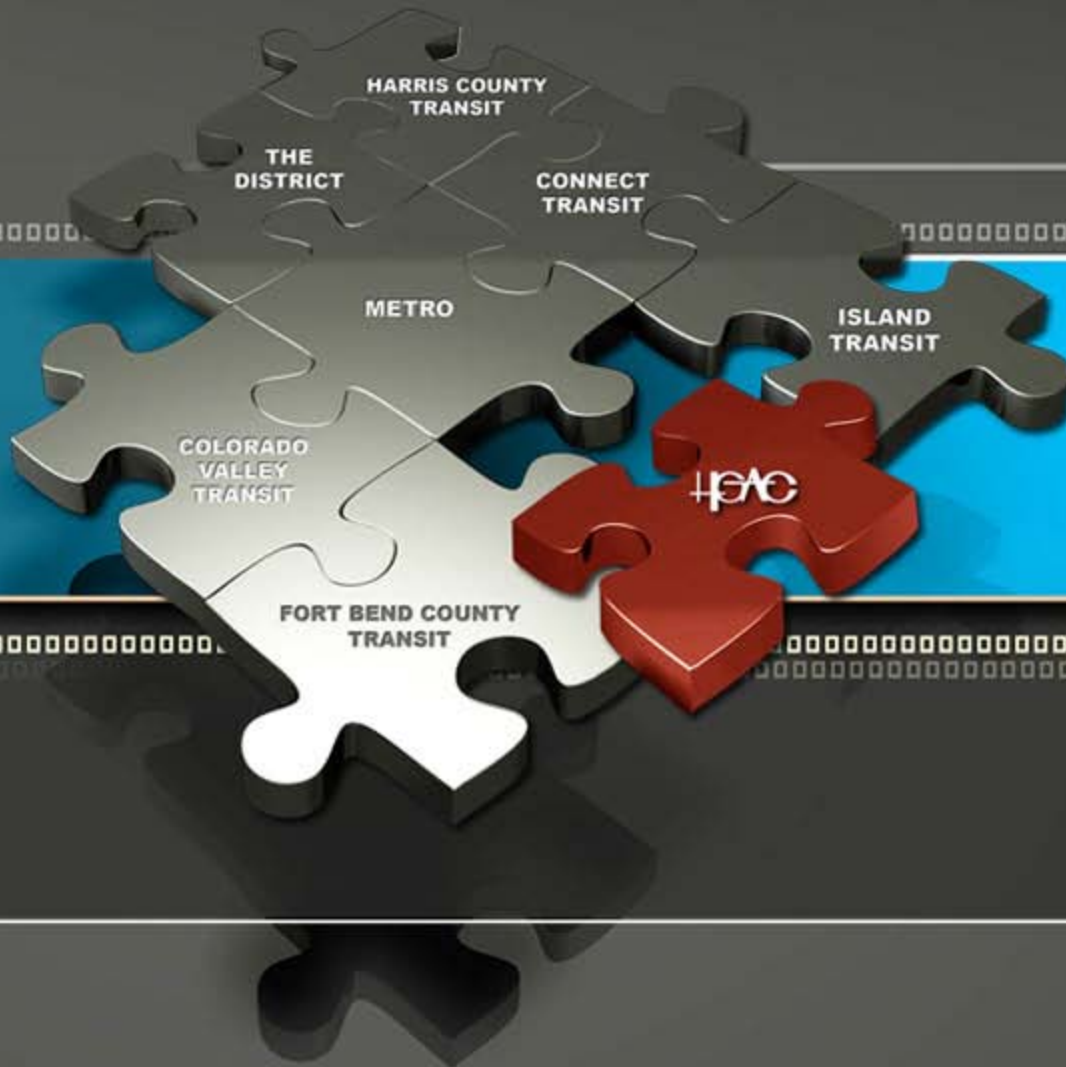


# Regional Transit Framework Study



October\November, 2010



# WHAT IS A TRANSIT FRAMEWORK

## Identifies regional transit needs:

- What are the needs of today’s riders and non-riders?
- How will the region meet growing travel demand?
- How can regional mobility be improved?

## Addresses multiple horizons

- Short-range (0-5 years)
- Mid-term (6-10 years)
- Long range vision for metropolitan area growth (+10 years)

## Provides basis for future policy decisions



# PROJECT PROCESS

| <b>PHASE I</b><br>Research | <b>PHASE II</b><br>Develop & Analyze<br>Options | <b>PHASE III</b><br>Recommendations |
|----------------------------|---|-------------------------------------|
|----------------------------|---|-------------------------------------|

