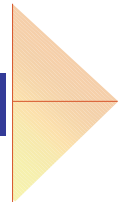


# Fort Bend Transit Plan



Prepared for **TxDOT** Texas Department of Transportation  
**H-GAC** Houston-Galveston Area Council

Prepared by **The Goodman Corporation**   
In association with  
**A & R Consulting**  
**Texas Southern University**

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This project was funded in part through the Federal Transit Administration. The contents of this report reflect the analysis of The Goodman Corporation which is responsible for the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Transit Administration.

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## EXECUTIVE SUMMARY

### Background

In 2003, the Houston-Galveston Area Council (H-GAC), Texas Department of Transportation (TxDOT), and The Goodman Corporation (TGC), along with A & R Consulting, and Texas Southern University (TSU) Center for Transportation Training and Research, began development of a comprehensive transit plan for Fort Bend County. Fort Bend County, located southwest of Houston, Texas, has experienced and continues to experience rapid residential and commercial growth. The resulting increase in congestion within Fort Bend County presents a challenge to enhancing mobility. The development of a comprehensive transit plan is an essential step in improving mobility within the county and providing connectivity to major activity centers outside the county.

### Establishing and Meeting Plan Goals

In developing the *Fort Bend County Transit Plan*, five challenging primary project goals were established by the project Steering Committee and Advisory Committee. These goals, and how they have been addressed within the *Fort Bend County Transit Plan*, are listed below.

- **Assessment of Transit Needs within Fort Bend County.** An examination of the existing transit services within Fort Bend County, such as TREK Express from Sugar Land to Houston; Texana MHMR Center; and Fort Bend County Senior Citizens, Inc., was a relevant first step. A review of the demographic trends at the county and community levels was also important in determining existing “gaps” between current services and community needs. Two primary “service” gaps were identified:
  1. Persons with limited mobility resources often lack adequate access to jobs, education, medical services, and shopping; and
  2. Fort Bend commuters have inadequate transit options and, in most cases, must drive their personal vehicles on increasingly congested roadways.

In addition to an analysis of Fort Bend County’s level of transit service, a Peer Review was conducted based on the experiences of similar transit systems within Texas that provide public transit services. Fort Bend County’s current transit service level is lower than the other peer systems examined, including nearby Montgomery County, Brazoria County, and Galveston County.

- **Enhancing Existing Services through Coordination.** Existing services currently are provided in a fragmented manner through a variety of agencies and organizations. The provision of additional services, while at the same time coordinating existing services more effectively, may require a new organizational approach. TxDOT now requires social service transit coordination as a prerequisite to state funding assistance. In addition, continuation or expansion of turnkey services, such as the express service to Greenway Plaza, will require administrative oversight, federal grant management, and reporting requirements. The *Fort Bend County Transit Plan*

includes a comprehensive discussion on the organizational and management alternatives that are available to Fort Bend County.

- **Creating Cost-Effective Solutions for New Services.** The *Fort Bend Transit Plan* presents several potential transit mode and service alternatives in a practical and fiscally responsible manner. Included within the plan are “low,” “medium,” and “high” investment alternatives that explore various investment and service level options. Coordination of transit services is also essential in new service expansion and in maximizing the impact of local share expenditures. Examples of potential new services presented within the operating plan and financial plan include:
  1. Countywide Demand-Response Services;
  2. Expanded Park & Ride Services and Facilities; and
  3. Local Circulator and Connector Services, where applicable.

Both the capital and operating plans cover a 20-year period and present potential schedules for constructing new capital facilities and implementing new services.

- **Identifying Capital and Operating Funding Sources.** Fort Bend County currently contributes approximately \$585,000 to the provision of transit services. However, these local expenditures in the past have not been effectively leveraged against federal, state, and other available funding sources. Within the financial plan, various levels of leverage are explored and presented within the context of the low, medium, and high investment alternatives. In addition, the various investment alternatives are presented in short-range (2004-2009), medium-range (2010-2015), and long-range (2016-2020) timeframes. Through coordination between Fort Bend County and the social service providers within the county, additional funds for operating and capital costs can be realized through leveraging. Necessary utilization will include Federal and State funding programs such as the Federal Transit Administration’s (FTA) Urbanized Program (5307), Elderly and Handicapped Transportation Program (5310), and Federal Rural Transit funds (5311). A proposed rule change to the FTA Section 5307 Program funding would permit use of these funds for 50 percent of operating costs. New transit services could also be funded through the Congestion Mitigation and Air Quality (CMAQ) Improvement Program for the first three years of service. Additional incentives may be available, such as using private providers for turnkey transit service (Capital Cost of Contracting).
- **Creating a Consensus-Driven Transit Strategy for the Future.** Although total consensus on any plan is a challenge, the *Fort Bend Transit Plan* attempts to address the needs of the entire county, both urban and rural, low and high incomes. The Public Outreach Process for the *Fort Bend Transit Plan* has included a total of 11 Community Workshops/Public Meetings throughout the county. Several project Advisory Committee meetings with key stakeholders (social service providers, the elderly, unincorporated areas, cities, etc.), and an update to the Fort Bend County Mayors have also been held. Employees at the major employers within Fort Bend County were surveyed during the planning process. In addition, a project website ([www.fortbendtransit.com](http://www.fortbendtransit.com)) was established that will continue to serve Fort Bend into the future. The Public Outreach efforts undertaken during development of the plan

have been educational for elected officials, agency representatives, and the general public. Public input has resulted in many of the recommendations in the plan for specific transit services, which has additionally been bolstered by supporting demographic trend data. A Marketing Plan also has been developed that will serve as a guideline for continued public outreach, as the public, elected officials, and County staff move into implementation.

### **Plan Approval**

A final Public Meeting to present an overview of the *Fort Bend Transit Plan* and receive final comments from the public and other interested parties was held September 22, 2004. The Fort Bend County Commissioners Court approved the *Fort Bend Transit Plan* unanimously in October 2004. Following adoption by Commissioners Court, the *Fort Bend Transit Plan* was presented to the Transportation Policy Council (TPC) of the Houston-Galveston Metropolitan Planning Organization (MPO) and approved by the TPC on January 28, 2005. Through approval at the MPO level, *Fort Bend Transit Plan* is adopted into the regional transportation planning process. This document ultimately will serve local, state, and federal authorities as a template in the planning, programming, and implementation of transit services within Fort Bend County over the immediate and long-term timeframes.

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# INTRODUCTION

## Background

In 2003, ~~background~~ the Houston-Galveston Area Council (H-GAC) and The Goodman Corporation (TGC), along with its consultant team, began development of a comprehensive transit strategy for Fort Bend County, Texas. The Project Team, consisting of TGC, A & R Consulting, and Texas Southern University (TSU) Center for Transportation Training and Research (CTTR), worked with both a Steering Committee and an Advisory Committee in developing this project. The project Steering Committee consists of representatives from Fort Bend County, H-GAC, the Texas Department of Transportation (TxDOT), and Connect Transportation. The project Advisory Committee, a more global body, consists of stakeholders such as social service providers, TREK (a Greenway Plaza-Uptown/Galleria-based Transportation Management Organization), each of the county precinct offices, senior citizens, unincorporated areas of the county, and others.

Fort Bend County is located southwest of Houston, Texas, encompassing 875 square miles. As a result of rapid growth during the past 20 years and the expectation of continued growth into the future, Fort Bend County is facing challenges with respect to mobility within the county (intra-county), as well as trips to and from the county (inter-county). Development of a comprehensive transit plan is the first step for Fort Bend County to initiate a coordinated approach to improving mobility within the county and enhancing access to major activity centers outside the county.

## Development of a Transit Plan

This Fort Bend Transit Plan is divided in two segments. Chapters 2 through 11 provide an overview of current mobility conditions, “gaps” in service, and transit needs across the county. Chapters 12 through 14 describe the specific recommendations designed to address the identified transit needs.

**Chapter 2** examines the existing conditions of transit within Fort Bend County. A casual observer might assume that Fort Bend County has no transit service; however, this chapter reveals that limited transit currently does exist, although it exists as a patchwork of services.

**Chapter 3** examines the existing conditions for transit, based upon geographic density, income, percentage of low-income individuals, availability of automobiles in households, travel patterns to employment centers, and current means of travel.

