

Maryland Transit Administration

Intercounty Connector Bus Service Plan

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Office of Planning and Programming
6 St. Paul Street
Baltimore, Maryland 21202-1614

Intercounty Connector Bus Service Plan

Introduction

The Intercounty Connector (ICC) is an 18.8 mile toll road that will link I-270/I-370 in Montgomery County to I-95 and US 1 in Prince George's County. The ICC is composed of four segments or contracts. Contract A, the first segment, is a seven-mile stretch between I-370 and Georgia Avenue (MD 97). Contract A is on schedule to open in fall 2010. The remaining three segments are on schedule to open in late fall 2011 or early 2012.

The ICC will open a considerable market for high speed and high capacity east-west travel where none has existed previously. This road is expected to link some regional markets more efficiently and improve access from Montgomery County to key business destinations such as the BWI Airport Business District. In addition, it will facilitate easy access from eastern Montgomery County, Howard County, Prince George's County and Anne Arundel County to the I-270 Technology Corridor and the Maryland BRAC facilities at Fort Meade and Bethesda.

The Maryland Transit Administration (MTA) has identified the need to prepare a bus transit plan to be implemented with the construction of the ICC. The opening of the ICC brings substantial opportunities for developing high quality express and local bus transit services that link these, and future communities and activity centers, thus expanding mobility by offering travel choices to those who currently rely on or prefer to use public transit. This bus plan will identify specific transit services, routes and parking facilities to be used on the new highway facility.

The bus service plan will be presented in two phases. Phase I is designed for opening day service in 2010 when the first seven-mile stretch is open and includes two recommended routes. Phase II is designed for the completion of the ICC in 2011 and includes the addition of two more routes and modification to the Phase 1 routes.

Phase I - Opening Day 2010

ICC Bus Route 201 Gaithersburg to BWI Airport

Route Description:

This service would operate between the Gaithersburg Park and Ride lot located at I-270 and MD 124 in Montgomery County and BWI Thurgood Marshall Airport. The service would leave the Gaithersburg Park and Ride lot and travel south on I-270 to the ICC and travel on the ICC to the Shady Grove Metro Station. Upon leaving the Metro Station the service would return to the ICC and travel to Norbeck Park and Ride at MD 97. The route would then follow MD 28 to MD 198 to the Burtonsville Park and Ride lot, continuing north on Rt. 29, east on MD 32 and north on I-95 to I-195 to BWI Airport. This routing is displayed on Map 1. The No. 201 would operate seven days a week with hourly service accommodating seventeen daily round-trips.

The table below presents the service characteristics of the Gaithersburg to BWI Airport route.

Service Characteristics:

Gaithersburg to BWI Airport:

Level of Service	Span of Service	One-Way Miles	One-Way Time	Stops	Parking Spaces
17 Round Trips	7 days per week	44 miles	60 minutes	<ul style="list-style-type: none"> • Gaithersburg Park and Ride • Shady Grove Metro Station • Norbeck Road Park and Ride • Burtonsville Park and Ride • BWI (Southwest Terminal) • BWI (International Terminal) 	517 5,745 248 500 N/A N/A

ICC Bus Route 202 Gaithersburg to Fort Meade

Route Description:

This service is designed to serve employees working at Fort Meade. This service would operate from the Gaithersburg Park and Ride lot in Montgomery County to Fort Meade.

The service would follow the same routing as the No. 201 from the Gaithersburg Park and Ride to Burtonsville. From Burtonsville this service would remain on MD 198 and continue directly to Fort Meade. This routing is displayed on Map1.

The No. 202 would operate five days per week. Three morning rush-hour trips would provide service to Fort Meade and three afternoon rush-hour trips would return from Fort Meade. In addition, one mid-day trip leaving Fort Meade would be provided for people working a half day.

