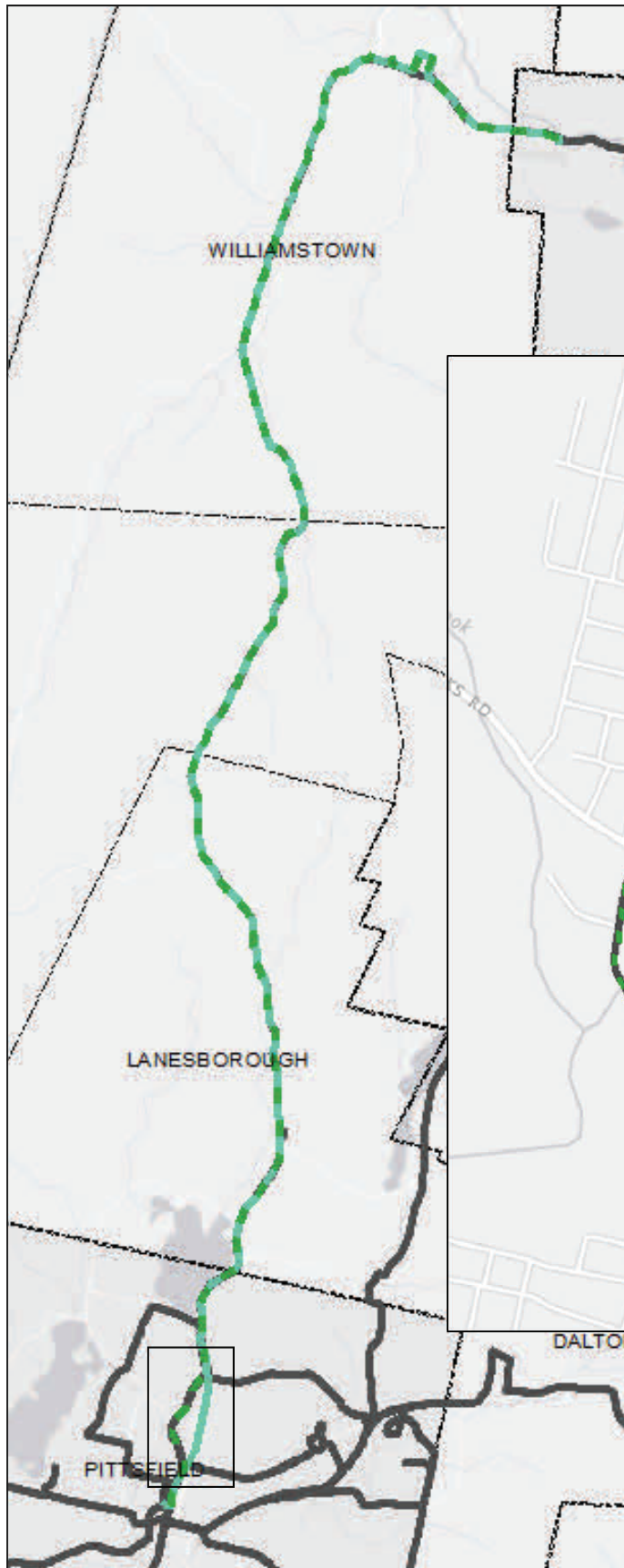
Expanding service into the weekday evening will increase mobility in the region.

### ADA Impact:

There will be a minimal impact on ADA service. Service will have to run additional hours into the evening.



# Route 7





## Current Route Performance

Productivity	Route 7	System Average
Daily Weekday Ridership	17	138
Saturday Ridership	N/A	104
Sunday Ridership	N/A	N/A
Weekday Passengers/Hr	1.7	11.2
Saturday Passengers/Hr	N/A	11.16
Sunday Passengers/Hr	N/A	N/A

Financials	Route 7	System Average
Farebox Recovery	1%	16.3%
Weekday Subsidy per passenger	\$50.36	\$6.00
Saturday Subsidy per passenger	N/A	\$6.62
Sunday Subsidy per passenger	N/A	N/A

Route Type: Fixed Route  
Route Ranking: 15/15

## Proposed Service Changes

	Current	Proposed
Days Operated	Mon-Fri	Mon-Fri
Route Length	10.8 mile	10.8 mile
Route Run—Time	35 min	35 min
Weekday Headway	120 min	60 min
Saturday Headway	N/A	N/A
Sunday Headway	N/A	N/A
Hours of Operations M-F	6:30 AM—5:30 PM	5:30 AM—9:00 AM, 2:30 PM - 6:00 PM
Hours of Operation Saturday	N/A	N/A
Hours of Operation Sunday	N/A	N/A

### Route Alignment Changes:

Wahconah Road instead of State Route 7 will be used to get into downtown Pittsfield.

### Environmental Justice Policy:

Unknown

### Phase 1:

-Peak only service

### Phase 2:

- No change

### Phase 3:

- No change

### Phase 4

- All day service

### Financial

	Phase 1	Phase 2	Phase 3	Phase 4
Annual Change in Revenue Hours	+1,295	0	0	+3,270
Annual Change in Revenue Miles	+30,391	0	0	+78,710
Estimate Change in Cost	+\$113,000	0	0	+\$284,285
Additional vehicle requirements	1	0	0	0
Capital Requirement: Other	None			

### Other Notes:

Peak only service will be established with 60 minute frequencies. If the ridership is high all day, 60 minute service can be explored in Phase 4.

