

# Liberty County

## TRANSIT PLAN



## Public Meetings

February 19, 2009

March 10, 2009

Kari Hackett

H-GAC

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URS Corporation

# LCTP Update Summary

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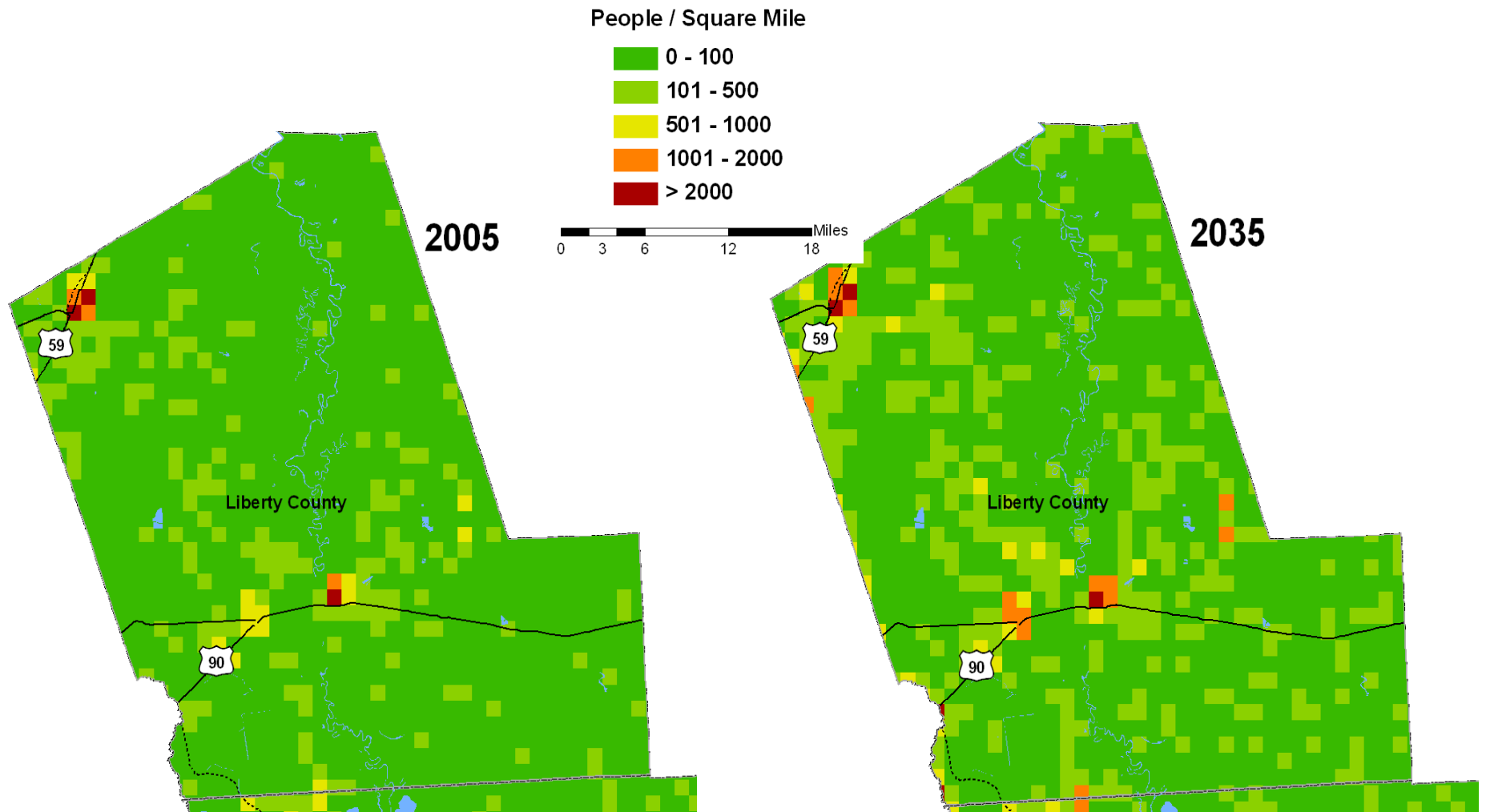
- Purpose of today's meeting:
  - Review Background information.
  - Present the Key Recommendations.
  - Provide Cost Estimates.
  - Discuss Potential Next Steps.

# Liberty County Transit Plan Update

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- Background
  - Responds to statewide mandate for coordination (HB 3588).
  - Transit plan includes responses to public comments.
  - Third round of public meetings and comments.

