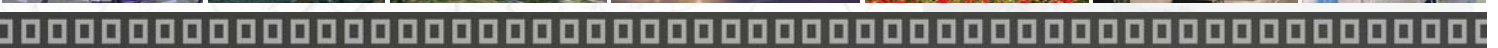


SCENARIO 4 - Transit Priority

Scenario 4 provides a future transit vision that tries to meet as many of the region's transit needs as possible. Unlike the other scenarios, Scenario 4 is not financially capped. This scenario includes the greatest number of investments in high capacity transit services, such as commuter rail and light rail, in the region's most congested corridors. It also includes a significantly expanded community transit program in small suburban and rural areas and a regional bus system with more routes and more frequent service than currently provided today.

In a 2010 survey of over 450 non-transit riders in the Houston-Galveston area, 7 out of 10 people said that transit improvements are needed, including the following:

- *Provide more direct transit routes*
- *Provide more frequent and faster services*
- *Implement safety related improvements*



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REGIONAL TRANSIT FRAMEWORK STUDY



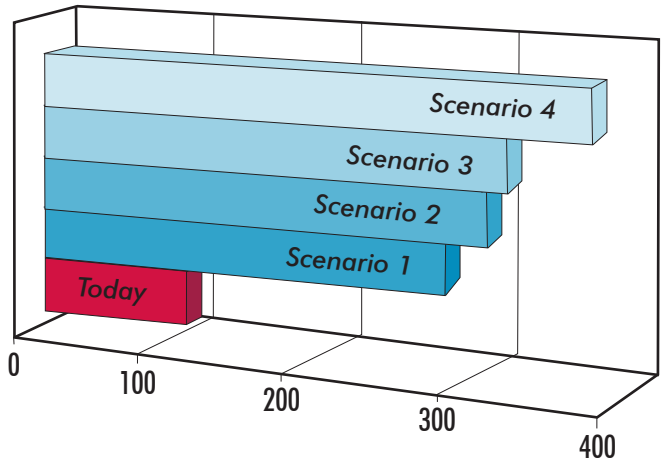
POPULATION IS PROJECTED TO GAIN MORE THAN 3 MILLION

The Houston-Galveston area population is projected to gain more than 3 million additional people over the next 30 years. This is nearly the same as adding the entire population of the city of Los Angeles to the population already in the Houston-Galveston area. This growth will undoubtedly change the way people travel within and through the region. Through the Regional Transit Framework Study planning process, four regional transit scenarios have been developed to provide the Houston-Galveston area with alternative concepts for addressing the region's transit needs in 2040.

The primary concepts included in each scenario were derived through community input and a comprehensive research process. Community input was gathered through focus groups of current transit riders and non-riders, a region-wide telephone survey of non-riders, community organization presentations, and formal public meetings. Other research conducted as part of the study included evaluating existing and planned transit services, current and future travel patterns, community demographics such as auto-ownership and income, and community growth trends.

SCENARIO 1 Incremental Investment

Scenario 1 is the most basic of the four scenarios. It is designed to illustrate the potential benefits of implementing most of the currently planned and funded transit investments in the region and extending the current planning horizon from year 2035 to 2040. This scenario has the lowest costs associated with it, but also produces the lowest transit ridership. Despite having the lowest projected ridership of any scenario, ridership is still projected to increase at a rate greater than population.



**ANNUAL PASSENGER BOARDINGS
(IN MILLIONS)**

SCENARIO 2 Maximize Transit Access

Scenario 2 also incorporates many of the currently planned and funded transit investments in the region, but it also includes a 25% increase (based on cost) in planned transit investments. New transit improvements focus on extending transit access to the greatest number of people in the region. This is largely accomplished by extending bus service in large suburban and urban areas and community transit services (e.g. call-a-van) in small suburban and rural areas. In addition, this is the only scenario that does not include peak period high-capacity transit services like commuter rail. Instead, peak period commuter services are envisioned through an expanded park-and-ride bus network and areas with high demand throughout the day, are served through all-day high capacity transit services such as light rail or bus rapid transit.

SCENARIO COMPARISON

How does Cost and Ridership Compare Between the Scenarios?

	Today	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Estimated Annual Cost	\$	\$	\$½	\$½	\$\$½
Estimated Ridership	1 person icon	2 person icons	3 person icons	4 person icons	5 person icons

SCENARIO 3 Maximize Transit Mode Share

Scenario 3 also includes a 25% increase (based on cost) in planned transit investments. However, Scenario 3 focuses more on providing new or expanded transit services, including high capacity transit services like commuter rail or light rail in the region's projected highest demand corridors. Other services include modestly expanding bus service in large suburban and urban areas, increasing community transit services (e.g. call-a-van) in small suburban and rural areas, and expanding the region's vanpool program.

SCENARIO COMPARISON

What is Included in the Scenarios Compared to Service Today?

	Today	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Vanpool	1 van icon	1 van icon	1 van icon	2 van icons	2 van icons
Rural Transit Service	1 van icon	1 van icon	2 van icons	2 van icons	2 van icons
Fixed Route Local Bus Service	1 bus icon	2 bus icons	3 bus icons	3 bus icons	3 bus icons
High Capacity Transit – Peak¹	---	1 train icon	---	2 train icons	3 train icons
High Capacity Transit - All-Day²	1 train icon	2 train icons	3 train icons	3 train icons	4 train icons

¹ i.e. commuter rail, commuter bus in fully dedicated bus lane, etc.

² i.e. light rail, bus rapid transit, etc.

For additional information about the study contact:

Shaída Libhart of the Houston-Galveston Area Council at 713-627-3200 <http://www.h-gac.com/transit>

Para más información y para solicitar actualizaciones del proyecto, por favor llame a Shaída Libhart al 713.627.3200 o envíe un correo electrónico a: PublicComents@h-gac.com.