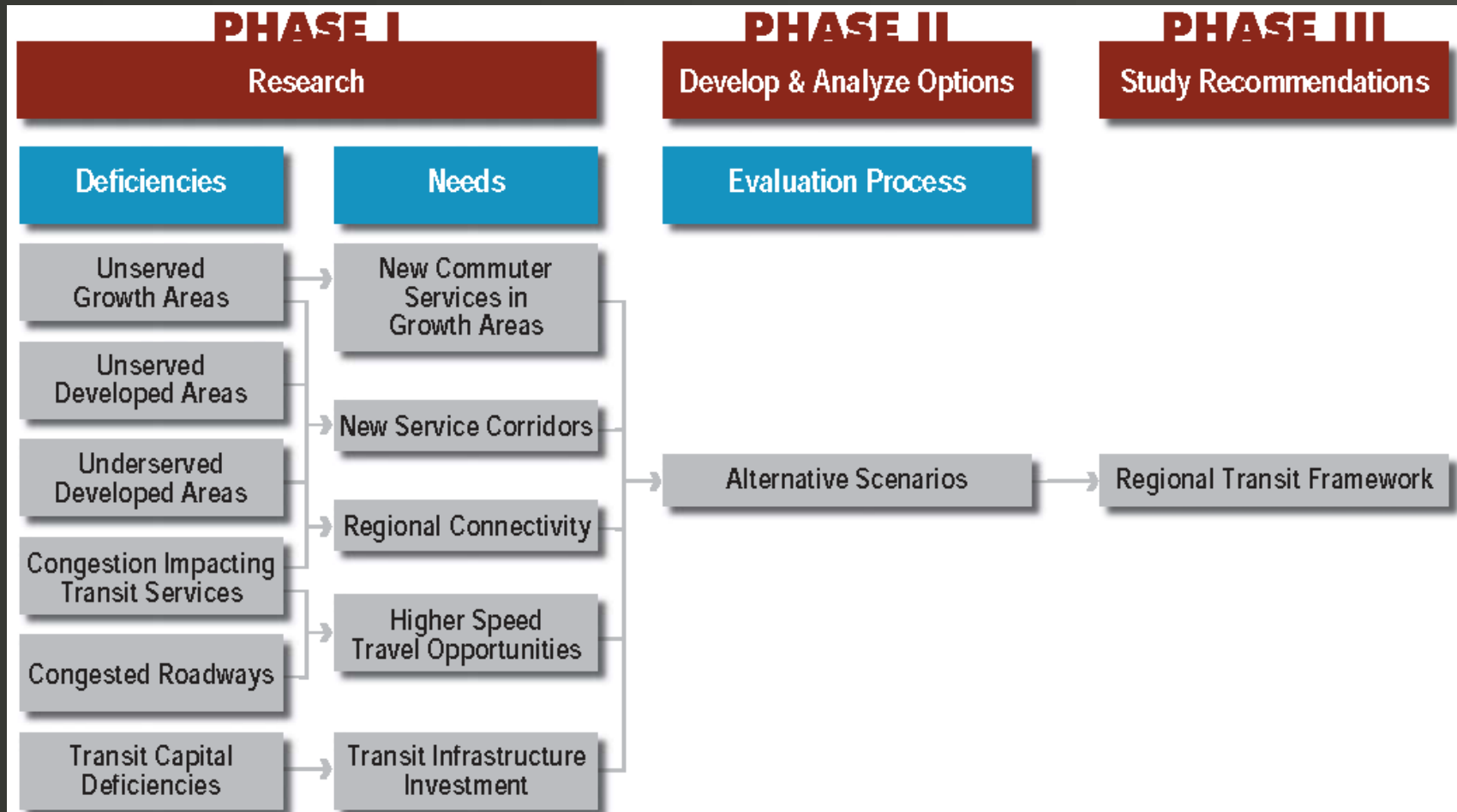
- Study Peer Regions
- Public Outreach
- Analyze Demand
- Analyze Projected Growth
- Identify Transit Deficiencies