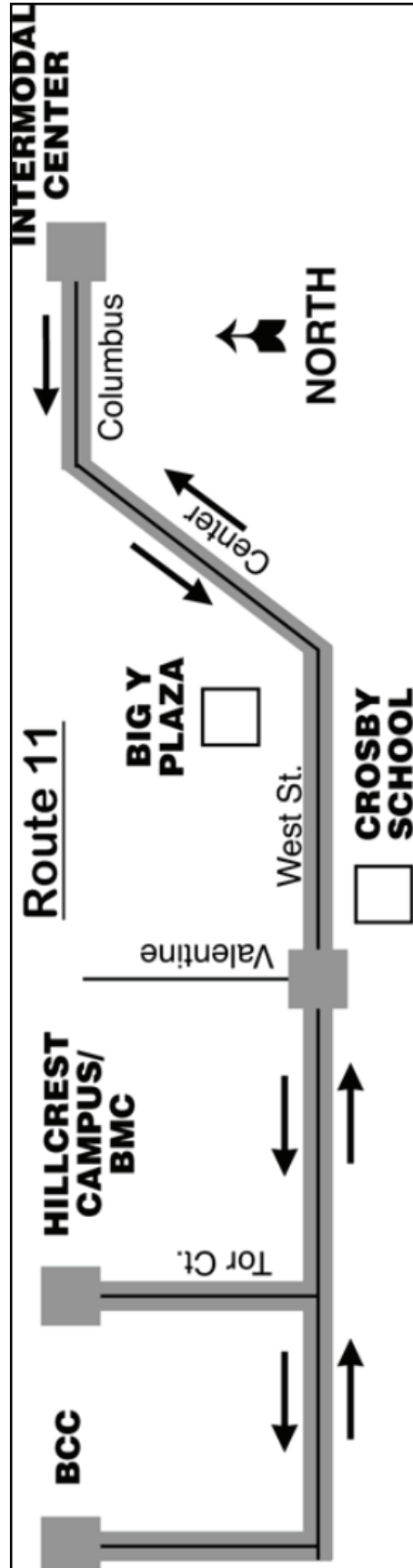
The mall will remain as an on-call service.

### ADA Impact:

There will be a minimal impact on ADA service. Service will no longer need to be operated mid-day until Phase 4 when all day service is reestablished.



# Route 11





## Current Route Performance

Productivity	Route 11	System Average
Daily Weekday Ridership	138	138
Saturday Ridership	N/A	104
Sunday Ridership	N/A	N/A
Weekday Passengers/Hr	25.4	11.2
Saturday Passengers/Hr	N/A	11.16
Sunday Passengers/Hr	N/A	N/A

Financials	Route 11	System Average
Farebox Recovery	10%	16.3%
Weekday Subsidy per passenger	\$3.05	\$6.00
Saturday Subsidy per passenger	N/A	\$6.62
Sunday Subsidy per passenger	N/A	N/A

Route Type: Fixed Route  
Route Ranking: 2/15

## Proposed Service Changes

	Current	Proposed
Days Operated	Mon-Fri	Mon-Fri
Route Length	8.8 mile	8.8 mile
Route Run—Time	25 min	25 min
Weekday Headway	60 min	30 min
Saturday Headway	N/A	N/A
Sunday Headway	N/A	N/A
Hours of Operations M-F	6:30 AM—5:00 PM	6:30 AM—8:30 PM
Hours of Operation Saturday	N/A	N/A
Hours of Operation Sunday	N/A	N/A

### Route Alignment Changes:

No changes.

### Environmental Justice Policy:

Unknown

### Phase 1:

- Improve frequency to every 45 min
- Extend service span

### Phase 2:

- No change

### Phase 3:

- Improve frequency to every 30 min

### Phase 4

- No change

### ADA Impact:

There will be a minimal impact on ADA service. Service will have to run additional hours into the evening.

Financial	Phase 1	Phase 2	Phase 3	Phase 4
Annual Change in Revenue Hours	+858	0	+1,113	0
Annual Change in Revenue Miles	+13,744	0	+17,821	0
Estimate Change in Cost	+\$75,000	0	+\$97,000	0
Additional vehicle requirements	0	0	1	0
Capital Requirement: Other	None			