# Liberty County Population Density

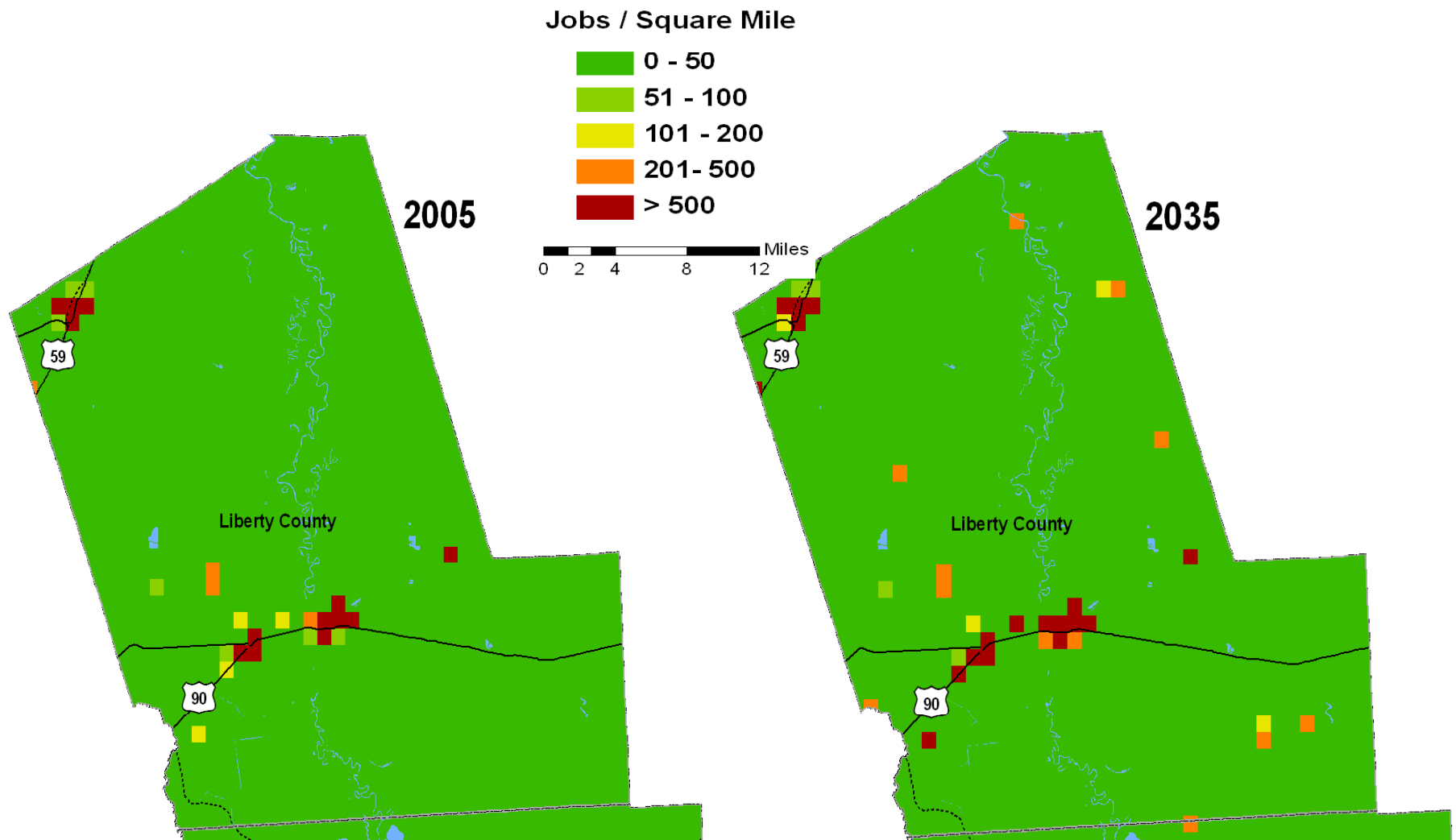


# LCTP Population Density

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- Relatively low population density throughout Liberty County.
- Two areas with more than 1000 people/square mile today: Cleveland and Liberty.
- Areas along US 90 and US 59 are projected to increase by 2035, with five areas with more than 1000 people/square mile.