**Chapter 4** considers potential transit modes and selected transit amenities. Accordingly, Fort Bend County, in developing the plan, can review the variety of potential transit services. Strengths and weaknesses of different modes are also examined.

**Chapter 5** identifies commuter or light rail options along the US 90A corridor and FM 521 corridor to potentially serve Fort Bend County residents.

Developing a comprehensive transit plan infers that services will be administered and delivered in an organized manner. **Chapter 6** looks at possible organizational approaches for the delivery of transit services. Means of legal establishment for transit services in

accordance with Texas Statutes are also examined. Models for transit service organization and methods for establishing a transit agency are recommended.

Coordination among existing service providers and “seamless” new services are important considerations for Fort Bend County. Coordination also has high priority at both the federal and state levels as a prerequisite for funding assistance. Fort Bend County has urban, suburban, and rural characteristics. Therefore, “seamless” operation of services within the county and to adjacent counties is critical. **Chapter 7** examines the strengths of coordination and what it could mean as part of a transit plan for Fort Bend County.

Identifying “gaps” in transit services and developing a means for determining the need for services are shown in **Chapter 8**. Two systems have been developed, the first is intended to measure relative transit need for basic mobility among different communities, while the second is intended to consider the potential implementation of commuter bus services and vanpools within the county.

**Chapter 9** includes a peer analysis that reviews communities of similar demographics with established transit service. Given that limited transit services are present in Fort Bend County at this time, a peer analysis provides guidance in the area of estimation of operation costs for “full services.”

Public involvement has been a significant component of the development of a practical and effective service plan in Fort Bend County. **Chapter 10** discusses the processes and outcomes that have emerged from public involvement, which included ten public meetings around the county and input gathered from the website.

A survey of Fort Bend County large employers was conducted as part of this study. **Chapter 11** provides the results and assessments of the employer survey.

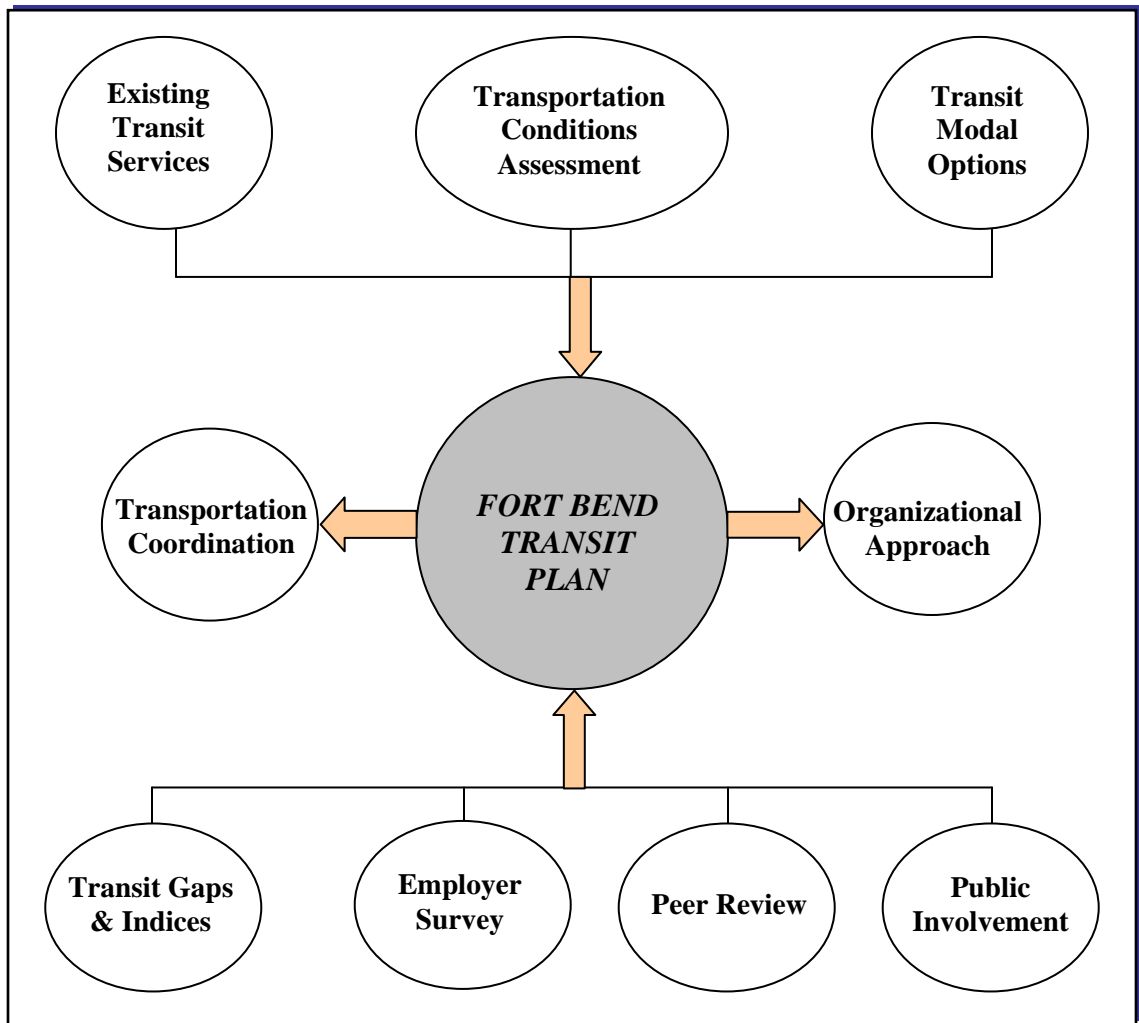
**Chapter 12** develops a transit operating plan for Fort Bend County. The proposed transit operating plan presents modal alternatives and routes that potentially could be implemented within Fort Bend County.

Because public transit service requires funding, **Chapter 13** presents the Financial Plan for Fort Bend County. Issues in this chapter include planning, capital, and operating needs through 2020. The financial plan also presents “high,” “medium,” and “low” scenarios. Successful transit service requires an ability to effectively communicate which service is being provided and how it works, especially to individuals targeted by the service.

**Chapter 14** provides a Marketing Plan designed to offer an approach to initial and ongoing implementation of service.

*Figure 1.1* illustrates the factors that entered into the development of the Fort Bend Transit Plan.





*Figure 1.1 – Fort Bend Transit Plan Considerations*

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## EXISTING TRANSIT SERVICES IN FORT BEND COUNTY

### Existing Services

Transit service for Fort Bend County currently is provided through a mix of different services and providers. Based on a review of existing services, the following service types are currently provided:

- *Commuter services* providing primarily work trips to major Harris County employment hubs, including park & ride facilities;
- *Human and community services* in Fort Bend County; and
- *Private transportation services* that involve transportation services provided for Fort Bend County under contract by private companies.

### **TREK Express**

TREK is a Transportation Management Organization (TMO) created by the major employers and property managers in Uptown-Galleria and Greenway Plaza. Both Uptown-Galleria and Greenway Plaza are located along the heavily congested US 59 (SW Freeway) corridor. TREK operates express commuter and employee services to these two major destinations in order to provide enhanced access and transportation alternatives to these two congested activity centers. Based on TREK Express and Houston-Galveston Area Council (H-GAC) data, approximately 30-35 percent of the estimated 85,000 employees who work in Uptown-Galleria and Greenway Plaza reside within Fort Bend County.

Through an H-GAC-selected, three-year Congestion Mitigation and Air Quality (CMAQ) Improvement Program-funded Pilot Program, service between Sugar Land and Uptown-Galleria was implemented in July 2000 and was terminated in 2003. The current CMAQ-funded Pilot Program route from Sugar Land to Greenway Plaza began in September 2002 and ends in August 2005. American First Class Corporate Express is the private service provider charging the TMO a negotiated hourly rate for the following services:

- Managing routes on a day-to-day basis
- Hiring, training, and supervising drivers
- Maintaining vehicles
- Purchasing vehicles

TREK Express manages the overall transportation program administration, including planning, marketing, and funding.