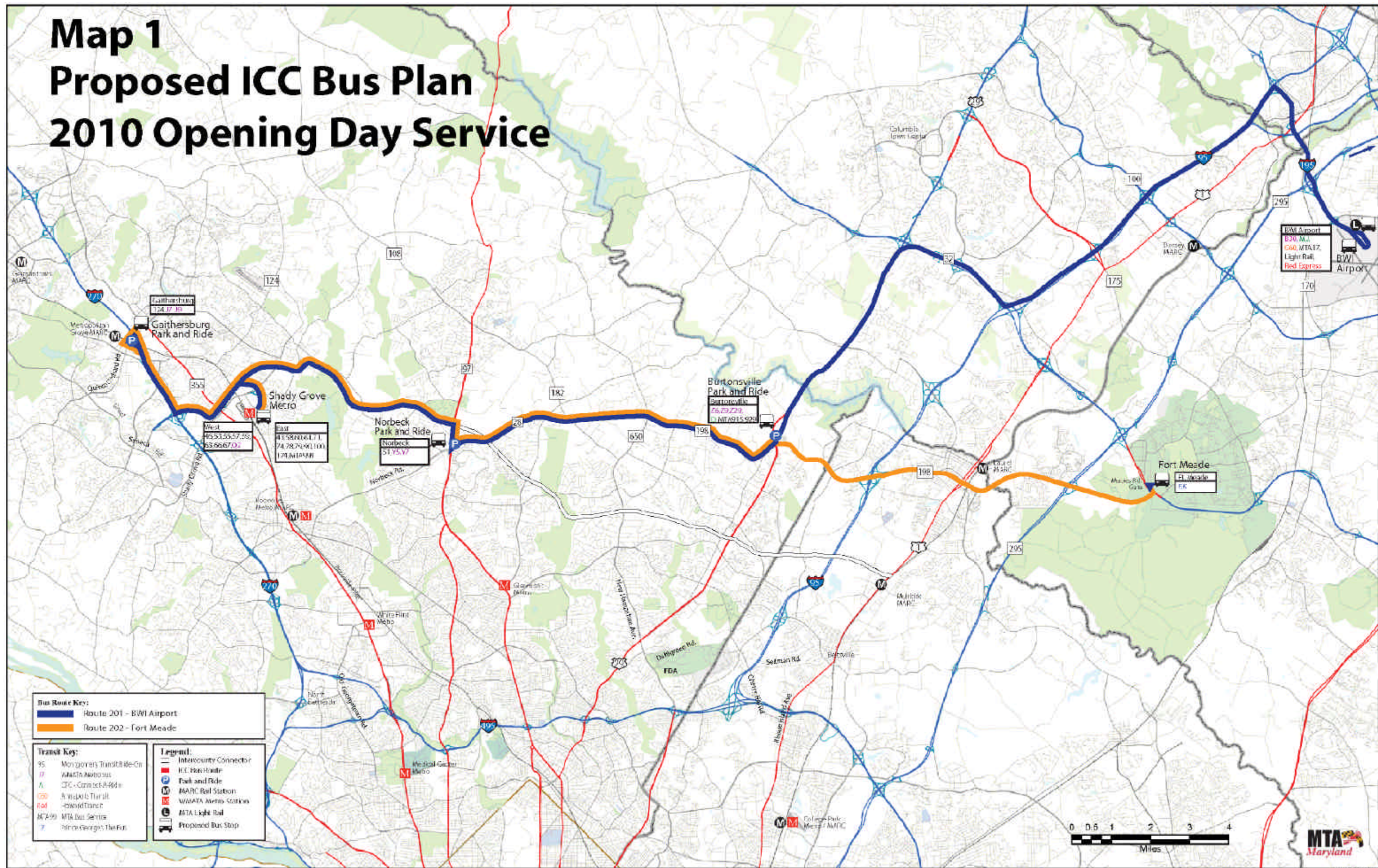
The table below presents the service characteristics of the Gaithersburg to Fort Meade route.

Service Characteristics:

Gaithersburg to Fort Meade:

Level of Service	Span of Service	One-Way Miles	One-Way Time	Stops	Parking Spaces
3 AM Trips 3 PM Trips 1 Mid-Day	5 days per week	34 miles	55 minutes	<ul style="list-style-type: none"> • Gaithersburg Park and Ride • Shady Grove Metro Station • Norbeck Road Park and Ride • Burtonsville Park and Ride • Fort Meade 	517 5,745 248 500 N/A

Map 1 Proposed ICC Bus Plan 2010 Opening Day Service



Phase II - Winter 2011/2012

ICC Bus Route 203 Columbia to Bethesda

Route Description:

The purpose of this service is to serve the Rockville and North Bethesda employment centers, the National Naval Medical Center in Montgomery County and the Columbia Gateway Business Park and Johns Hopkins Applied Physics Lab in Howard County.

The No. 203 is a two-way service that operates Monday through Friday during peak periods only. The service from Columbia to Bethesda starts at the Columbia Mall and travels southbound on Rt. 29 to the Scaggsville Park and Ride lot. The service continues on Rt. 29 until it reaches the ICC and travels westbound to the new Norbeck Park and Ride lot at MD 97. From the Norbeck lot, it travels on Norbeck Rd. (MD 28) to the Rockville Metro/MARC Station. The service then runs south on Rockville Pike (MD 355), stopping at the Medical Center Metro Station before terminating at the National Naval Medical Center.

