



**Table 3: Medium Term (6 to 10 years) Cost \* and Ridership Estimates**

| Area  | Element  | Span of Service  | Frequency                      | Vehicles Needed | Annual Ridership                                     | Operating Cost - Annual                                    | Total Capital Costs  |
|---|--|--|--------------------------------|-----------------|--|--|--|
| <i>Hoffman Estates – northern and western portions</i>                            | Subsidized taxi – connecting to Harper College (north) or St. Alexius (west)   | Available any time   | Upon scheduling                | N/A             | 4,000 – 6,000  | \$20,000 to \$30,000 subsidy ★                             | None   |
| <i>Hoffman Estates</i>  | Hassell Road Point Deviation   | 6 a.m. to 10 p.m. M-F. 8 a.m. to 8 p.m. Sat., 10 a.m. to 8 p.m. Sun. | 30 min. peak, 60 min. off-peak | 3               | 65,000 – 75,000                                      | \$480,000 to \$580,000                                     | -\$150,000 (vans) to \$675,000 (small buses)<br>-\$25,000 signs, etc.<br>-\$50,000 mini-hub at Golf/Roselle (if not built in short term) |
| <i>Hoffman Estates – central portion not served by Hassell / Bode Road Routes</i> | Subsidized taxi – serving all destinations in central portion plus Harper College, Woodfield, and Schaumburg Town Square                       | Available any time   | Upon scheduling                | N/A             | 5,000 – 7,000  | \$25,000 to \$35,000 subsidy ★                             | None   |
| <i>Hoffman Estates/Schaumburg</i>   | Bode Road Route Deviation  | 6 a.m. to 10 p.m. M-F. 8 a.m. to 8 p.m. Sat., 10 a.m. to 8 p.m. Sun. | 30 min. peak, 60 min. off-peak | -               | 90,000 – 110,000                                     | \$750,000 to \$900,000                                     | If vans used, replacement cost of \$200,000  |
| <i>Schaumburg</i>   | DART – maintain 90 minute advance but reduce eligible area to southern portion (south of Weathersfield, west of Plum Grove, east of Braintree) | Same as current  | Upon scheduling                | -               | Loss of 40,000 to 50,000                             | \$1.6 million savings (\$2.5 million savings over current) | None (future savings of not needing to replace vehicles)   |
| <i>Schaumburg</i>   | Schaumburg Road/Roselle Road convert to fixed route  | 6 a.m. to 10 p.m. M-F. 8 a.m. to 8 p.m. Sat., 10 a.m. to 8 p.m. Sun. | 30 min. peak, 60 min. off-peak | -               | 120,000 – 140,000                                    | \$750,000 to \$900,000                                     | If vans used, replacement cost of \$200,000  |
| <i>Schaumburg</i>   | Springinsguth Road/Schaumburg Road fixed route   | 6 a.m. to 10 p.m. M-F. 8 a.m. to 8 p.m. Sat., 10 a.m. to 8 p.m. Sun. | 30 min. peak, 60 min. off-peak | 4               | 100,000 – 120,000                                    | \$750,000 to \$900,000                                     | -\$200,000 (shuttle vans) to \$900,000 (small buses)<br>-\$25,000 signs, shelters, etc   |
| <i>Schaumburg</i>   | Eliminate Pace 602   | 2 morning trips, 2 afternoon trips                                   | N/A                            | N/A             | Loss of 3,000 (many would switch to new fixed route) | \$62,000 savings (split by Pace and Village)               | None   |

★ The overall subsidy related to a subsidized cab program will vary significantly depending on eligibility for the program, policies and subsidy level selected.

\* all costs are stated in 2003 dollars