- Develop Transit Options
- Identify Costs & Revenues
- Public Outreach

- Refine Transit Options
- Regional Transit Framework
- Public Outreach



# Scenario Development



## Scenario 1

- Incremental growth with existing level of funding

## Scenario 2

- Maximizing access to transit

## Scenario 3

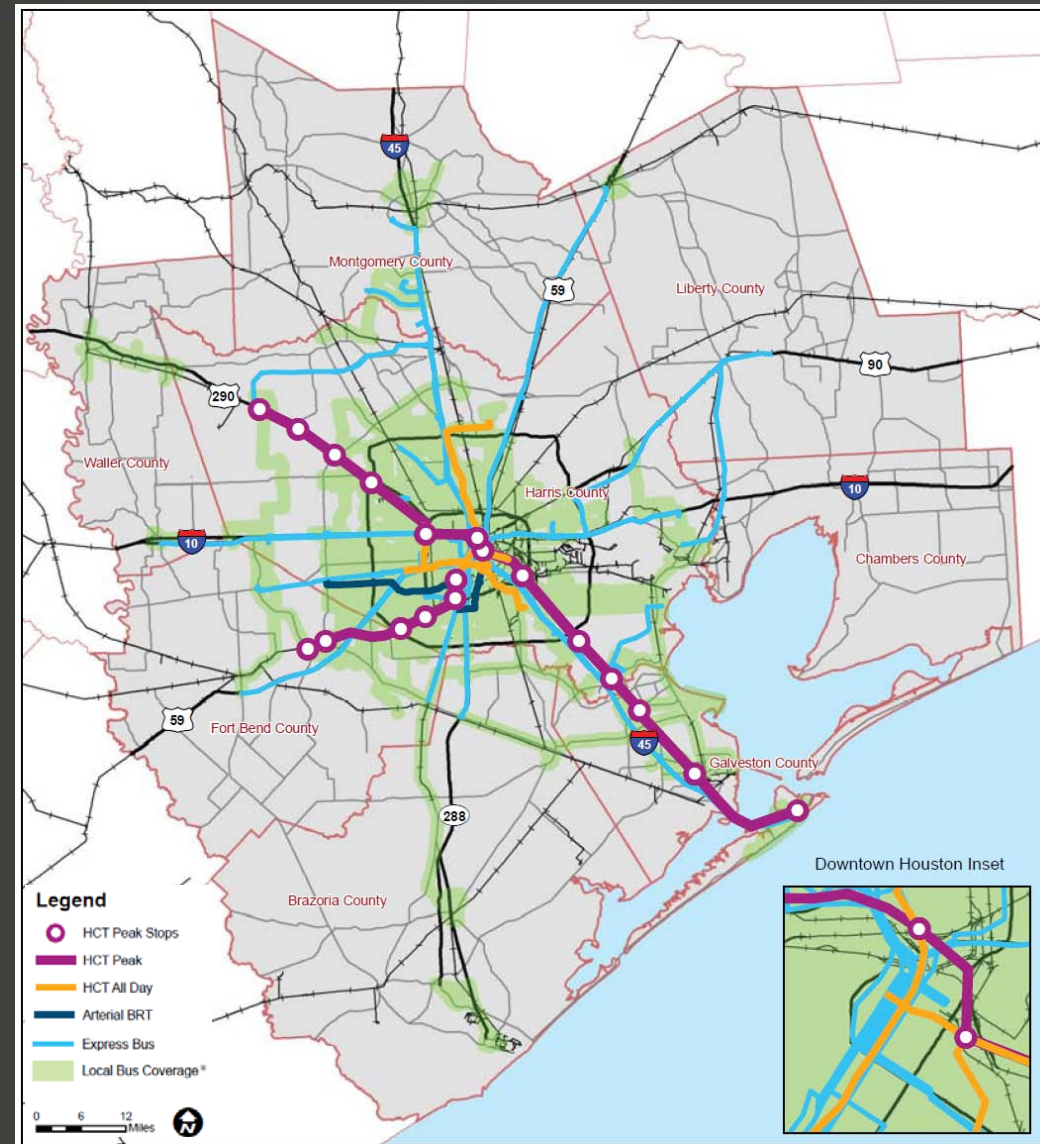
- Maximizing mode share

## Scenario 4

- Everything in the kitchen sink

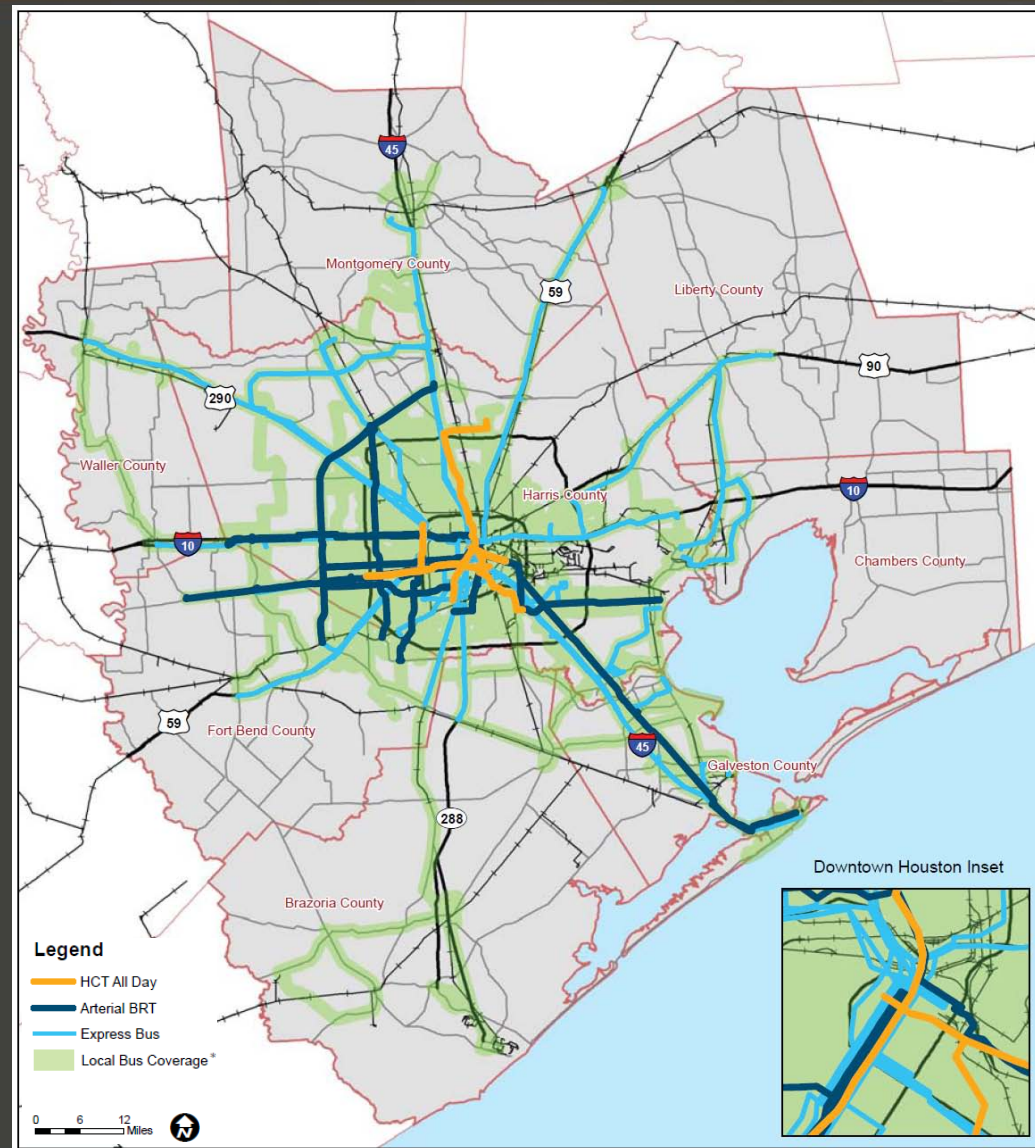
# Scenario 1: Incremental Expansion

- Cost constrained based on existing and projected future revenues through 2040
- Modest number of enhancements were identified for fixed route and premium bus service
- Includes METRO Phase II High Capacity Transit corridors