The service from Bethesda to Columbia originates at the Montrose Rd./MD 355 Park and Ride lot and travels north on Rockville Pike to Norbeck Rd. and continues via MD 97 stopping at the new Norbeck Park and Ride lot. From there it enters the ICC eastbound to Rt. 29 to the Johns Hopkins Applied Physics Lab. The service then continues northbound on Rt. 29 to MD 175 eastbound to Snowden River Parkway to Robert Fulton Drive to Columbia Gateway Drive making several stops in the Gateway Business Park. The No. 203 routing is shown on Map 2.

The table below presents the service characteristics of the Columbia to Bethesda route.

Service Characteristics:

Columbia to Bethesda:

Level of Service	Span of Service	One-Way Miles	One-Way Time	Stops	Parking Spaces
3 AM Trips 3 PM Trips 1 Mid-Day	5 days per week	43 miles	70 minutes	<ul style="list-style-type: none"> • Columbia Mall • Scaggsville Park and Ride • New Norbeck Park and Ride • Rockville Metro/MARC Station • Medical Center Metro • National Naval Medical Center 	N/A 416 200 N/A N/A N/A

Bethesda to Columbia:

Level of Service	Span of Service	One-Way Miles	One-Way Time	Stops	Parking Spaces
3 AM Trips 3 PM Trips 1 Mid-Day	5 days per week	38 miles	59 minutes	<ul style="list-style-type: none"> • Montrose Road Park and Ride • New Norbeck Park and Ride • Johns Hopkins APL • Gateway Business Park 	TBD 200 N/A N/A

ICC Bus Route 204 Gaithersburg to College Park

Route Description:

This service is intended to transport Montgomery and Frederick county residents to their jobs at the Food and Drug Administration (FDA) in White Oak and at the University of Maryland (UMD) in College Park.

The No. 204 would begin at the Gaithersburg Park and Ride lot located at I-270 and MD 124 then travel south on I-270 to the ICC to the Shady Grove Metro Station. From the Metro Station the service returns to the ICC and travels to the new Norbeck Park and Ride lot at MD 97. The service then continues on the ICC until it reaches New Hampshire Ave. (MD 650) and travels south on MD 650 to the Colesville Rd. Park and Ride lot. It then continues south until the service reaches White Oak where it makes a stop at the FDA. The No. 204 continues on MD 650 until it reaches Adelphi Road where it terminates on the University of Maryland Campus. There are two stops proposed for the University. The No. 204 routing is shown on Map 2.

This service would operate five days per week. Three trips would operate towards the FDA and the UMD in the morning with three trips returning in the afternoon. In addition, one mid-day trip leaving the University and FDA would be provided for employees working a half day.

