

Blue text = things we can measure / calculate

Orange text = things we may need to better understand (interviews, maybe a survey)

Option		Strengths	Limitations
A	Status Quo (Bus Transit and Paratransit)	Inertia, environmental benefits , amenity value, option value, social value	Very expensive - low ridership , Limits other budget priorities , equity - subsidies only go to limited populations , large administrative burden on small government , pandemic effect makes limitations worse , limited available workforce (CDL, irregular hours)
A1	Status Quo with User Fee	Budget revenue	Likely not possible to charge high enough user fee to fully offset program , additional administrative burden.
A2	Status Quo with Reduced Service (Fewer Transit Stops, No Evening Service)	Modest cost reduction	Inconvenience to transit users
A3	Status Quo with Extra Bus in Evening Transit Rotation	Convenience for transit users	Increased mileage and cost , availability of drivers
A4	Status Quo with Alternating PG Plaza and CP Transit Stops (or more flexible destinations?)	Convenience for transit users	Increased town administrative burden, increased mileage and cost
A5	Status Quo with Transit Stop at CP, Not PG Plaza	Connection with Purple Line	Additional mileage and cost.
A6	Status Quo with Transit GPS Tracking	Convenience for transit users	Cost for GPS hardware and maintenance , increased administrative burden
A7	Status Quo with Transit ID Check	Eliminates free riders	increased administrative burden
A8	Status Quo with Transit Reservation System	Certainty about transit users and schedule	increased administrative burden
A9	Status Quo with PG County Partnership on Gas and Maintenance	Operations and maintenance savings	Maintenance timing not in town control, have to drive slightly further to gas station
A10	Status Quo with Electric Non-cdl buses	Environmental benefits , revenue from selling old buses	Need to purchase electric buses , increased maintenance costs
A11	Status Quo with Expanded Service to CHE and CP Residents for Fee	Increased revenue	Additional mileage and cost. Increased administrative burden
B	Bus Transit, HHUP Managed Contract/Rideshare Paratransit	lower town administrative burden, some budget savings , maintains amenity, option, and social values	high budget cost , low ridership , ignores pandemic effect , limited available workforce (CDL, irregular hours)
C	Contractor Managed Transit and Paratransit	Lower day to day administrative burden on town, can sell buses , reduced O and M costs , maintains social and amenity values, potential budget savings	Decreased environmental benefits? Loss of option value, Less control over day to day operations and communications. budget savings? Lost social value, Lost leverage over contract cost increases, does not recognize pandemic effect
D	No Transit, HHUP Managed Contract Paratransit	Budget savings , low administrative burden on town , pandemic effect, aligns well with HHUP priority; more practical for para transit users (may increase ridership)	lose environmental benefits and amenity and option and social values
E	Smaller Bus (No CDL) Transit, HHUP Managed Contract Rideshare Paratransit	modest budget savings ; can sell buses ; maintains amenity (partial), option, and social values; environmental benefits ; more practical for para transit users (may increase ridership)	high admin burden on town, low ridership, pandemic effect , need to purchase van , HHUP continuity if performing town function,
F	Smaller Bus (No CDL) Transit and Paratransit	Some budget savings no CDL ; environmental benefits , amenity value (partial), option value, social value; can sell buses	Still Very expensive , Crowds out other priorities, subsidies only go to limited populations, large administrative burden on small government, low ridership, ignores pandemic effect ; need to purchase van