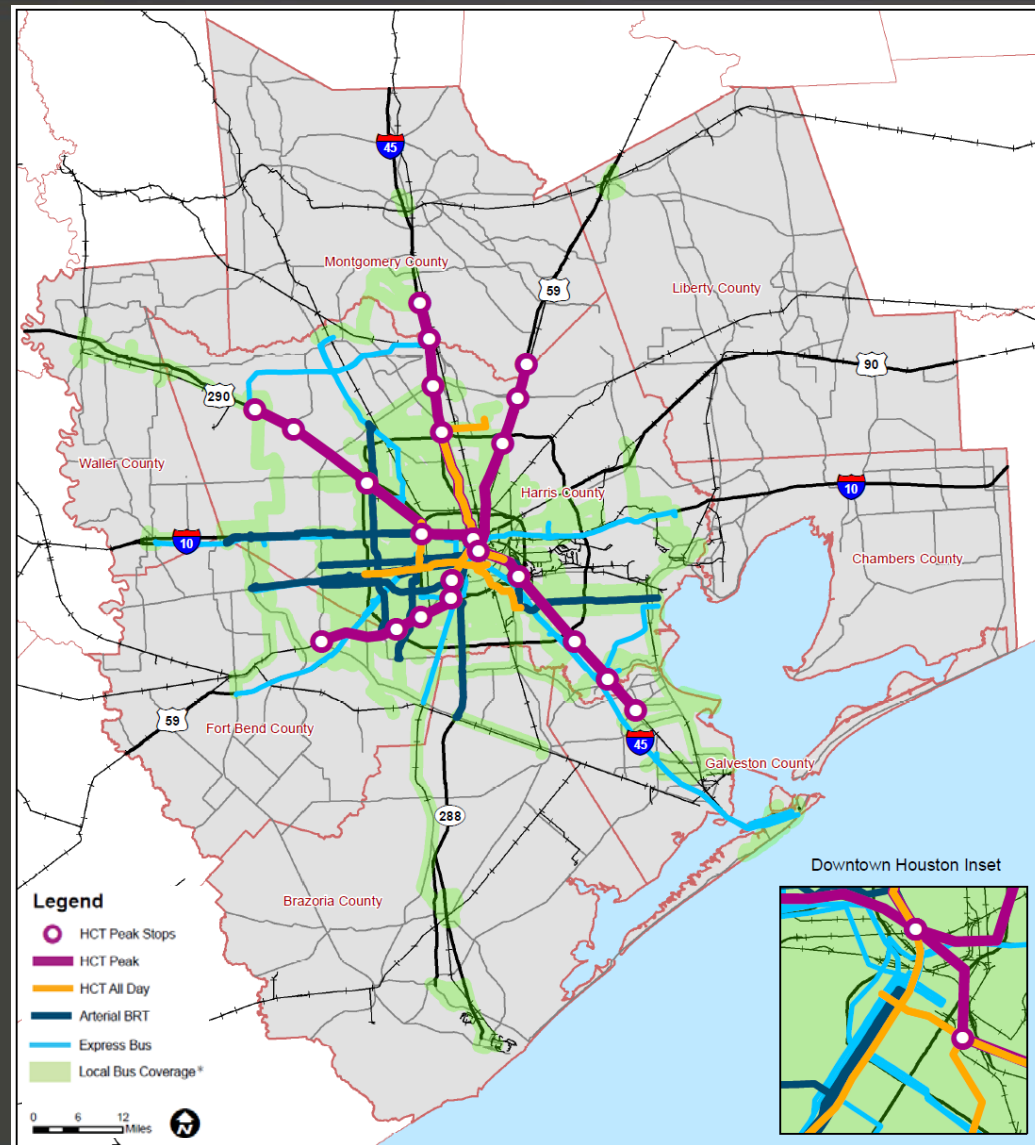
# Scenario 2: Max Transit Access

- Cost constrained at a 25% increase over current funding levels
- Focuses on expansion of services through multiple bus modes
  - signature, express and arterial BRT
- Lowest capital investment of any scenario
- Greater expansion of the regional transit service area