### **TREK Express Sugar Land to Uptown-Galleria Route**

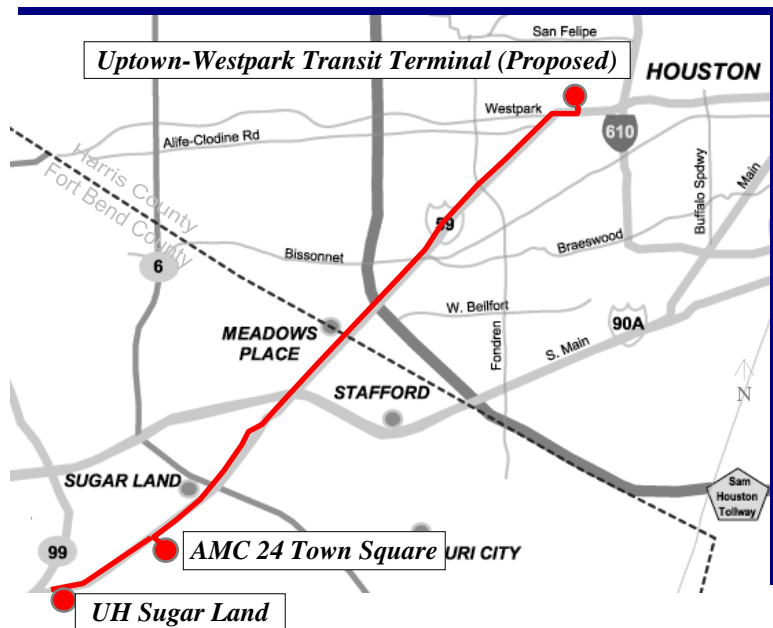
As part of a three-year CMAQ grant, TREK Express initiated its first pilot project in 2000 with its Uptown-Galleria commuter service. This route commenced at the AMC 24 Theaters in Sugar Land's Town Square, headed east along the US 59 corridor, and, once within Uptown-Galleria, followed a circular route dropping off passengers throughout the district.

The Uptown-Galleria boundaries include Woodway Drive on the north, US 59 on the south, IH 610 W Loop on the east, and Chimney Rock Road on the west. The Uptown-Galleria route produced relatively low ridership figures and was terminated, possibly due to the following reasons:

- 1) Severe congestion existed along US 59 prior to the completion of the HOV/Diamond Lane extension to Sugar Land. Lack of transit priority negatively affected vehicle travel time.
- 2) Associated freeway construction along the IH 610 W Loop, US 59, and Westpark Tollway, and the lack of direct access via a dedicated transitway, negatively impacted vehicle travel times on the Uptown-Galleria route.
- 3) Congestion within the Uptown-Galleria area and a lack of dedicated transitways along the district's surface streets impacted travel time.
- 4) This was a circuitous overall route within Uptown-Galleria and, as a result, lengthy.

When the three years of CMAQ funding for the Uptown/Galleria route ended in 2003, the route was terminated. One significant change that has occurred since the route was terminated is the opening of the HOV/Diamond lane to Sugar Land. Work along the IH 610 W Loop, US 59, and Westpark Tollway has progressed.

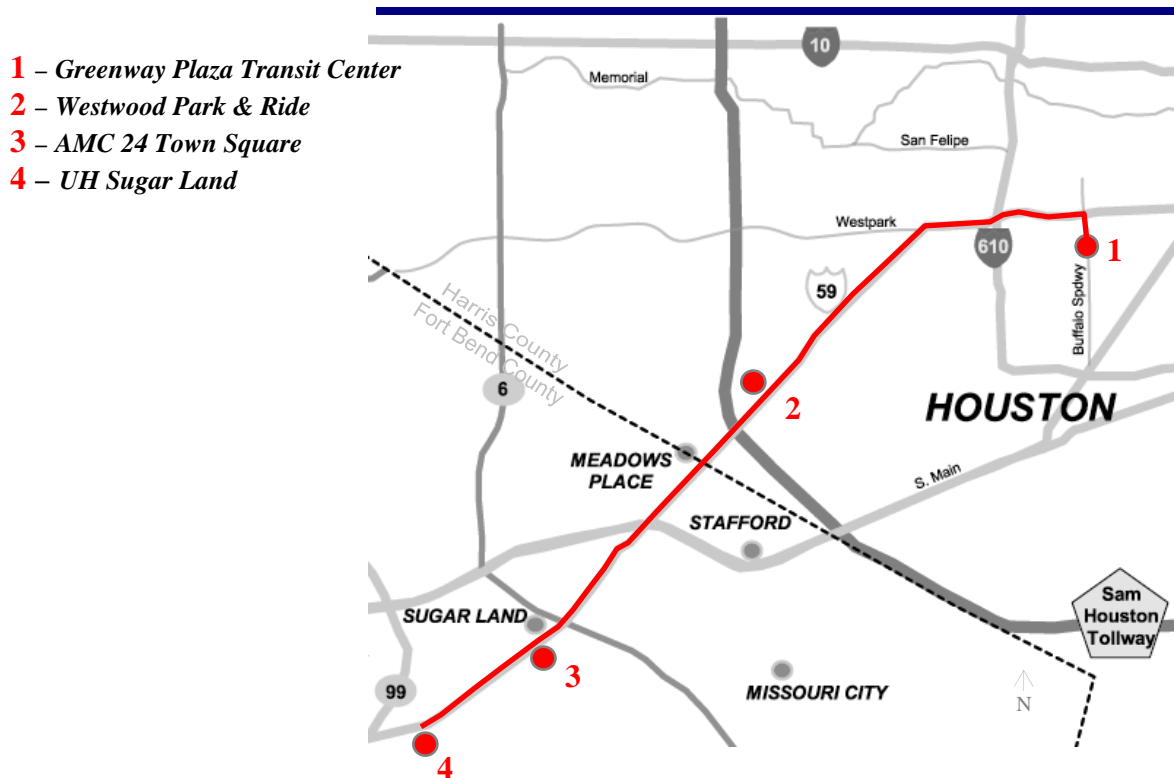
The Westpark Tollway is now open for operation, providing yet another route from Fort Bend County into the Uptown-Galleria and Greenway Plaza areas. Once seamless access to Uptown is available in the future, via a dedicated transitway from the HOV lane into Uptown, the travel time savings will be further enhanced. If possible, service should be re-instituted in the future (*see Figure 2.1*), with careful attention to the route within Uptown. One option could be to divide the Uptown-Galleria route into two separate routes from Sugar Land which could be dedicated to the eastern and western areas of Uptown and The Galleria, respectively. A new pilot project for these routes should be explored that would integrate commuter service from Fort Bend County into a proposed Uptown-Westpark Transit Terminal. This has been submitted for consideration in the 2006-2008 TIP. Once the Uptown-Westpark Transit Terminal has been constructed, passengers could be distributed throughout Uptown via shuttles and buses along major corridors within the district. This would provide a quicker turnaround time for passenger distribution.



**Figure 2.1 – TREK Express Sugar Land to Uptown-Westpark Transit Terminal Route**

### **TREK Express Sugar Land to Greenway Plaza Route**

In October 2002, TREK initiated its second pilot project commuter service to Greenway Plaza (see Figure 2.2). TREK Express currently utilizes the Greenway Plaza Transit Center located in the underground garage at #3 Greenway Plaza. Since Houston METRO and The Woodlands Express also utilize the Greenway Plaza Transit Center, the addition of TREK Express service has allowed the center to increase its multimodal functionality. Although the TREK Express Galleria route was discontinued, transit users from Fort Bend County can still access The Galleria by using the Greenway Plaza route. However, passengers must transfer to the Houston METRO service available at the Greenway Plaza Transit Center.



*Figure 2.2 – TREK Express Greenway Plaza Route*

Because Greenway Plaza is adjacent to US 59 and its associated High-Occupancy Vehicle (HOV) lane exit at Edloe Street, it allows TREK Express service to provide substantially lower travel times than a Single-Occupancy Vehicle (SOV) could provide. Currently, TREK Express provides 12 a.m. inbound trips (between 5:15 a.m. and 8:20 a.m.) to Greenway Plaza and 12 p.m. outbound trips (between 3:15 p.m. and 6:30 p.m.) from Greenway Plaza. The cost to travel from Sugar Land to Greenway Plaza on the TREK Express is \$2, with discount rate multi-trip tickets available. Table 2.1 summarizes the 2003 and 2004 year-to-date operating information for TREK Express.