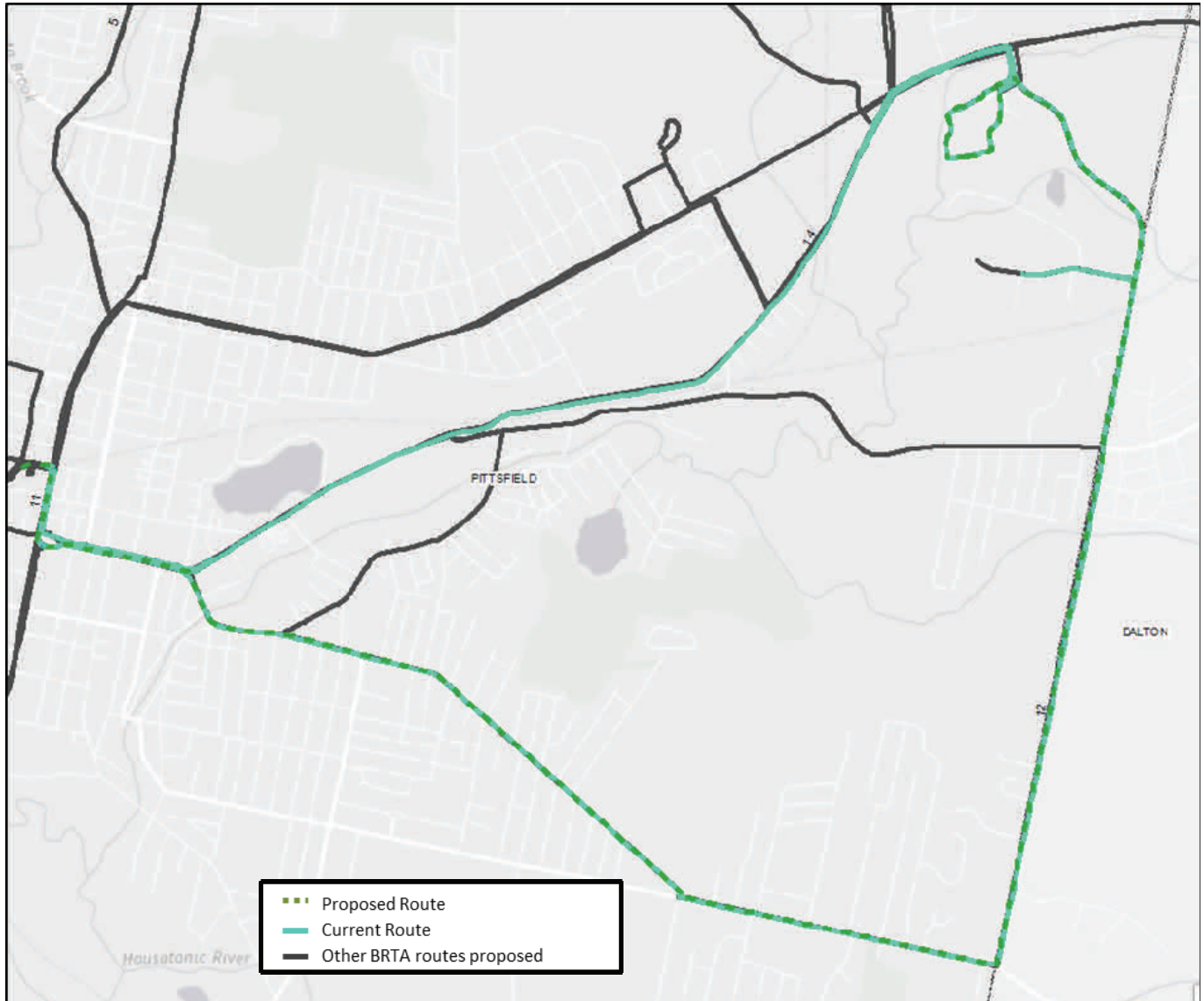
### Other Notes:

Expanding service into the weekday evening will increase mobility in the region and provide access to evening classes at BCC.





# Route 12





## Current Route Performance

Productivity	Route 12	System Average
Daily Weekday Ridership	145	138
Saturday Ridership	112	104
Sunday Ridership	N/A	N/A
Weekday Passengers/Hr	12.8	11.2
Saturday Passengers/Hr	14.3	11.16
Sunday Passengers/Hr	N/A	N/A

Financials	Route 12	System Average
Farebox Recovery	9%	16.3%
Weekday Subsidy per passenger	\$6.17	\$6.00
Saturday Subsidy per passenger	\$5.39	\$6.62
Sunday Subsidy per passenger	N/A	N/A

Route Type: Fixed Route  
Route Ranking: 6/15

## Proposed Service Changes

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sun
Route Length	11.4 mile	13.2 mile
Route Run—Time	50 min	60 min
Weekday Headway	60 min	60 min
Saturday Headway	60 min	60 min
Sunday Headway	N/A	60 min
Hours of Operations M-F	6:30 AM—5:30 PM	6:30 AM—9:00 PM
Hours of Operation Saturday	8:30 AM—3:30 PM	8:30 AM—5:30 PM
Hours of Operation Sunday	N/A	8:30 AM—5:30 PM

### Route Alignment Changes:

Discontinue loop operation; eliminate Downing Industrial service; operate bidirectional service between downtown Pittsfield and Walmart via Elm, Dalton Division.

### Environmental Justice Policy:

Unknown

### Phase 1:

-Extend service span weekday and Saturday

### Phase 2:

- Implement Sunday service

### Phase 3:

- Change alignment

### Phase 4

- No change

Financial	Phase 1	Phase 2	Phase 3	Phase 4
Annual Change in Revenue Hours	+509	+395	+312	0
Annual Change in Revenue Miles	+6,342	+5,335	+8,078	0
Estimate Change in Cost	+\$44,000	+\$34,000	+\$27,000	0
Additional vehicle requirements	0	0	0	0
Capital Requirement: Other	None			