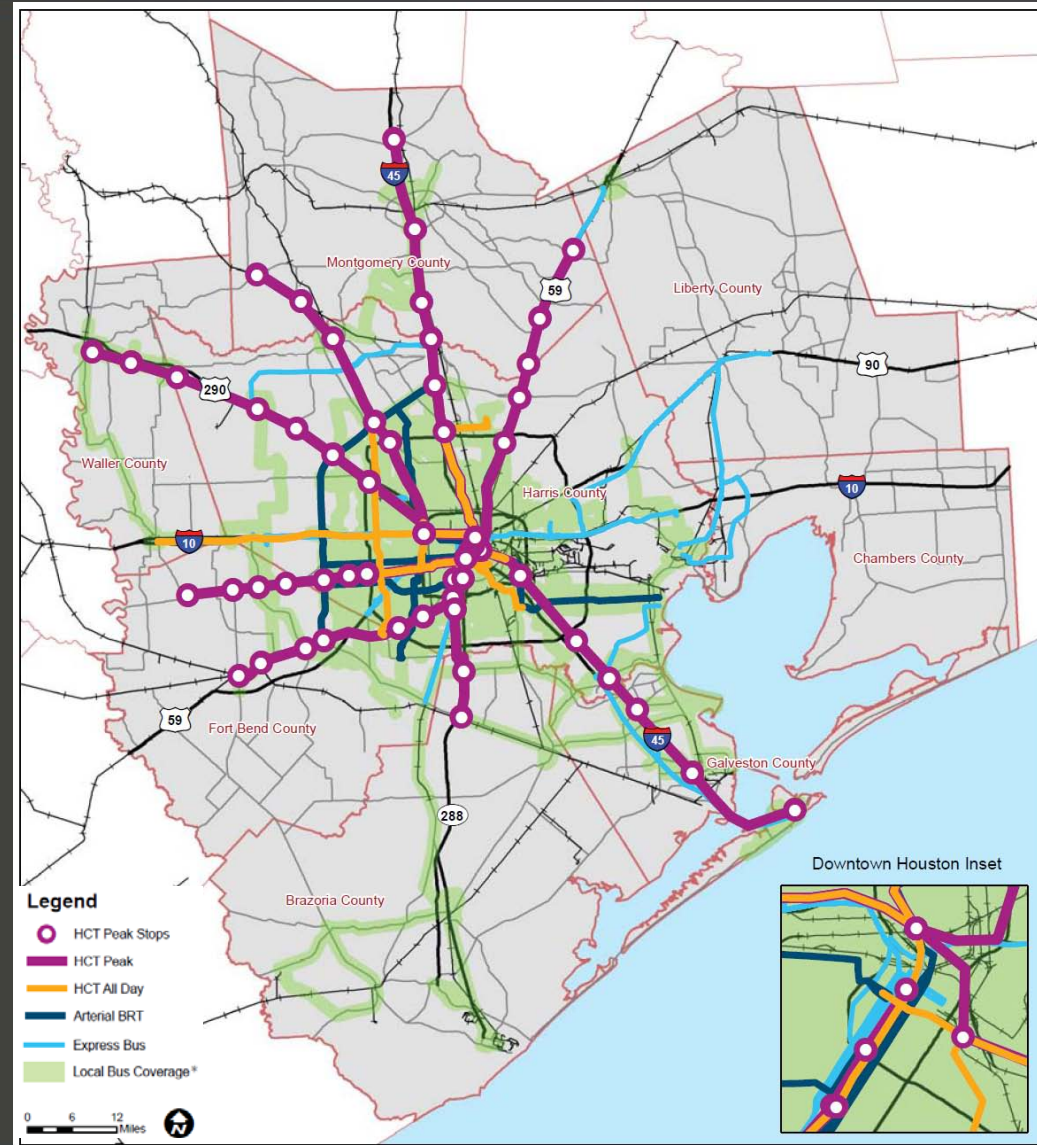
# Scenario 3: Max Transit Mode Share

- Same cost constraint as Scenario 2 (25% increase)
- Focus is on high demand corridors to maximize transit mode share
- Greater use of high capacity transit
- Transit service area is more compact and focused in higher density areas
- Services are still provided in suburban and rural areas
- Will have greater impact on congestion than scenario 2



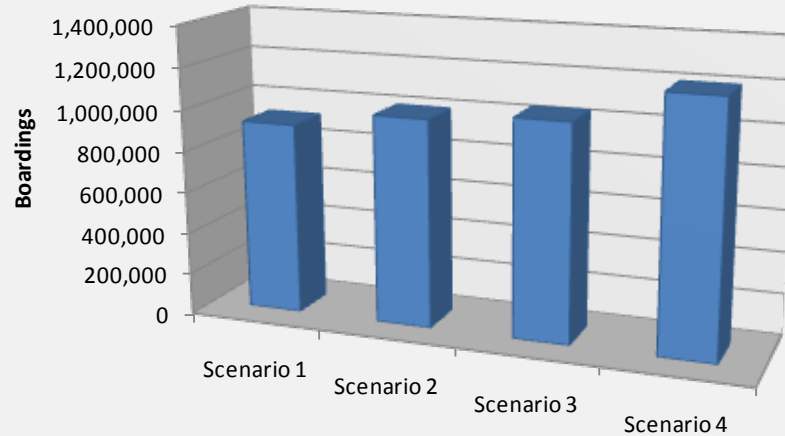
# Scenario 4: Transit Priority

- Unconstrained cost to meet transit needs
- Largest network of fixed route bus, premium bus and high capacity transit services
- Maximized service levels
- Highest level of ridership