<i>Month</i>	<i>Passenger Trips</i>	<i>Cost</i>	<i>Fare Revenue</i>	<i>Farebox Recovery</i>	<i>Cost Per Passenger Trip</i>
Jan 2003	3,128	\$36,035	\$4,235	12%	\$11.52
Feb 2003	3,397	\$32,917	\$6,212	19%	\$9.69
Mar 2003	3,848	\$34,247	\$6,231	18%	\$8.90
Apr 2003	4,159	\$36,183	\$8,394	23%	\$8.70
May 2003	4,065	\$33,943	\$1,938	6%	\$8.35
Jun 2003	3,788	\$34,547	\$9,009	26%	\$9.12
Jul 2003	3,912	\$36,147	\$5,112	14%	\$9.24
Aug 2003	4,594	\$34,547	\$7,796	23%	\$7.52
Sep 2003	4,974	\$34,569	\$5,715	17%	\$6.95
Oct 2003	6,007	\$37,844	\$10,267	27%	\$6.30
Nov 2003	4,956	\$32,264	\$5,577	17%	\$6.51
Dec 2003	4,833	\$41,902	\$7,991	19%	\$8.67
<b>2003 Total</b>	<b>51,661</b>	<b>\$425,145</b>	<b>\$78,477</b>	<b>18%</b>	<b>\$8.67</b>
Jan 2004	5,988	\$39,657	\$10,180	26%	\$6.62
Feb 2004	5,907	\$39,492	\$10,042	25%	\$6.86
Mar 2004	6,403	\$45,416	\$10,885	24%	\$7.09
Apr 2004	5,755	\$45,416	\$9,784	22%	\$7.89
May 2004	5,571	\$39,492	\$9,471	24%	\$7.09
Jun 2004	6,200				
Jul 2004	5,843				
Aug 2004	5,546				
<b>Ridership Through Aug 2004</b>	<b>47,213</b>				
<b>All Operating Data Through May 2004</b>	<b>29,624</b>	<b>\$209,473</b>	<b>\$50,362</b>	<b>24%</b>	<b>\$7.07</b>

Ridership has been trending upward since the Greenway Plaza service was initiated in 2002, with the highest ridership occurring in March 2004. During that month TREK recorded more than 6,000 trips. Daily usage averages between 120 and 150 persons. As ridership increases, the cost per passenger trip declines (with October 2003 showing the lowest cost per trip at \$6.30). Increased ridership should result in a further decrease in cost per trip. Additionally, as ridership increases, the coverage of revenues from passenger fares normally increases as well. Farebox or passenger revenues currently cover 18 percent of operating expenses. Since the TREK Express CMAQ funding for the Greenway Plaza service expires in September 2005, additional funding will be essential to continue the service.

### **TREK Express Fort Bend Access to CBD and Texas Medical Center**

The TREK stop located at METRO's Westwood Park & Ride (*see Figure 2.2*) allows commuters to access express service into the Central Business District (CBD) and to Texas Medical Center (TMC). Unfortunately, riders must purchase a second fare to use the

METRO service. This underscores the need for regional transportation services to be truly “seamless” and include a “one fare” policy for commuters and transit users.

### ***Inventory of Fort Bend County Park & Ride Capital Facilities***

The following is an inventory of capital facilities, existing, planned, and proposed, to support park & rides services in Fort Bend County:

- *University of Houston Sugar Land Park & Ride (existing)* - TREK Express currently utilizes The University of Houston parking lot as the initial stop on its service between Sugar Land and Greenway Plaza (see Figure 2.2). Two covered shelters with benches are on the north and south sides of the parking lots and serve as TREK Express stops, respectively. Vanpools and carpools also utilize this location for park & ride services.
- *AMC 24 Town Square Sugar Land Park & Ride (existing)* - TREK Express uses the AMC 24 Theater parking lot in Town Square for its customers. Although originally not constructed for transit, utilization of this facility is a good example of shared-use parking and makes the most of available infrastructure.
- *Fort Bend County Fairgrounds Park & Ride (planned)* - Funded in the 2004-2006 TIP through the CMAQ program, construction of this facility is scheduled to begin in FY2004. This facility is envisioned to be used as a park & pool for carpools, vanpools, and, eventually, as a park & ride for commuter bus services from the Richmond-Rosenberg and surrounding areas.
- *Arcola/Sienna Plantation Park & Ride (proposed)* – A park & ride in the vicinity of Arcola and/or Sienna Plantation has also been proposed within this study. In the short range, Fort Bend County, TxDOT, and Arcola have been investigating the possibility of a park & pool lot beneath the SH 6 overpass at FM 521. This facility would serve carpools, vanpools, and possibly some commuter services over the next five years. A schematic design for a 90-space facility has been submitted to TxDOT for its review and comments. Subsequent meetings between the three parties will determine if this proposed facility is indeed feasible. In the medium range, there may be potential for an additional lot, in or within Sienna Plantation, adjacent to the Fort Bend Parkway Toll Road, to serve commuter bus services, much like The Woodlands Express. A specific site has yet to be located.
- *Westpark Tollway Park & Ride (proposed)* – In the course of this study, a Westpark Tollway Park & Ride in the vicinity of SH 99 (Grand Parkway) has been proposed to support carpool and commuter transit services. This facility will take advantage of the newly opened Westpark Tollway facility. The Westpark Tollway will provide much-needed access to the central portion of Fort Bend County, which has, until now, lacked grade-separated highway freeway access.

Figure 2.3 shows the locations of the Fort Bend County Park & Ride lots.



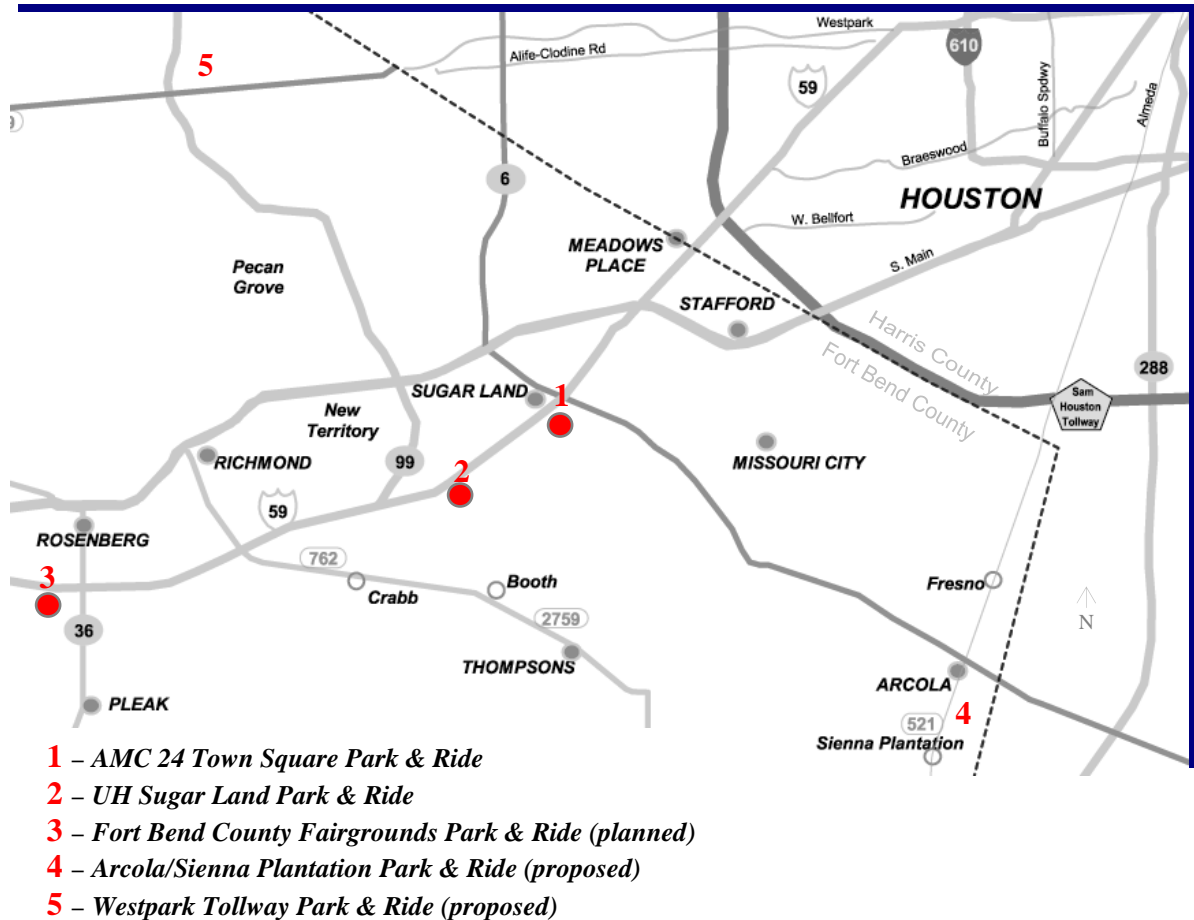


Figure 2.3 – Fort Bend County Park & Rides

### **METRO Express Bus Service (Harris County)**

Fort Bend County does not have Houston METRO express bus service within its boundaries. However, express bus service is accessible at the following six METRO park & ride locations adjacent to the eastern boundary of Fort Bend County:

- *Alief Park & Ride* - This small park & ride provides service to the CBD and Texas Medical Center from its location on Boone Road between Bissonnet Street and Beechnut Street.
- *Kingsland Park & Ride* - Located between Mason Road and Fry Road, this park & ride provides express service near Katy and portions of northern Cinco Ranch in Fort Bend County to the Central Business District (CBD) and the Uptown/Galleria area.
- *Mission Bend Park & Ride* - Located at the corner of Alief/Clodine Road and Metro Boulevard, this park & ride is relatively close to Fort Bend County residents living near FM 1093. Service is provided to the CBD, Texas Medical Center, Greenway Plaza, and the Uptown/Galleria area.

- *Missouri City Park & Ride* – This park & ride, which is used primarily by Fort Bend County residents, is located on Fondren Road, near US 90 and Beltway 8, adjacent to the Harris County/Fort Bend County line. Residents of Missouri City, Stafford, and adjacent communities can access this park & ride. Express bus service is provided from this facility to the CBD and Texas Medical Center. Note that Missouri City is a member of METRO, but currently does not have fixed-route transit services within its city limits, as per the City’s Comprehensive Plan.
- *Westwood Park & Ride* - Approximately two miles northeast of West Bellfort Street inside Beltway 8, this park & ride is located off the US 59 (SW Freeway) access road near Bissonnet Street. Fort Bend County residents in Meadows Place, Missouri City, Stafford, and Sugar Land could access this service. TREK Express service between Sugar Land and Greenway Plaza currently stops at the Westwood Park & Ride to allow passengers to transfer to METRO vehicles that provide service to the CBD, Texas Medical Center, and Uptown-Galleria.
- *West Bellfort Park & Ride* - Located off US 59 (SW Freeway) at Roark Road and West Bellfort Street, this park & ride provides service to Texas Medical Center and the CBD. Fort Bend County residents of Meadows Place, Missouri City, Stafford, and Sugar Land could access this service. Fort Bend County residents heavily utilize West Bellfort Street due to its location west of Beltway 8. Additional parking is being contemplated to meet increasing demand. Express bus service is provided to the CBD and Texas Medical Center.

The METRO Express bus fare is \$2.50 per trip and Monthly Discount Express bus passes can be purchased. *Table 2.2* shows the service provided at METRO park & ride lots adjacent to Fort Bend County. *Figure 2.4* shows the METRO park & ride lot locations.

***Table 2.2 – METRO Park & Ride Service to Major Harris County Employment Centers***

<i>Park &amp; Ride</i>	<i>CBD</i>	<i>Texas Medical Center</i>	<i>Uptown/ Galleria</i>	<i>Greenway Plaza</i>	<i>Local Service</i>
Alief	X	X			#65 Bissonnet/Yale
Kingsland	X		X		None
Mission Bend	X	X	X	X	#2 Bellaire, #25 Richmond
Missouri City	X	X			No local bus service
Westwood	X	X	X		#65 Bissonnet/Yale
West Bellfort	X	X			#8 West Main, #19 Wilcrest Crosstown

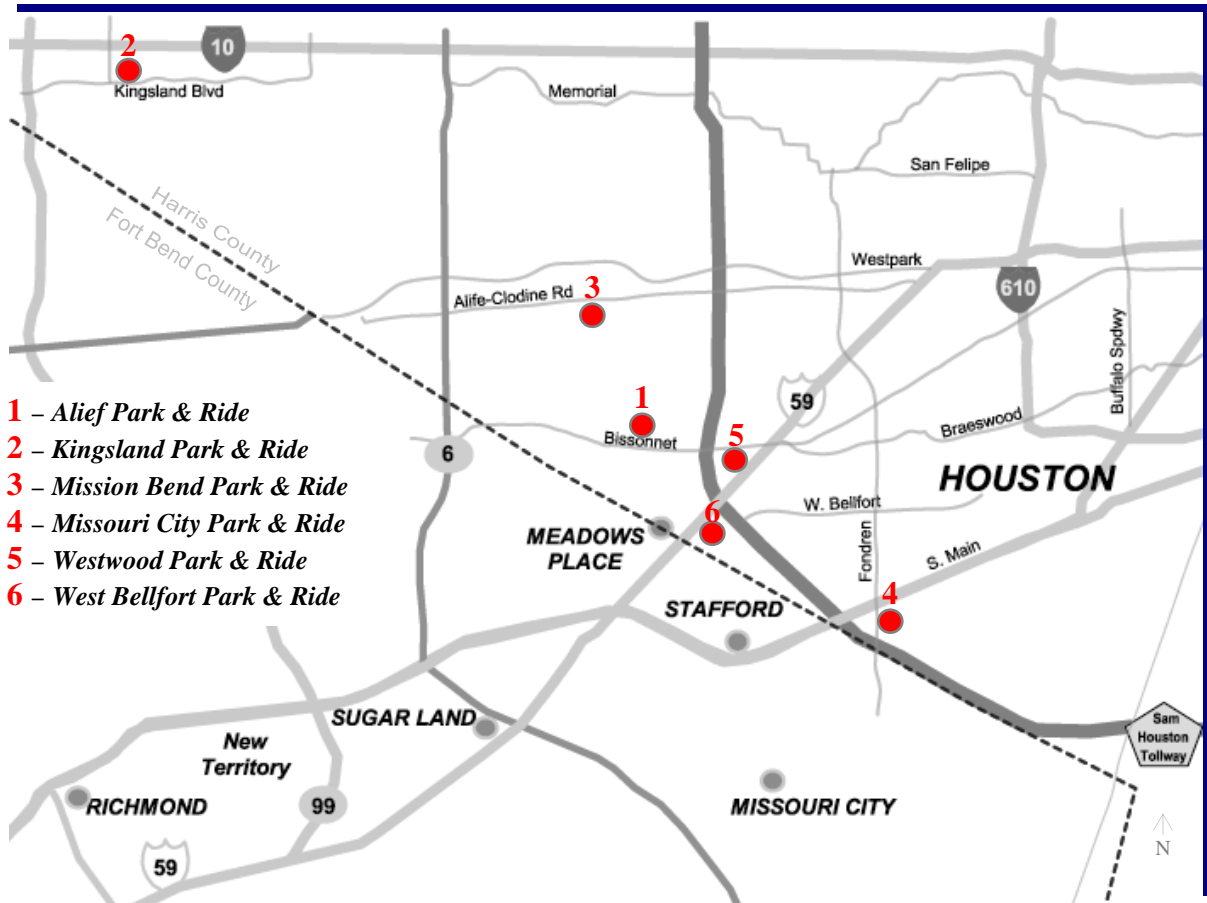


Figure 2.4 – METRO Park & Ride Lots Near Fort Bend County

Although many of the users for these METRO park & ride lots reside in the area of the Fort Bend County/Harris County line, the need for commuter services and facilities will become more pressing as residential and commercial development within Fort Bend County continues to push west and south over the next 20 years. The proposed Fort Bend County Fairgrounds, Westpark Tollway, and Sienna Plantation and Arcola-area park & ride lots should serve to bridge the gap in facilities and associated services.

### **METROVan/Vanpool (Fort Bend County)**

The eight-county Houston-Galveston Transportation Management Area (TMA) has one of the most extensive vanpool programs in the United States. More than 300 vanpools currently operate in the Houston metropolitan area and 18 vanpools originate in Fort Bend County. No vanpools operate with a destination in Fort Bend County.