### Other Notes:

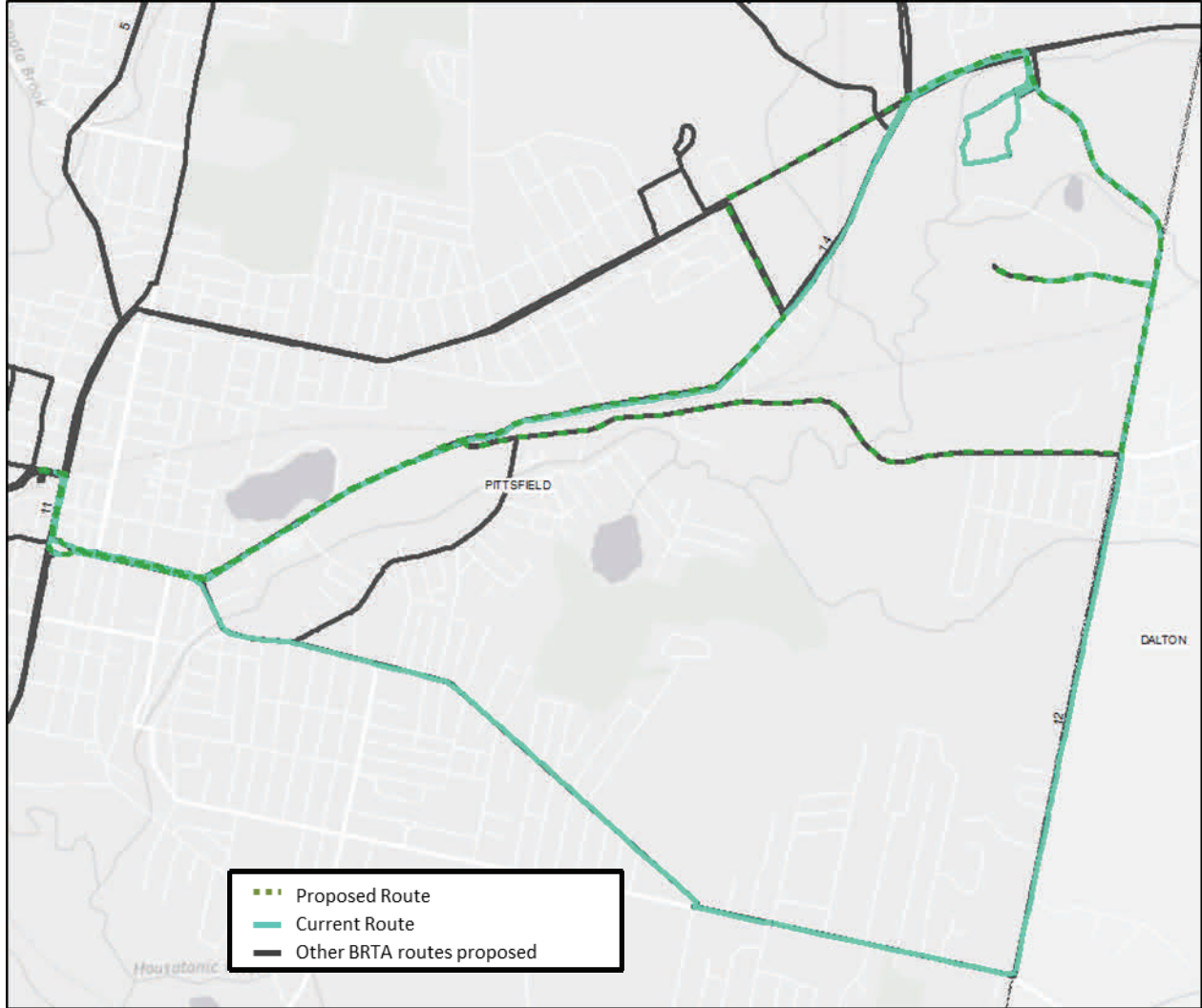
Expanding service into the weekday evening will increase mobility in the region.

### ADA Impact:

There will be a moderate impact on ADA service. Service will have to run additional hours into the evening and Sunday service must be implemented.



# Route 14





## Current Route

Productivity	Route 14	System Average
Daily Weekday Ridership	71	138
Saturday Ridership	N/A	104
Sunday Ridership	N/A	N/A
Weekday Passengers/Hr	6.2	11.2
Saturday Passengers/Hr	N/A	11.16
Sunday Passengers/Hr	N/A	N/A

Financials	Route 14	System Average
Farebox Recovery	4%	16.3%
Weekday Subsidy per passenger	\$13.47	\$6.00
Saturday Subsidy per passenger	N/A	\$6.62
Sunday Subsidy per passenger	N/A	N/A

Route Type: Fixed Route  
Route Ranking: 13/15

## Proposed Service Changes

	Current	Proposed
Days Operated	Mon-Fri	Mon-Fri
Route Length	11.7 mile	10.2 mile
Route Run—Time	50 min	50 min
Weekday Headway	cc	60 min
Saturday Headway	N/A	N/A
Sunday Headway	N/A	N/A
Hours of Operations M-F	6:30 AM—5:30 PM	6:30 AM—9:00 AM 2:30 PM— 6:00 PM
Hours of Operation Saturday	N/A	N/A
Hours of Operation Sunday	N/A	N/A

### Route Alignment Changes:

Service will be between downtown Pittsfield to SABIC/Plastics Ave, Downing Industrial, East St. Service will run clockwise.

### Environmental Justice Policy:

Unknown

### Phase 1:

-No change

### Phase 2:

- No change

### Phase 3:

- Change alignment  
- Peak service only

### Phase 4

- No change

### ADA Impact:

There will be no impact to service as the entire route is within 3/4 mile of other routes.