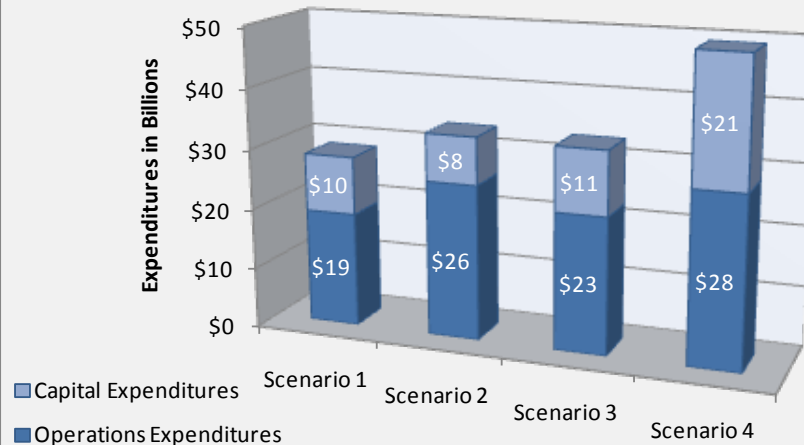


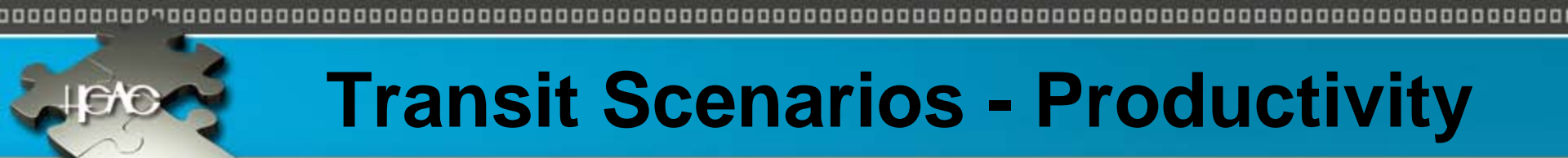
# Transit Scenarios - Productivity

## 2035 Estimated Daily Ridership



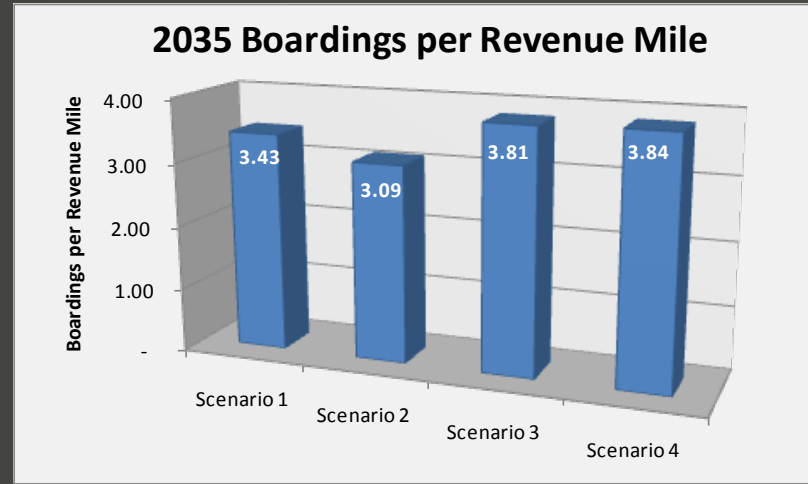
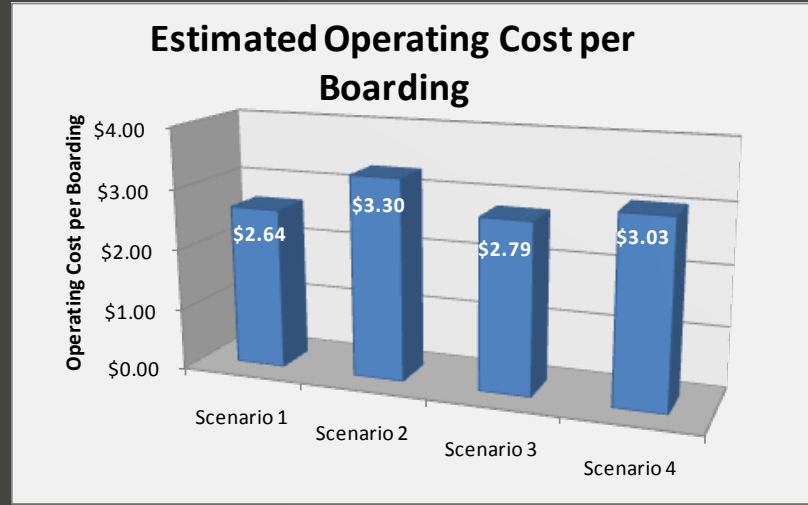
## Estimated Expenditures by Type