METROVan is funded by the Houston-Galveston Area Council (H-GAC) and is administered by Houston METRO and operated on a day-to-day basis by private van leasing companies. The following is a summary of program requirements and services:

- Passengers form a vanpool either individually or through a matching system administered by METRO.

- Once a minimum of six individuals is signed up for the program, one person is designated from the vanpool group to manage the vanpool.
- Cost per passenger is determined by trip length and number of participants.
- Vanpool participants enter into a lease contract with VPSI, which includes all maintenance expenses. Passengers pay for gas, tolls, and a lease cost for the use of the vehicle. Passengers who ride in the vanpool at least 12 times a month are eligible for a \$35/month subsidy.
- Vanpool passengers meet at a central location, such as a park & ride, supermarket parking lot, or other site.
- Because individuals can use HOV lanes, travel times and trip costs are usually reduced especially for one-way trips having a distance greater than 20 miles.

A new “mini-van” vanpool program also is being promoted by H-GAC. This vanpool program will enable smaller groups of workers to participate.

### ***METROLift (trips in Missouri City and Katy)***

METROLift is the Americans with Disabilities Act (ADA) Complementary Paratransit system for Houston METRO. Under ADA, METRO is required to provide complementary paratransit within  $\frac{3}{4}$  mile of its service area where fixed-route bus service is provided. Included in the METROLift service area are the Fort Bend County communities of Missouri City and Katy that are adjacent to Harris County boundaries. METROLift service is not provided for communities within the Fort Bend County limits. However, service would be available within the METROLift area of service for persons with disabilities who live in Fort Bend County and desire to travel into the Houston METRO service area, subject to the following conditions:

- Individuals must be certified as eligible under the ADA to ride METROLift;
- Trip origins and destinations must be within Harris County; and
- Individuals are subject to relevant rules and regulations of METROLift.

### **Health and Human/Social Service Providers**

Lacking universally available public transit, Fort Bend County social service agencies individually have developed transportation service for its clients, seniors, persons with disabilities, and economically disadvantaged individuals within the county. The U.S. Census 2000 for Fort Bend County indicates the need for human and social service/community transportation based on the following demographics:

- Among Fort Bend County households, 3.4 percent do not own an automobile and 24.4 percent own only one automobile.
- Among Fort Bend County households, 5.1 percent earn less than \$10,000 per year and 14.4 percent earn less than \$25,000 per year.
- Among the Fort Bend County population ages 21-64, 6.9 percent have a disability; among individuals 65 and over, 44 percent have a disability.

### ***Texana Mental Health Mental Retardation (MHMR) Center***

Texana MHMR Center provides a variety of trips for its clients in Fort Bend County. Most trips are to individual training sites designed to provide clients with the necessary skills to find and maintain employment in the community. Additional trips may be provided to MHMR clients for work, recreation, and shopping activities.

Texana MHMR Center has several daily routes and individuals may be picked up at centralized locations within each community. Other individuals are transported utilizing door-to-door service. Texana MMHR Center has two job training sites in Fort Bend County, Sugar Land and Missouri City. ARC (Association for Retarded Citizens) has one vehicle in Missouri City that transports clients to recreational events. Texana MHMR Center transports individuals to medical appointments and may provide shopping trips to clients.

### ***Fort Bend County Senior Citizens, Inc.***

The Fort Bend County Senior Citizens, Inc., provides services to seniors in Fort Bend County and Waller County through the following two programs:

- Meals on Wheels to persons who are restricted to their homes. Two cargo vans are utilized for this service. Approximately 200 people are served daily in Fort Bend County.
- Transportation to recreation centers includes the following:
  - Richmond/Rosenberg
  - “Tri-City” Missouri City/Sugar Land/Stafford
  - Kendleton
  - Fresno
  - Needville
  - Fulshear

Approximately 150 people are transported each day to one of the six recreational facilities and receive lunch plus access to educational and social programs. Service is provided Monday through Friday, from 8 a.m. to 2 p.m. Donations for transportation or other services are accepted. Each recreational center also provides a monthly grocery shopping trip.

### ***American Red Cross (Fort Bend County)***

Service is provided to those that are economically disadvantaged, persons with disabilities, and seniors within Fort Bend County. Trip purposes include medical trips (with 14 days’ advance reservation), shopping trips, and personal business trips. The Red Cross service has had significant growth in demand in recent years. One particular area of rapid increase in demand has been the need for persons to reserve trips for dialysis. Transportation services are available Monday, Wednesday, and Friday from 4:30 a.m. to 5:15 p.m., and Tuesday and Thursday from 8:00 a.m. to 4:30 p.m. Five vehicles are used for this service.

### ***Fort Bend County Parks and Recreation and Social Services***

Fort Bend County Parks and Recreation and Social Services own two vehicles that provide service to persons 55 or older and persons with disabilities. One bus provides scheduled trips for outings for 10 persons or more. On average, about three outings are made each week.

Social Services provides one scheduled trip per month, plus other shopping and personal business trips.

**Medicaid – Connect Transportation**

Connect Transportation, which operates transit service in Brazoria and Galveston counties, began operation of Medicaid transportation in Fort Bend County in the fall of 2003. Connect Transportation took over service after a private Mississippi-based company was unable to fulfill its contract with Medicaid. Connect Transportation uses three vehicles and provides daily Medicaid service trips within Fort Bend County.

Connect Transportation is currently designated as the Rural and Small Urban Public Transit Operator in Fort Bend County through interlocal agreements. Connect Transportation has filed applications with the Federal Transit Administration (FTA) for federal operating and capital funding for small urban and rural demand-response services in Fort Bend County.

A summary of the human service agencies currently providing community transportation in Fort Bend County is shown in *Table 2.3*.

**Table 2.3 – Fort Bend County Human Service Transportation Providers**

<i>Agency</i>	<i>City</i>	<i>Trips</i>	<i>Annual Trips</i>	<i>Vehicles in Service</i>	<i>Available to General Public</i>
Greater Houston Red Cross – Fort Bend County	Rosenberg	Medical (especially for dialysis), shopping, & personal	11,000	5	Yes
Fort Bend County Parks & Recreation + Social Service Department	Rosenberg	Recreation, shopping, & personal	200	2	Yes
Fort Bend County Senior Citizens, Inc.	Rosenberg	Meals on Wheels & day centers	39,000	14	No
Texana MHMR Center	Sugar Land/ Missouri City	Medical, shopping, Job training, & other	40,000	18	No
Association of Retarded Citizens (ARC)	Missouri City	Recreation	1,200	1	No
Connect Transportation	Galveston	Medicaid	6,000	3	No
<i>Total</i>			<b>97,400</b>	<b>43</b>	

**Private Providers**

Limited transportation options are available for Fort Bend County residents via private transportation providers. Costs per trip are higher than the options listed above.

**Greyhound Bus Lines, Inc.**

Greyhound Bus Lines provides daily transportation between Richmond and Rosenberg. Greyhound travels three trips per day from Rosenberg to Houston and five trips per day from Houston to Rosenberg. Valley Transit Company (VTC) provides the bus service under contract with Greyhound. A one-way fare is \$11 with a \$9.90 fare for seniors (62 years and older).



### **Taxi Service**

Taxicab service is provided by a range of companies located within and adjacent to Fort Bend County, including the following:

- AA Sugar Land Cab – Stafford
- AAA Corporate Car and Limousine Service – Houston
- Atlantic Limousines - Sugar Land
- Kaiser Limousines – Missouri City
- Rose-Rich Taxi & Delivery Service - Rosenberg
- Rosita's Taxi Service – Richmond
- Yellow Cab – Houston
- Liberty Cab – Houston

Service rates vary with location and distance; however, fares range from \$1.50 to \$2.25 per mile.

### **Airport Shuttles**

Airline Cab Company charges a fare of \$1.50 per mile for airport taxi service. Airport transportation is also provided by Texans Super Shuttle which travels to both Hobby International Airport and Bush Intercontinental Airport and stops at Sugar Land hotels and Town Square. A one-way fare is \$24; a round trip fare is \$43. Advance reservations are required.