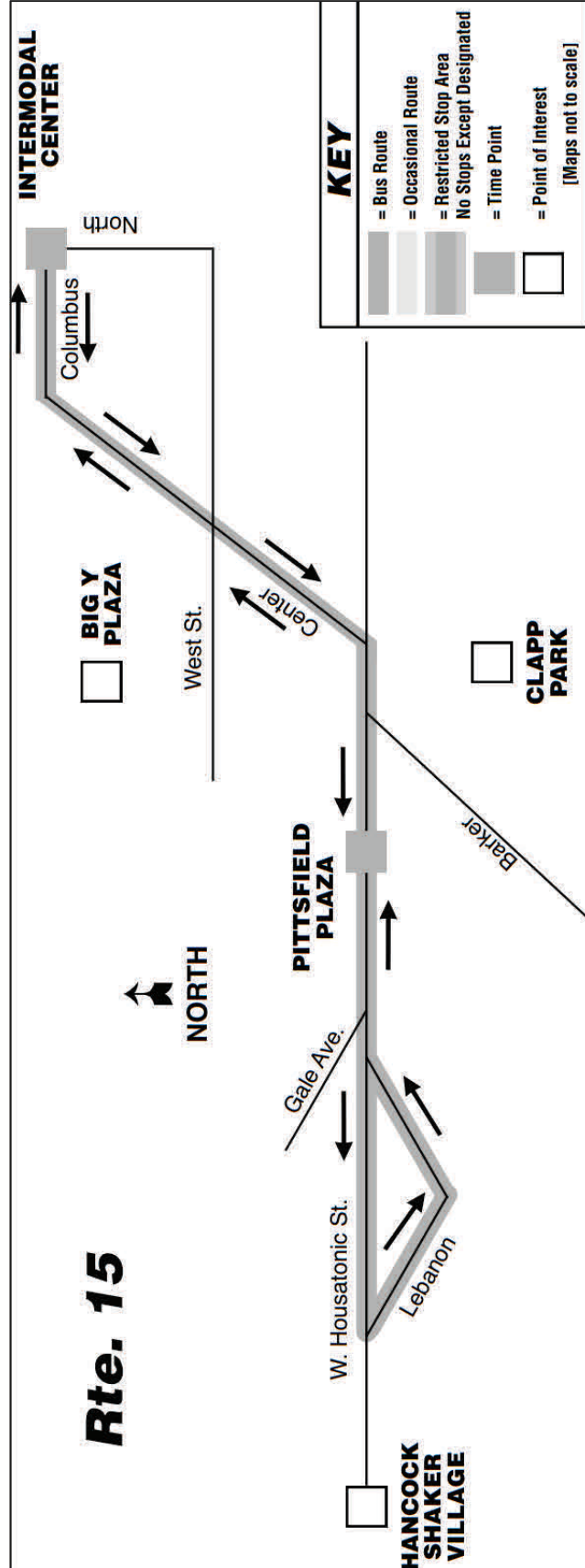
Financial	Phase 1	Phase 2	Phase 3	Phase 4
Annual Change in Revenue Hours	0	0	-1,377	0
Annual Change in Revenue Miles	0	0	+16,254	0
Estimate Change in Cost	0	0	-\$120,000	0
Additional vehicle requirements	0	0	0	0
Capital Requirement: Other	None			

### Other Notes:

This route will run during the peak hours only. There will be 3 trips in the AM and 4 in the PM.



# Route 15





## Current Route

Productivity	Route 15	System Average
Daily Weekday Ridership	72	138
Saturday Ridership	25	104
Sunday Ridership	N/A	N/A
Weekday Passengers/Hr	12.00	11.2
Saturday Passengers/Hr	10.00	11.16
Sunday Passengers/Hr	N/A	N/A

Financials	Route 15	System Average
Farebox Recovery	8%	16.3%
Weekday Subsidy per passenger	\$6.59	\$6.00
Saturday Subsidy per passenger	\$8.48	\$6.62
Sunday Subsidy per passenger	N/A	N/A

Route Type: Fixed Route

Route Ranking: 9/15

## Proposed Service Changes

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sat
Route Length	7.9 mile	7.9 mile
Route Run—Time	30 min	30 min
Weekday Headway	60 min	45 min
Saturday Headway	120 min	120 min
Sunday Headway	N/A	N/A
Hours of Operations M-F	6:00 AM—5:15 PM	6:00 AM—8:45PM
Hours of Operation Saturday	9:00 AM—5:15 PM	9:00 AM—5:15 PM
Hours of Operation Sunday	N/A	N/A

### Route Alignment Changes:

No changes.

### Environmental Justice Policy:

Unknown

### Phase 1:

- Extend weekday service span
- Improve frequency to every 45 min.

### Phase 2:

- No change

### Phase 3:

- No change

### Phase 4

- No change

### ADA Impact:

There will be no impact to service as the entire route is within 3/4 mile of other routes.

Financial	Phase 1	Phase 2	Phase 3	Phase 4
Annual Change in Revenue Hours	+1,054	0	0	0
Annual Change in Revenue Miles	+16,021	0	0	0
Estimate Change in Cost	+\$92,000	0	0	0
Additional vehicle requirements	0	0	0	0
Capital Requirement: Other	None			

