Houston-Galveston Area Council

Regional Transit Framework Study

Transit Scenario Concept Development

Concepts for four alternative regional transit scenarios were proposed, based on the two overall goals of the Houston-Galveston Area Council (H-GAC) Regional Transit Framework Study: 1) identify near-term, mid-range and long-range transit investments to be included in the financially constrained element of the Regional Transportation Plan and 2) create a long-range vision for public transportation in the region. The scenarios provide alternative approaches to address regional transit deficiencies and needs, based on criteria including potential funding and expenditure thresholds. General descriptions of potential concepts for each of the scenarios as well as common elements that the transit scenarios share are provided in this fact sheet.

Scenario 1 Draft Concept
Incremental Expansion

Scenario 1 balances future regional transit investments based on the region's highest transit priorities and a reasonable distribution of resources. This scenario is cost constrained based on existing and projected future revenues.

Scenario 2 Draft Concept
Maximize Transit Access

Scenario 2 includes an expansion of the existing transit services in the region and includes direct transit connections within and between existing and projected population and employment activity centers throughout the region, including those in rural, suburban, and urban areas. This scenario is cost constrained based on a targeted funding level.

Scenario 3 Draft Concept
Maximize Transit Mode Share

Scenario 3 includes local area circulation with feeder services connecting population and employment centers with transit services operating in the region's high priority corridors. Similar to Scenario 2, this scenario is cost constrained based on the same targeted funding level.

Scenario 4 Draft Concept
Transit Priority

Scenario 4 provides the community with a financially unconstrained alternative to meet regional transit deficiencies and needs. Services are provided throughout the region in all areas (rural, suburban, and urban) with an emphasis on maximizing direct connections and providing service levels consistent with defined service standards by modal type.

Each transit scenario includes nearly all of the currently planned transit enhancements identified in the H-GAC region to 2040, which are funded through a regional sales tax and local transit sources, including passenger fares. The following transit elements comprise the currently planned H-GAC 2040 network of funded transit service and capital investments and are included in each scenario:

2040 Planned and Funded Transit Service Investments

- Demand Response Service included in areas outside of the fixed route bus network.
- Base level of Fixed Route Bus Service (local bus, express bus, circulator, crosstown route and regional connector) of approximately 56.7 million annual revenue miles.
- Approximately 12.6 million annual revenue miles of events/commuter service.
- Planned High Capacity Transit All Day and Peak Period service corridors account for approximately 70 miles of new transit. In some scenarios, currently planned High Capacity Transit corridors may be operated with high frequency premium bus services to better meet scenario objectives.

2040 Planned and Funded Transit Capital Investments

- A total of 37 existing park-and-ride facilities are located within the H-GAC region. By 2040, a total of five additional planned park-and-ride facilities will be operational in the H-GAC region.
- There are 30 existing transit centers in the H-GAC region, all of which serve bus operations. By 2040, nine additional transit centers will be located in the H-GAC region.
- Currently, there are a total of 16 operations and maintenance (O&M) facilities in the H-GAC region. By 2040, one planned O&M facility has been identified in the H-GAC region.

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For additional information about the study contact Shaida Libhart of the Houston-Galveston Area Council at 713-627-3200.