# TRANSPORTATION CONDITIONS ASSESSMENT

## Introduction

Developing an effective transit plan requires both a fundamental understanding and full appreciation of the existing environmental conditions within a designated area. Fort Bend County is comprised primarily of suburban areas of moderate-to-low densities in the eastern areas of the county. Suburban growth has continued expanding westward toward the center of Fort Bend County. Rural areas in the remainder of the county have low population density. The relatively higher density small cities (Richmond and Rosenberg) are present in the center of Fort Bend County. Assessing the potential for transit requires examining several factors in detail:

- Population and population density with considerations of future growth potential;
- Income and Transportation Options - including per capita income, household income levels (especially in areas where there are concentration of lower income households), travel patterns, access to automobile (income and transportation factors are critical components of evaluating transit need);
- Travel origins and destinations for work trips to major employment destinations;
- Local conditions – examination of different municipalities and large planned private communities within Fort Bend County; population, income, and demographic information will be discussed at the county level and the local level; and
- Consider appropriateness of different transit modes for county service and local services. A “one-size-fits-all” approach would not necessarily address specific community needs.

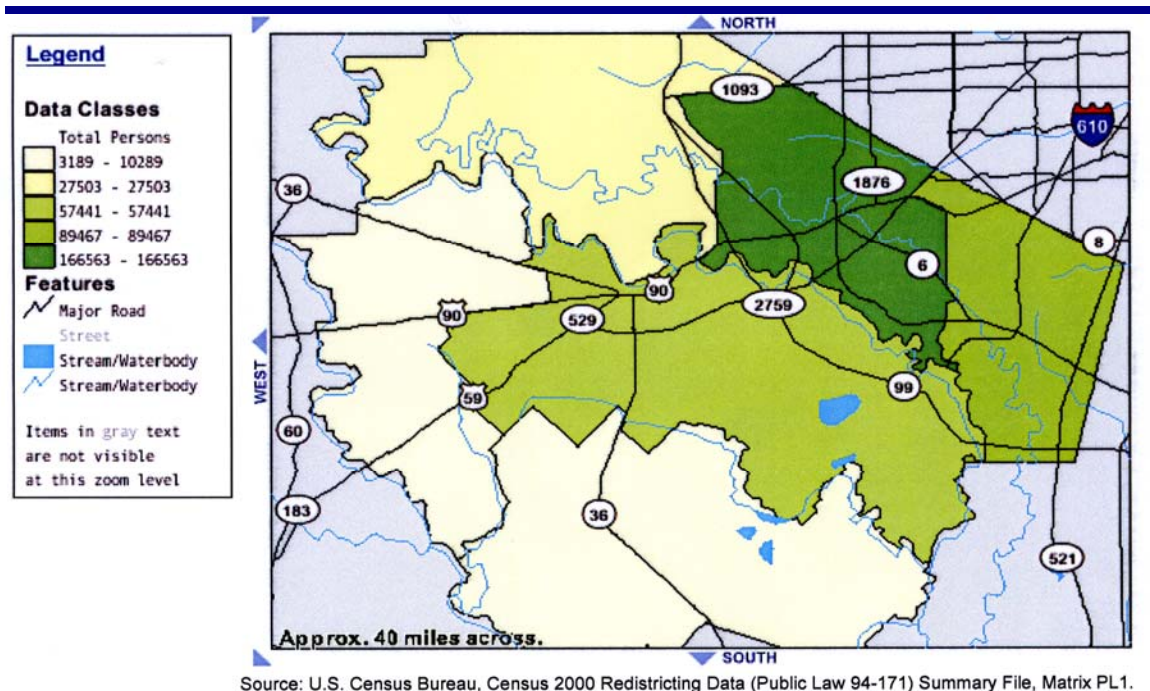
## Population Profile

### *Population Growth*

Fort Bend County is the fastest growing county within the eight-county Houston-Galveston metropolitan region. According to U.S. Census data between 1990 and 2000, Fort Bend County’s population grew approximately 57 percent from 225,421 to 354,452. The U.S. Census 2003, however, shows that Fort Bend County’s population exceeds 412,000. Suburban growth in the eastern portion of the county has largely fueled this continued population increase.



*New Territory*



**Figure 3.1 – Fort Bend County 2000 Population Map**

The suburban incorporated communities in the eastern portion of the county such as Sugar Land, Missouri City, Meadows Place, Stafford, and Katy have grown rapidly. Unincorporated master planned communities such as Sienna Plantation, Cinco Ranch, and New Territory have also contributed significantly to the rapid population growth in Fort Bend County. Expansion of these and other planned communities is expected to continue. *Figure 3.1* shows the population concentrations in Fort Bend County.

*Table 3.1* illustrates the rapid increase that has occurred in the individual communities within Fort Bend County between 1990 and 2000. Sienna Plantation, New Territory, and Cinco Ranch, large private planned communities, are also included among the estimates. All three planned communities are located in the eastern portion of Fort Bend County.

Most of the rapid growth occurred in communities in the eastern portion of Fort Bend County (closer to Houston). Both Sugar Land and Stafford exceeded the county growth average of 57.24 percent between 1990 and 2000. Three other communities adjacent to Harris County (Katy, Arcola, and Missouri City) grew at rates between 44 percent and 56 percent during the 1990s. Communities farther west in Fort Bend County grew at more modest rates. Richmond grew at 13.09 percent; Needville at 18 percent; Rosenberg at 19.13 percent; and Fulshear at 19.49 percent. Three of the large planned communities added more than 27,000 residents during the 1990s and, at buildout, are projected to accommodate more than 130,000 residents.



**Sienna Plantation**

**Table 3.1 – Fort Bend County Growth by City and Planned Development**

<i>City or Planned Development</i>	<i>1990 Census Population</i>	<i>2000 Census Population</i>	<i>Percent Change 1990 to 2000</i>
<b>Fort Bend County</b>	<b>225,421</b>	<b>354,452</b>	<b>57.24%</b>
Sugar Land	24,529	63,328	158.18%
Missouri City	36,176	52,913	46.27%
Rosenberg	20,183	24,043	19.13%
Stafford	8,328	15,681	88.29%
New Territory	-	13,861	-
Katy	8,130	11,775	44.83%
Cinco Ranch	-	11,237	-
Richmond	9,798	11,081	13.09%
Needville	2,211	2,609	18.00%
Sienna Plantation	-	1,896	-
Arcola	672	1,048	55.95%
Fulshear	590	705	19.49%

*Source: U.S. Census 1990 and Census 2000*

The Fort Bend County population increased rapidly between 1990 and 2000 and indications suggest that this growth will continue at a similar pace. Rapid growth also is expected to expand farther into western Fort Bend County. Table 3.2 shows the U.S. Census population estimates between 2000 and 2002 for Fort Bend County cities. Master planned community population estimates were not available for 2002, although growth in the communities likely exceeded the county average growth rate of 11.28 percent.

**Table 3.2 – Fort Bend County Growth by City 2000 - 2002**

<i>City</i>	<i>2000 Census Population</i>	<i>2002 Census Estimated Population</i>	<i>Percent Growth 2000 to 2002</i>
Sugar Land	63,328	68,599	7.68%
Missouri City	52,913	59,186	10.60%
Rosenberg	24,043	27,136	11.40%
Stafford	15,681	17,935	12.57%
Katy	11,775	12,430	5.27%
Richmond	11,081	11,863	6.59%
Needville	2,609	2,851	8.49%
Arcola	1,048	1,137	7.83%
Fulshear	705	870	18.97%
<b>Fort Bend County</b>	<b>354,452</b>	<b>399,537</b>	<b>11.28%</b>

*Source: U.S. Census 2000 and Census 2002*

Given that a large percentage of the county's population is employed in Houston, accessibility to US 59 (SW Freeway) and other nearby roadways is important for many Fort Bend County residents. The ability to attract people to these Fort Bend County communities is a function of accessibility to employment centers both within Fort Bend County and in Houston. Other important factors are the availability of affordable housing and the growing public appeal for master planned community environments, which provide an enhanced quality of life for their residents.

Recent developments have included growth farther north of US 59 in anticipation of the 2004 opening of the Westpark Tollway, between Grand Parkway and IH 610. The recently opened Fort Bend Parkway Toll Road between SH 6 and Beltway 8 also will provide a corridor of opportunity for transit services from the Sienna Plantation areas.