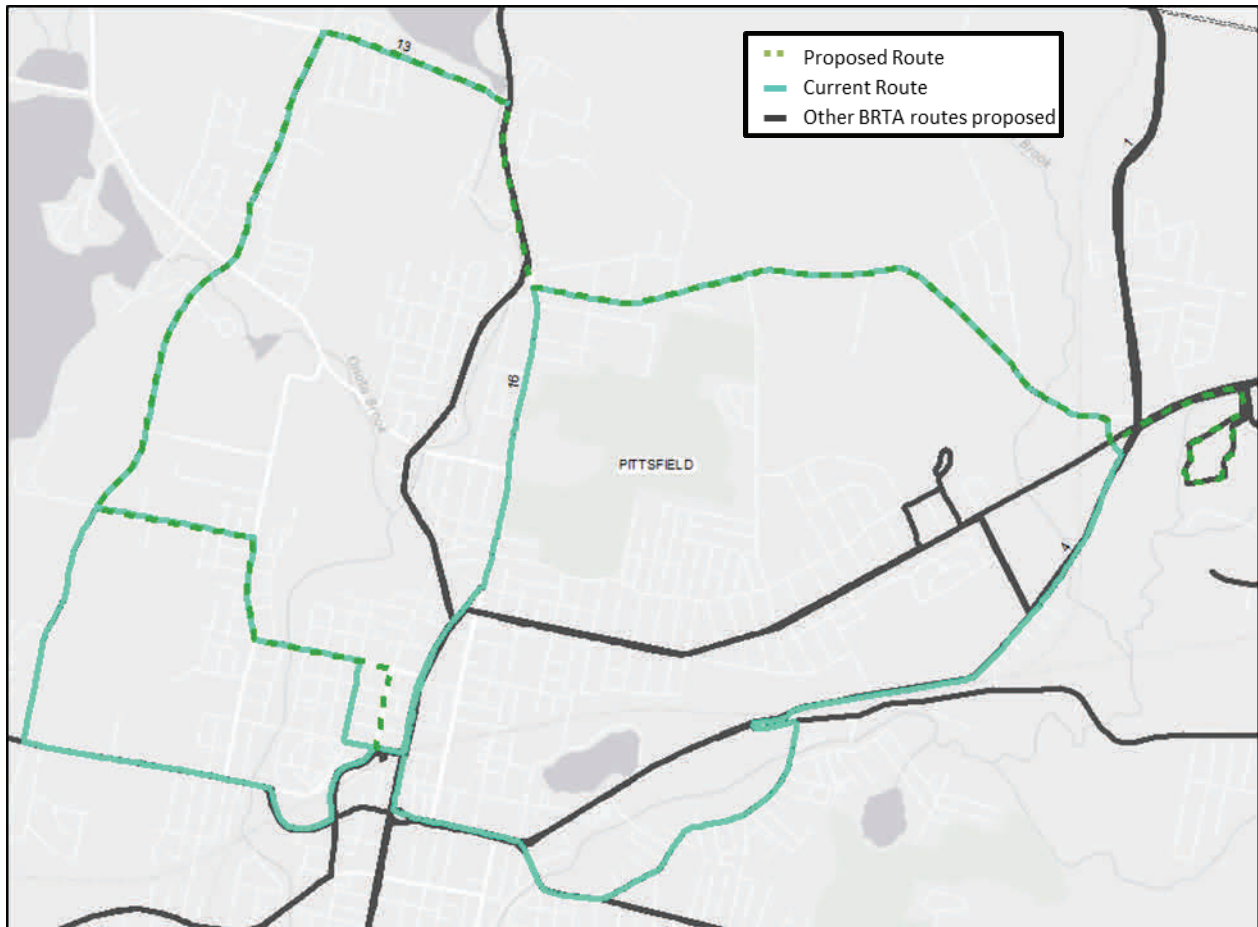
### Other Notes:

Expanding service into the weekday evening will increase mobility in the region.





# Route 16





## Current Route

Productivity	Route 16	System Average
Daily Weekday Ridership	57	138
Saturday Ridership	18	104
Sunday Ridership	N/A	N/A
Weekday Passengers/Hr	10.04	11.2
Saturday Passengers/Hr	6.59	11.16
Sunday Passengers/Hr	N/A	N/A

Financials	Route 16	System Average
Farebox Recovery	7%	16.3%
Weekday Subsidy per passenger	\$7.73	\$6.00
Saturday Subsidy per passenger	\$12.85	\$6.62
Sunday Subsidy per passenger	N/A	N/A

Route Type: Fixed Route  
Route Ranking: 11/15

## Proposed Service Changes

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sat
Route Length	6 mile	15.6 mile
Route Run—Time	30 min	60 min
Weekday Headway	60 min	60 min
Saturday Headway	120 min	120 min
Sunday Headway	N/A	N/A
Hours of Operations M-F	6:30 AM—4:45 PM	6:30 AM—8:45 PM
Hours of Operation Saturday	7:45 AM—5:30 PM	7:45 AM—5:30 PM
Hours of Operation Sunday	N/A	N/A

### Route Alignment Changes:

Serve consolidated Route 13/Route 16 alignment, extend to Walmart.

### Environmental Justice Policy:

Unknown

### Phase 1:

-Extend weekday service span

### Phase 2:

- No change

### Phase 3:

- Change alignment

### Phase 4

- No change

### Financial

	Phase 1	Phase 2	Phase 3	Phase 4
Annual Change in Revenue Hours	+672	0	+885	0
Annual Change in Revenue Miles	+14,742	0	+19,093	0
Estimate Change in Cost	+\$58,000	0	+\$77,000	0
Additional vehicle requirements	0	0	0	0
Capital Requirement: Other	None			