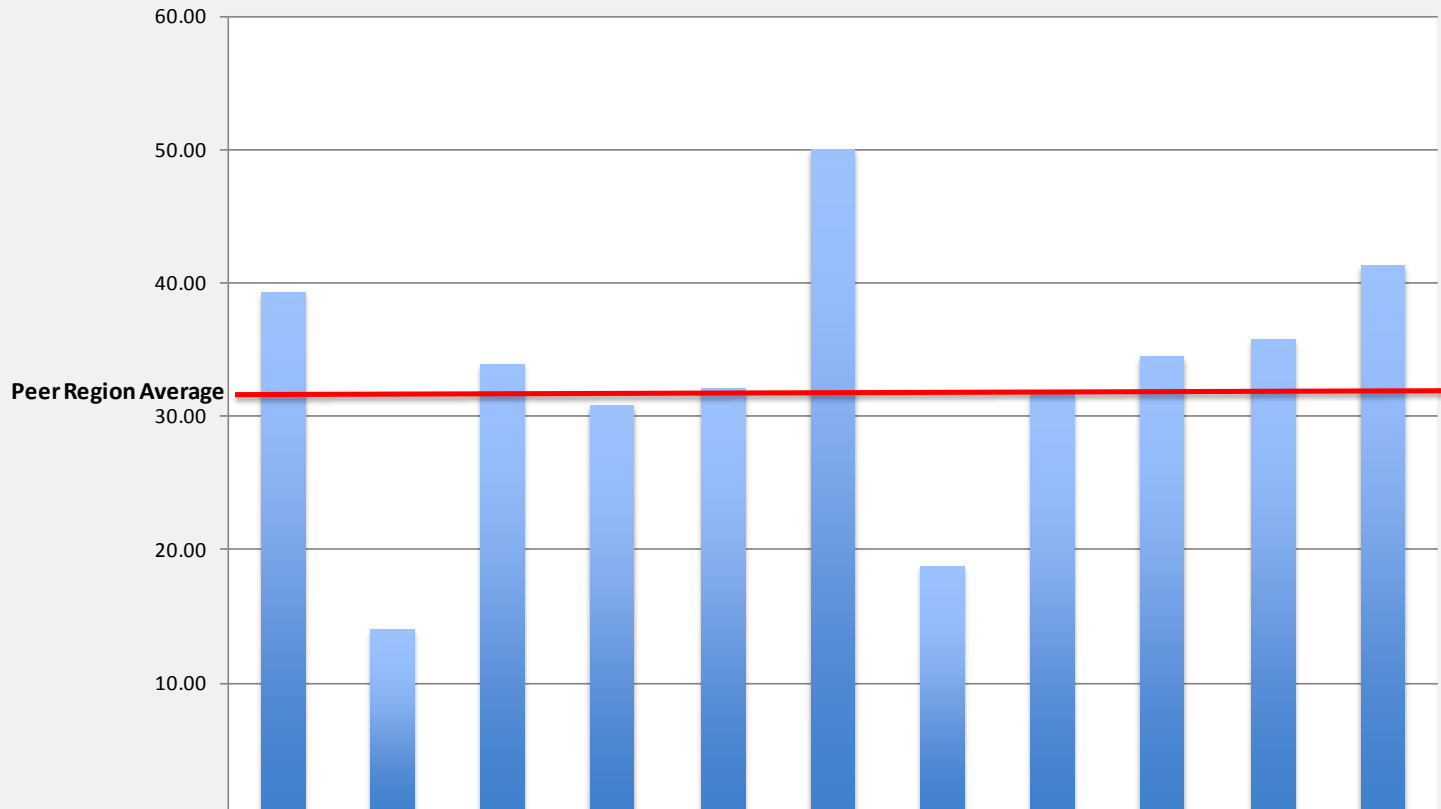
# Transit Scenarios - Productivity

- **Scenario 1** is the most efficient as it has the lowest operating costs per boarding, but generates the lowest overall ridership
- **Scenario 2** is the least efficient and effective as it costs the most to operate on a per boarding basis and receives fewest boardings per mile of service
- **Scenario 3** provides the greatest benefit for the level of investment when considering efficiency and effectiveness together
- While **Scenario 4** generates the largest ridership, it is less efficient than scenarios 1 and 3.



# Transit Scenarios – Peer Comparison

Annual Boardings per Capita



|                             | Atlanta, GA | Dallas- Ft Worth, TX | Denver, CO | Miami- Ft Lauderdale, FL | San Diego, CA | Seattle, WA | Houston- Galveston, TX (Today) | Scenario 1 2040 | Scenario 2 2040 | Scenario 3 2040 | Scenario 4 2040 |
|-----------------------------|-------------|----------------------|------------|--------------------------|---------------|-------------|--------------------------------|-----------------|-----------------|-----------------|-----------------|
| Annual Boardings per Capita | 39.33       | 14.01                | 33.91      | 30.91                    | 32.16         | 50.07       | 18.71                          | 31.79           | 34.47           | 35.83           | 41.38           |



# Governance

| Governance Structure                                    | Benefits   | Disadvantages   | Implementation Considerations   |
|---|--|---|---|
| <b>Single regional or local transit provider</b>        | <ul style="list-style-type: none"> <li>- Uniform service standards for <u>all</u> services</li> <li>- Highly coordinated regional transit network</li> </ul> | <ul style="list-style-type: none"> <li>- Potential uneven distribution of transit investments</li> </ul>                                      | Requires the consolidation of seven existing Houston-Galveston area transit providers into a new single regional agency |
| <b>Jurisdictionally based multiple transit provider</b> | <ul style="list-style-type: none"> <li>- More local control over transit investments</li> </ul>  | <ul style="list-style-type: none"> <li>- Service standards may not be uniform</li> <li>- Multi-agency coordination required</li> </ul>        | Transit governance in Houston-Galveston area currently most like this model   |
| <b>Market based multiple transfer provider</b>          | <ul style="list-style-type: none"> <li>- Uniform service standards for <u>regional</u> services</li> <li>- Provides localized control</li> </ul>             | <ul style="list-style-type: none"> <li>- Potential for non-uniform service standards</li> <li>- Multi-agency coordination required</li> </ul> | Requires reorganization of existing services among area transit providers   |