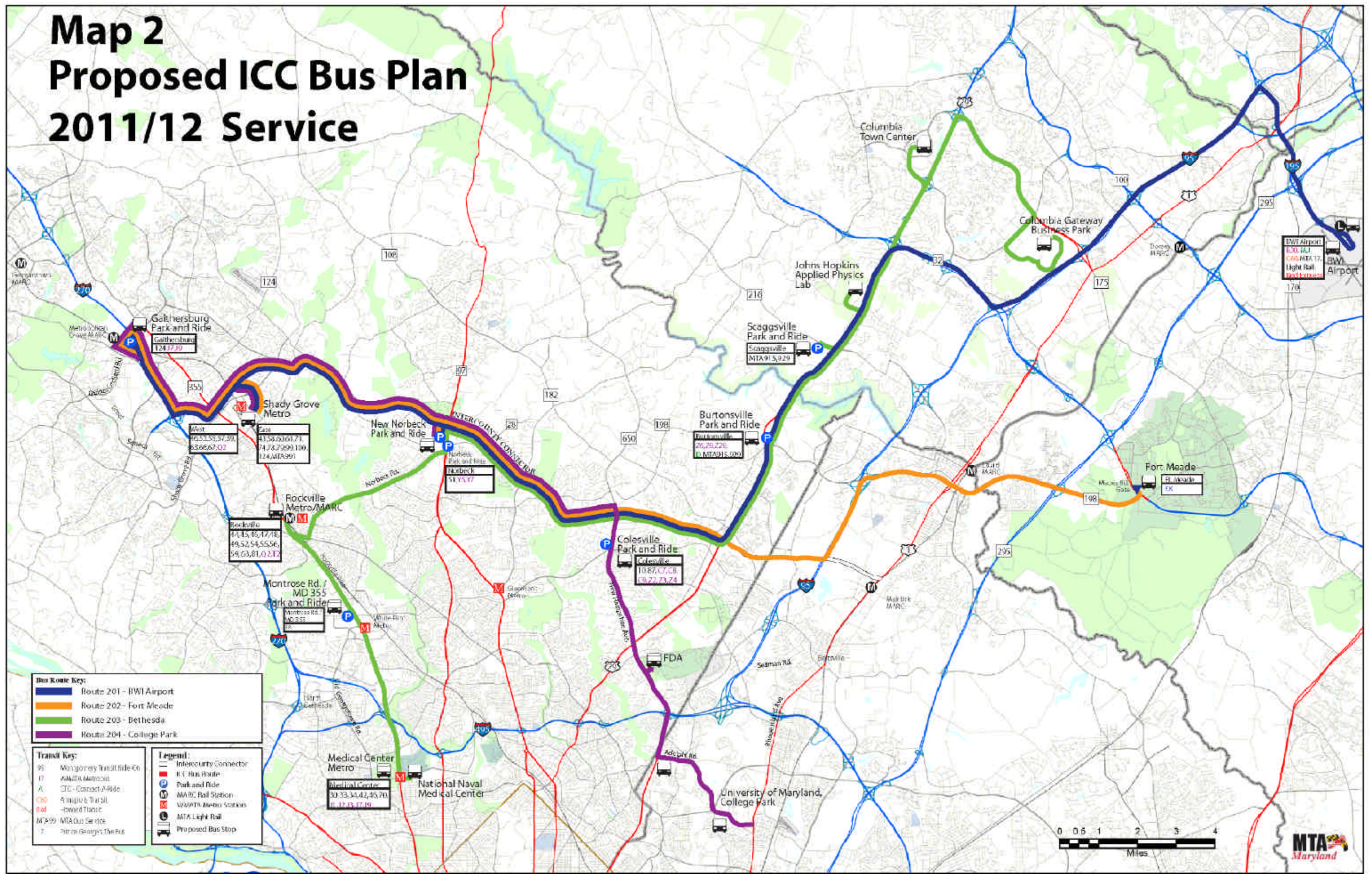
The table below presents the service characteristics of the Gaithersburg to College Park route.

Service Characteristics:

Gaithersburg to College Park:

Level of Service	Span of Service	One-Way Miles	One-Way Time	Stops	Parking Spaces
3 AM Trips 3 PM Trips 1 Mid-Day	5 days per week	27 miles	55 minutes	<ul style="list-style-type: none"> • Gaithersburg Park and Ride • Shady Grove Metro Station • New Norbeck Park and Ride • Colesville Road Park and Ride • FDA - White Oak • UMD-College Park (Adelphi Road) • UMD-College Park (Student Union) 	517 5,745 200 190 N/A N/A N/A

Map 2 Proposed ICC Bus Plan 2011/12 Service



Summary of Recommended ICC Commuter Bus Service

Service Initiation		Route Number	Route Description	Service Span	Frequency	One-Way Route Miles	One-Way Travel Time	Estimated Annual Operating Cost*	Vehicles Required
Phase I	Fall 2010 (FY 11)	201	Gaithersburg to BWI Airport	5:00 am to 10:30 pm Seven days per week	60 minutes	44 miles	60 minutes	\$4,177,000	3
	Fall 2010 (FY 11)	202	Gaithersburg to Ft. Meade	3 am trips 3 pm trips 1 mid-day Mon - Fri	30 minutes	34 miles	55 minutes	\$500,000	3
Phase II	Winter 2011/12 (FY12)	203	Columbia to Bethesda	3 am trips 3 pm trips 1 mid-day Mon - Fri	30 minutes	43 miles	70 minutes	\$587,000	3
			Bethesda to Columbia	Mon - Fri		38 miles	59 minutes	\$512,000	3
	Winter 2011/12 (FY12)	204	Gaithersburg to College Park	3 am trips 3 pm trips 1 mid-day Mon - Fri	30 minutes	27 miles	55 minutes	\$369,000	3

Total annual operating cost opening day service \$4,677,000

Total annual operating cost at completion of ICC \$6,145,000

Total number of vehicles required 15

Total number of vehicles required including spares 18

* Annual operating cost is based on \$7.65 per service mile

Note: Capital purchase price per vehicle is \$550,000