### Other Notes:

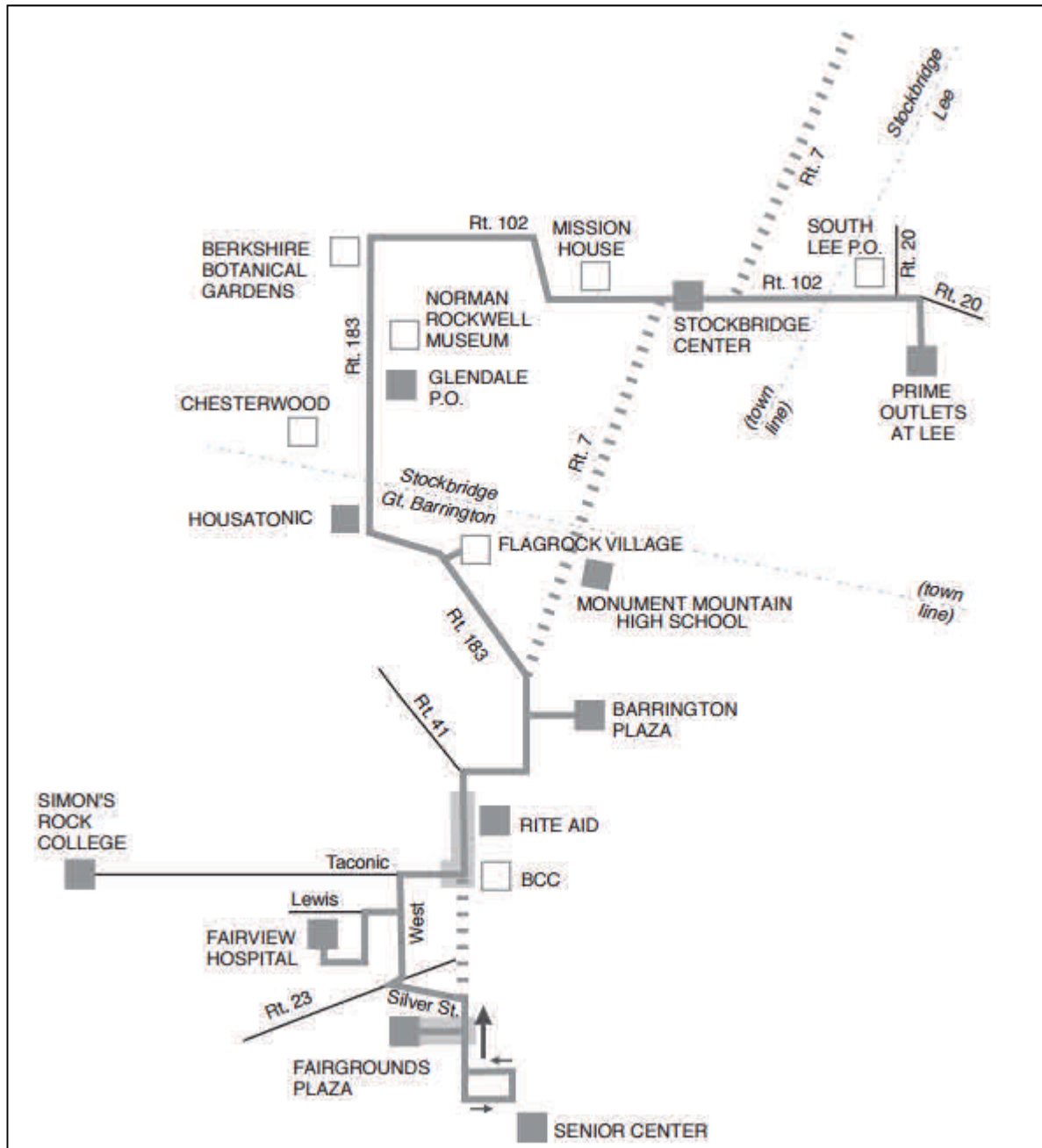
Expanding service into the weekday evening will increase mobility in the region.

### ADA Impact:

There will be a minimal impact on ADA service. Service will have to run additional hours into the evening.



# Route 21





## Current Route

Productivity	Route 21	System Average
Daily Weekday Ridership	150	138
Saturday Ridership	113	104
Sunday Ridership	N/A	N/A
Weekday Passengers/Hr	6.63	11.2
Saturday Passengers/Hr	5.66	11.16
Sunday Passengers/Hr	N/A	N/A

Financials	Route 16	System Average
Farebox Recovery	10%	16.3%
Weekday Subsidy per passenger	\$11.68	\$6.00
Saturday Subsidy per passenger	\$14.65	\$6.62
Sunday Subsidy per passenger	N/A	N/A

Route Type: Fixed Route  
Route Ranking: 10/15

## Proposed Service Changes

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sat
Route Length	38.7 mile	38.7 mile
Route Run—Time	120 min	120 min
Weekday Headway	60 min	60 min
Saturday Headway	60 min	60 min
Sunday Headway	N/A	120 min
Hours of Operations M-F	6:00 AM—5:30 PM	5:30 AM—8:30 PM
Hours of Operation Saturday	7:45 AM—5:30 PM	7:45 AM—5:30 PM
Hours of Operation Sunday	N/A	8:30 AM—4:30 PM

### Route Alignment Changes:

No changes

### Environmental Justice Policy:

Unknown

### Phase 1:

-Extend weekday service span

### Phase 2:

- Sunday service

### Phase 3:

- No change

### Phase 4

- No change

### ADA Impact:

There will be a minimal impact on ADA service. Service will have to run additional hours.