# Transit Integration & Connectivity

- ❖ Transit integration concepts generally consistent with H-GAC Livable Centers program
- ❖ Concepts include strategies to complement transit investments
  - Complete streets
  - Living streets
  - Green streets
  - Pedestrian facilities
  - Bicycle facilities
  - Parking strategies



*Living Streets accommodate transit, pedestrian, and bicycle users*

- ❖ **Transit investments in the region can be increased by continuing to implement strategies that increase connectivity and integrate transit into land uses**



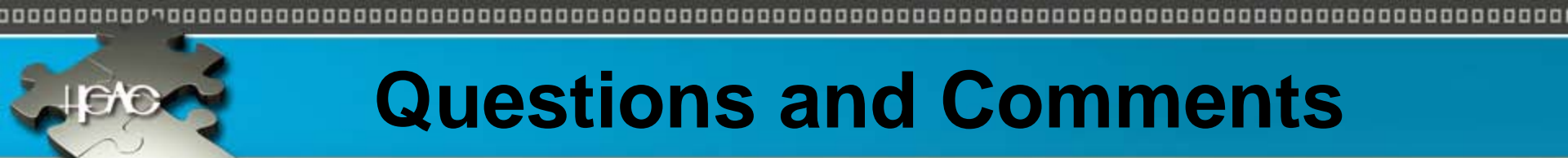
# Next Steps

 **Advancement of any of the scenarios from the Framework level to implementation requires obtaining regional consensus on a preferred scenario**

 **Elements to consider include:**

- Dedicated funding
- Governance
- Agency coordination and planning of operations and maintenance facilities
- Planning and development of transit supportive infrastructure





# Questions and Comments

# QUESTIONS?

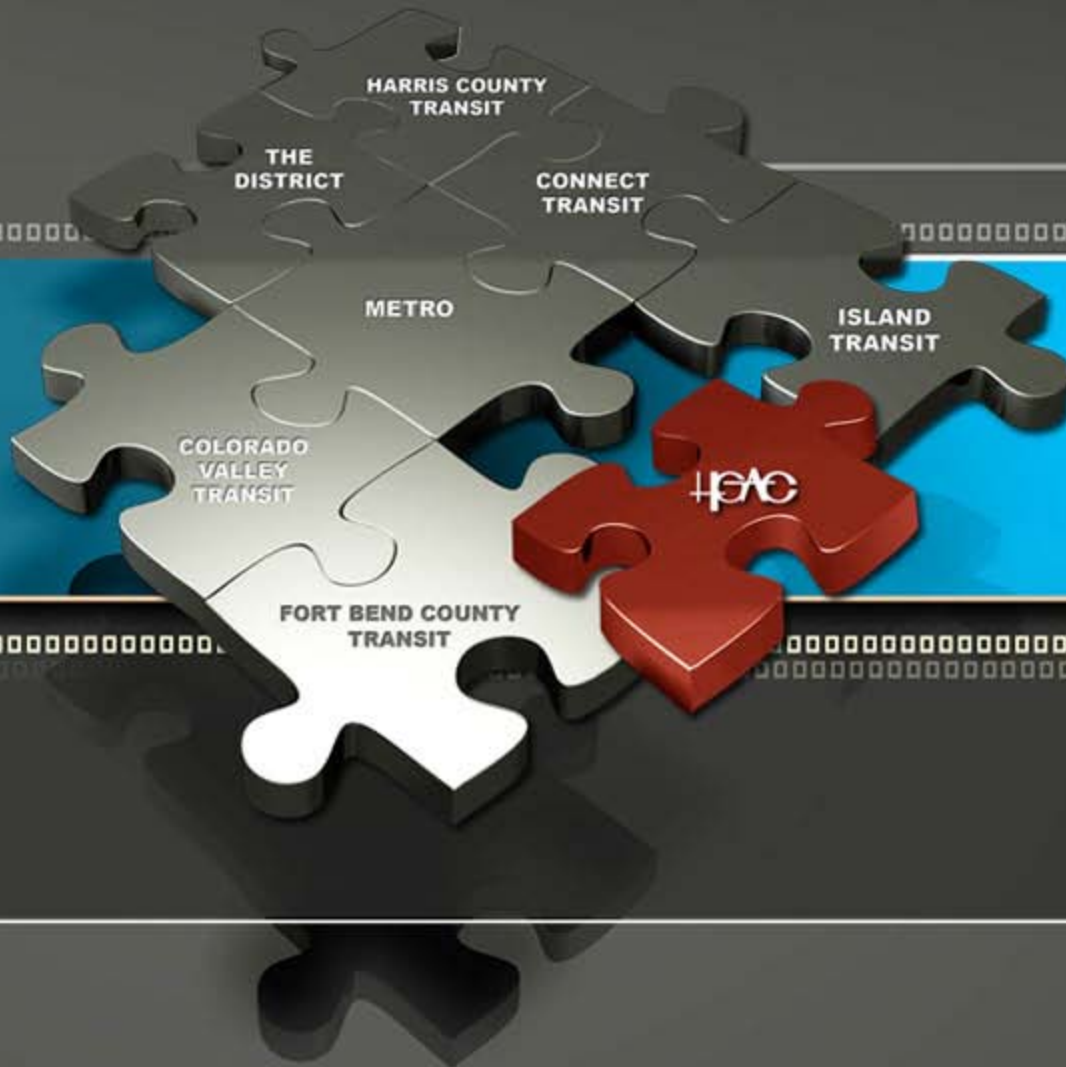
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