# Liberty County Employment Density

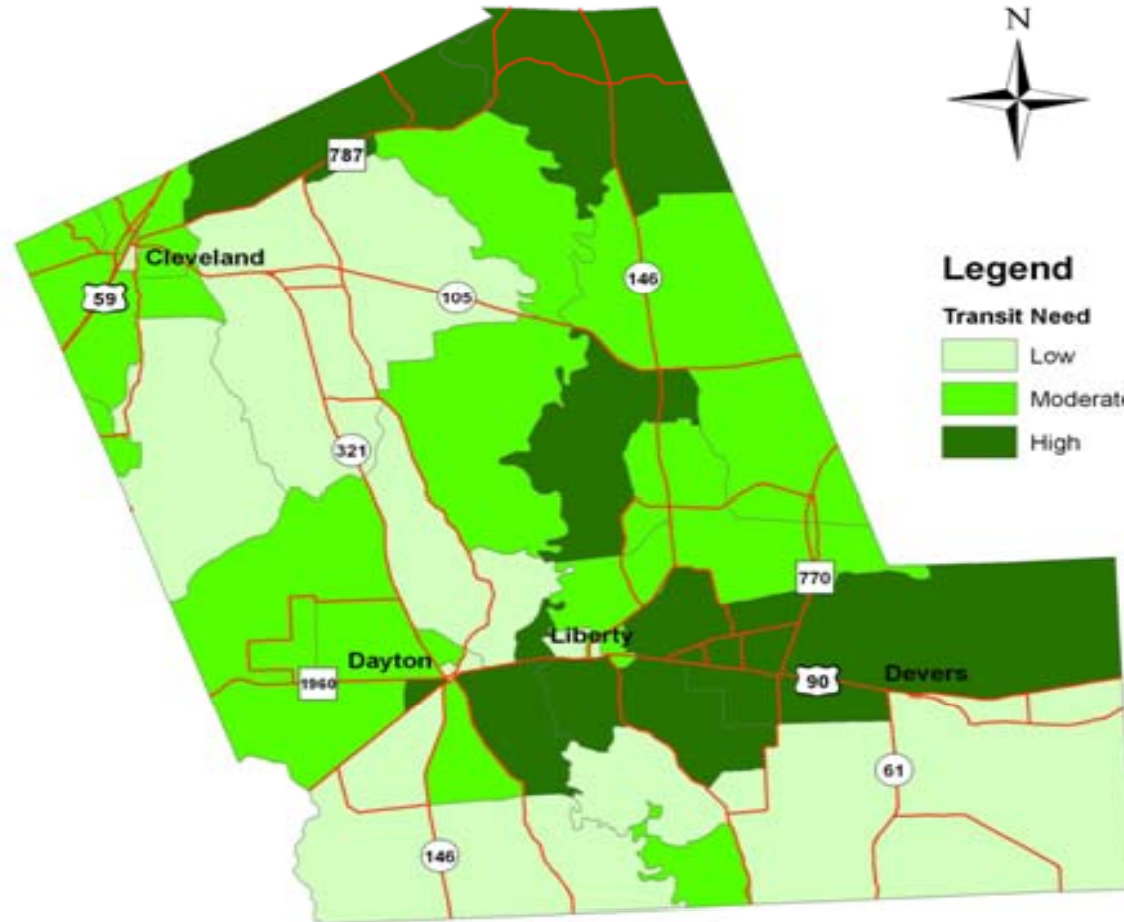


# LCTP Employment Density

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- Low density throughout most of Liberty County.
- Employment clusters 500+ jobs/ sq. mile. Liberty, Dayton and Cleveland (2005).
- Employment growth (2035) along major highways and FM roads.

# Liberty County Transit Needs Index



# Transit Needs Index (TNI)

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- Population density (persons/sq. mile)
- Minority Populations
- Median Household Income
- Auto ownership (households without automobiles)
- Senior population (persons 65 and older)
- Disabled population

## Transit Needs Index (TNI cont'd)

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- Highest TNI along US 90, near Liberty, Ames and Devers.
- Also, northern and central parts of county.

## Short-Term Recommendations (1-2 yrs)

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- County-wide demand response (dial-a-ride).
- Dayton/Liberty Park-and-Ride service and transfer facility.
- Continuation of the Liberty County/University of Texas Medical Branch (UTMB)/BTD pilot project ?
- Implementation of Commute Solutions program strategies.
- Consideration of Ways-to-Work or similar program.

# Proposed Park-and-Ride Services



## Mid-Term Recommendations (3-5 yrs)

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- Transit Feasibility Assessment of eastbound Park-and-Ride service.
- Transit Feasibility Assessment of Park-and-Ride service in Cleveland.

## Long-Term Recommendations (5+ years)

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- Transit Feasibility Assessment of an Intermodal Transit/Transfer center near the intersection of I-10 and SH-146.

# Demand/Response Costs (Est.)

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- Assume 25% of current urbanized population and 75% of current rural population not served.
- Using current operating costs, the net increase at 100% maturity is computed:

	<b>Urbanized Area</b>	<b>Rural Area</b>	<b>Total</b>
<b>Current Costs</b>	\$375,012	\$ 51,577	\$ 426,589
<b>Net Increase Cost</b>	\$112,910	\$702,450	\$ 815,360
<b>Total Costs</b>	\$487,922	\$754,027	\$1,241,949

# Park & Ride – Estimated Costs\*

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- Total Capital Costs:
  - \$1.6 million
- Annual Operating Cost:
  - \$436,800
- Net Annual Operating Cost, based on \$4-\$5 one-way fare and ridership of 20-30 people per trip:
  - \$31,200 net gain to \$156,000 expense

\* Park and ride construction project was transferred to FTA. Funding for operations cost is pending.

# Key Findings

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- Majority of funds for Phase One expansion (\$ 3.0 million) are already available.
- Approximately \$800,000 needed.
- Coordination of existing services is recommended.

# Next Steps

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- Conduct Public Meetings.
- Develop Implementation/Action Plan.
- Identify Funding Sources.
- Develop Service Plan.
- Complete Grant Application Process ?
- Marketing and Implementation of Service.

# Submit Comments by March 27, 2009

Online: [PublicComments@h-gac.com](mailto:PublicComments@h-gac.com)

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