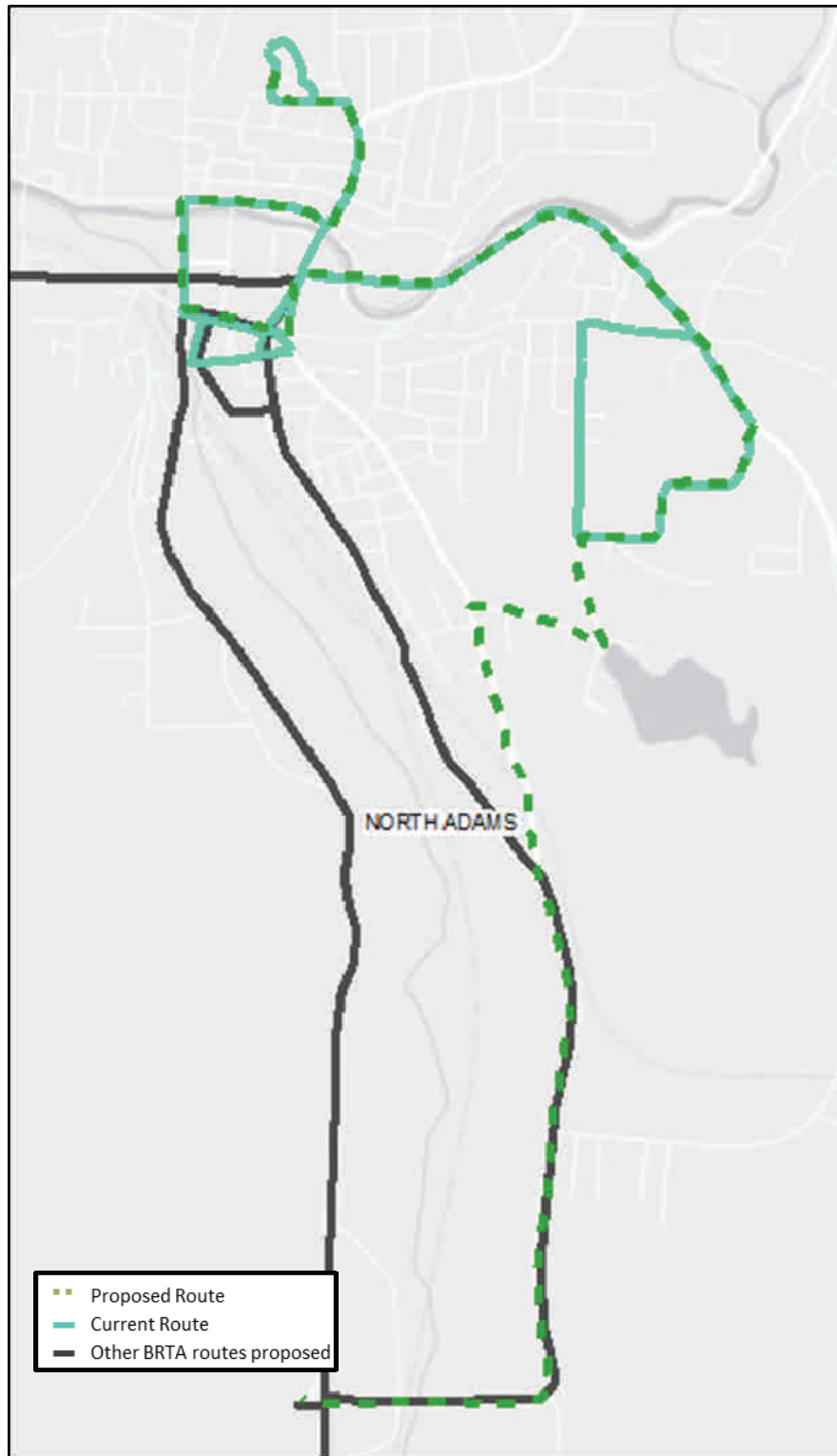
Financial	Phase 1	Phase 2	Phase 3	Phase 4
Annual Change in Revenue Hours	+715	+387	0	0
Annual Change in Revenue Miles	+15,236	+8,058	0	0
Estimate Change in Cost	+\$24,000	+\$34,000	0	0
Additional vehicle requirements	0	0	0	0
Capital Requirement: Other	None			

### Other Notes:

Expanding service into the weekday evening will increase mobility in the region.



# Route 33





## Current Route

Productivity	Route 33	System Average
Daily Weekday Ridership	52	138
Saturday Ridership	40	104
Sunday Ridership	N/A	N/A
Weekday Passengers/Hr	14.2	11.2
Saturday Passengers/Hr	10.90	11.16
Sunday Passengers/Hr	N/A	N/A

Financials	Route 33	System Average
Farebox Recovery	15%	16.3%
Weekday Subsidy per passenger	\$5.17	\$6.00
Saturday Subsidy per passenger	\$6.27	\$6.62
Sunday Subsidy per passenger	N/A	N/A

Route Type: Fixed Route  
Route Ranking: 10/15

## Proposed Service Changes

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sat
Route Length	4.2 mile	12.1 mile
Route Run—Time	120 min	60 min
Weekday Headway	60 min	60 min
Saturday Headway	60 min	60 min
Sunday Headway	N/A	N/A
Hours of Operations M-F	7:00 AM—5:00 PM	7:00 AM—6:00 PM
Hours of Operation Saturday	8:00 AM—6:00 PM	8:00 AM—6:00 PM
Hours of Operation Sunday	N/A	N/A

### Route Alignment Changes:

Operate bidirectional between N. Adams Hospital and Walmart via Eagle, River, Marshall, Main, Mohawk Trail, Mohawk Forest, Kemp, Bradley, and Church.

### Environmental Justice Policy:

Unknown

### Phase 1:

- Extend weekday service span
- New alignment

### Phase 2:

- No change

### Phase 3:

- No change

### Phase 4

- No change

### ADA Impact:

There will be a minimal impact on ADA service. Service will have to run additional hours.

Financial	Phase 1	Phase 2	Phase 3	Phase 4
Annual Change in Revenue Hours	+1,891	0	0	0
Annual Change in Revenue Miles	+26,254	0	0	0
Estimate Change in Cost	+\$164,000	0	0	0
Additional vehicle requirements	1	0	0	0
Capital Requirement: Other	None			

### Other Notes:

Expanding service into the weekday evening will increase mobility in the region.