Fort Bend County population growth has been significant and has occurred in a transportation environment predominated by personal automobile use. Rapid growth will result in the increased use of personal vehicles in terms of number of vehicles in operation, hours traveled, and vehicle-miles traveled (VMT). Fort Bend County expansion has been primarily in a modern suburban growth pattern associated with relatively low-density residential levels. Many transit options, such as fixed-route bus service, fixed-guideway, and light rail, are more suited to densely developed areas and are typically are not suited to provide effective and efficient service in suburban areas. Transportation options involving alternatives to the automobile must be designed appropriately for the suburban environment. Attributes to consider include the following:

- Direct service and comparative travel time to the automobile
- Comfort and service quality
- Scheduling for customer convenience (i.e., connectivity, minimal transfers, and flexibility)
- Pricing of service
- Market coverage

In response to the growing number of people on the roadways, the Texas Department of Transportation (TxDOT) has various highway and infrastructure improvements in planning, many of which will benefit Fort Bend County residents. However, to better meet the demand of Fort Bend commuters and soften the negative impacts of growth, such as traffic congestion, transit can be implemented within the county to serve area needs related to congestion in addition to issues associated with individuals lacking mobility within the community.

### ***Population Densities***

Population growth indisputably is occurring rapidly in much of Fort Bend County and is expected to continue. However, the patterns of growth do not accurately represent the expected population density increases. Growth in rural areas will create levels of density of approximately four households per acre. However, increased density beyond current levels in suburban areas is not anticipated. From a density point of view, a larger portion of Fort Bend County will change from rural to suburban development over the next 20 years;



however, density will not increase except in certain limited areas such as Town Square in Sugar Land.

Based on the 2000 analysis shown in *Figure 3.2*, the number of Dwelling Units (DU) per acre does not exceed 7 anywhere in Fort Bend County and will not reach that threshold in 2025 (*see Figure 3.2*) or in the future. Areas of greatest density during 2000 were in the cities of Sugar Land, Richmond/Rosenberg, and Meadows Place. However, those densities were between 4 and 7 households per acre. Population density remains less than 4 dwelling units per acre in most of the rural and suburban areas of the county.

*Why does population density matter?* High levels of density are favorable for the development of specific modes of transit and lower levels of density are more appropriate for other modes of transit. Density is not the sole determinant, but it is a critical factor in considering transit feasibility. A traditional measure of potential transit modes is shown in *Table 3.3*.

<b>Mode</b>	<b>Service</b>	<b>Minimum Residential Densities (dwelling units/acre)</b>	<b>Remarks</b>
Dial-a-Bus	Many origins to many destinations	6	Assuming labor costs are relatively comparable to taxi service costs
Dial-a-Bus	Fixed destination or subscription service	3.5 to 5	Needed to keep costs relatively manageable at 3.5 to 5
Local Bus	<i>Minimum</i> ½-mile route spacing, 20 buses per day	4	Average - varies as a function of downtown size and distance from residential area to downtown
Local Bus	<i>Intermediate</i> ½-mile route spacing, 40 buses per day	7	
Local Bus	<i>Frequent</i> ½-mile route spacing, 120 buses per day	15	
Express Bus reached by foot	5 buses during 2-hour peak period	15 Average density over 2-square mile tributary area	10 to 15 miles from large employers only
Express Bus reached by auto	5 to 10 buses during 2-hour peak period	3 Average density over 20-square mile tributary area	10 to 20 miles from a downtown larger than 20 million sq.ft. of non-residential floorspace
<i>Source: Urban Densities For Public Transportation, Tri-State Regional Planning Commission, U.S. Department of Transportation, Ford Foundation and Rockefeller Foundation, Re-affirmed Urban Transportation Perspectives and Prospects, 1982, Rubashev and Zapan.</i>			



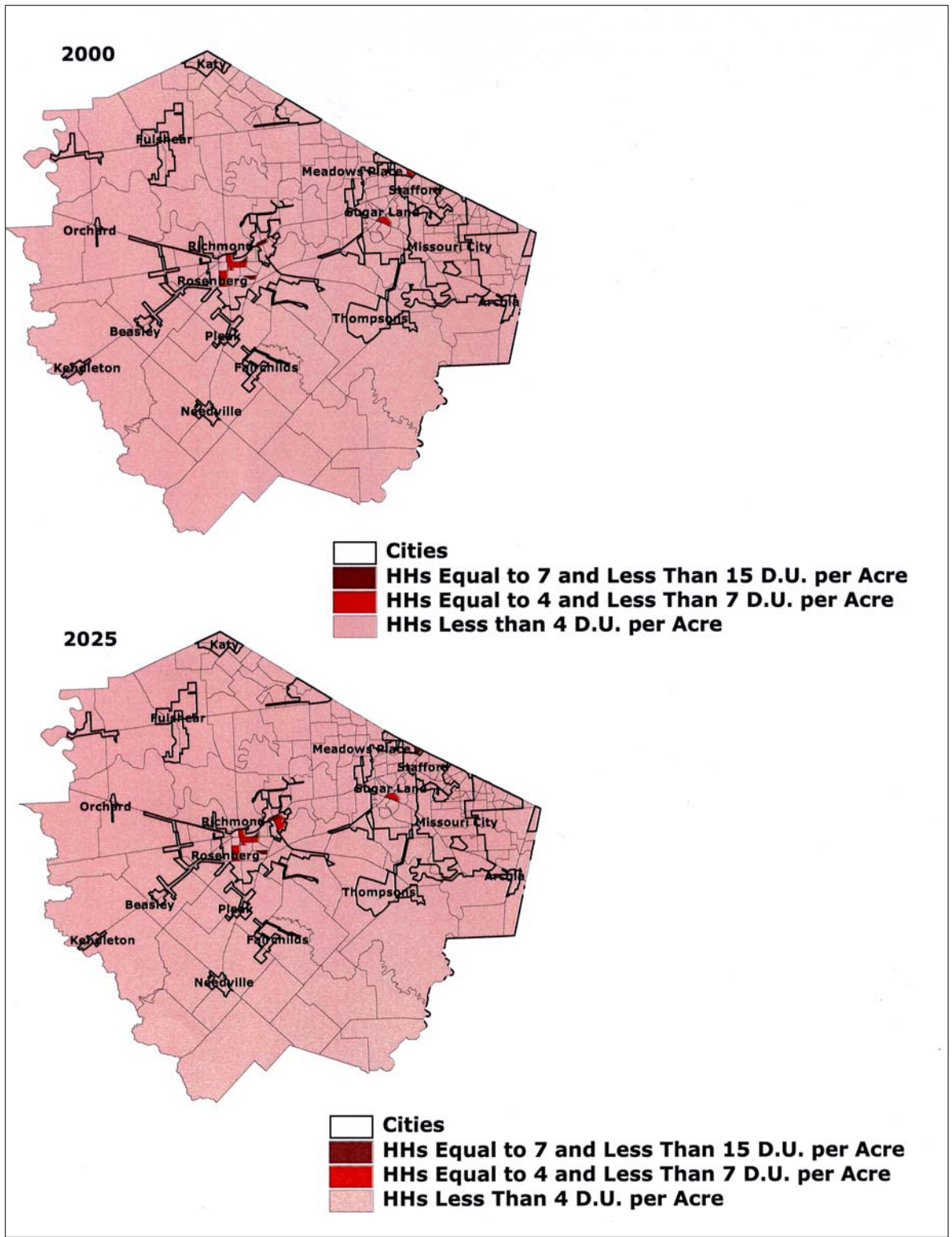


Figure 3.2 – Projected Density in Fort Bend County

Based on current and future density levels for Fort Bend County, the following modes can be considered appropriate based on population density:

- Dial-a-Bus or demand-response service – appropriate, especially if considered with taxicab service;
- Selected shuttle service as a supplement to demand-response service;
- Subsidized (or user side) taxicab service for intra-city mobility;
- Fixed-route bus, circulator, or connector service – appropriate at minimum or (in limited circumstances) intermediate level;
- Express bus reached by auto – appropriate, especially in eastern Fort Bend County; and
- Increased use of vanpools and carpools.

### **Income and Transportation Options**

Population density is a geographic measure. Conversely, income and transportation options serve to measure the *needs* and *wants* of certain portions of the population that may need or wish to use transit service.

#### ***Income Levels***

Individuals and families with lower incomes tend to be more likely to need transportation alternatives (particularly those at or below \$30,000 per year). Lower income and the need for transit have a significant correlation for several reasons:

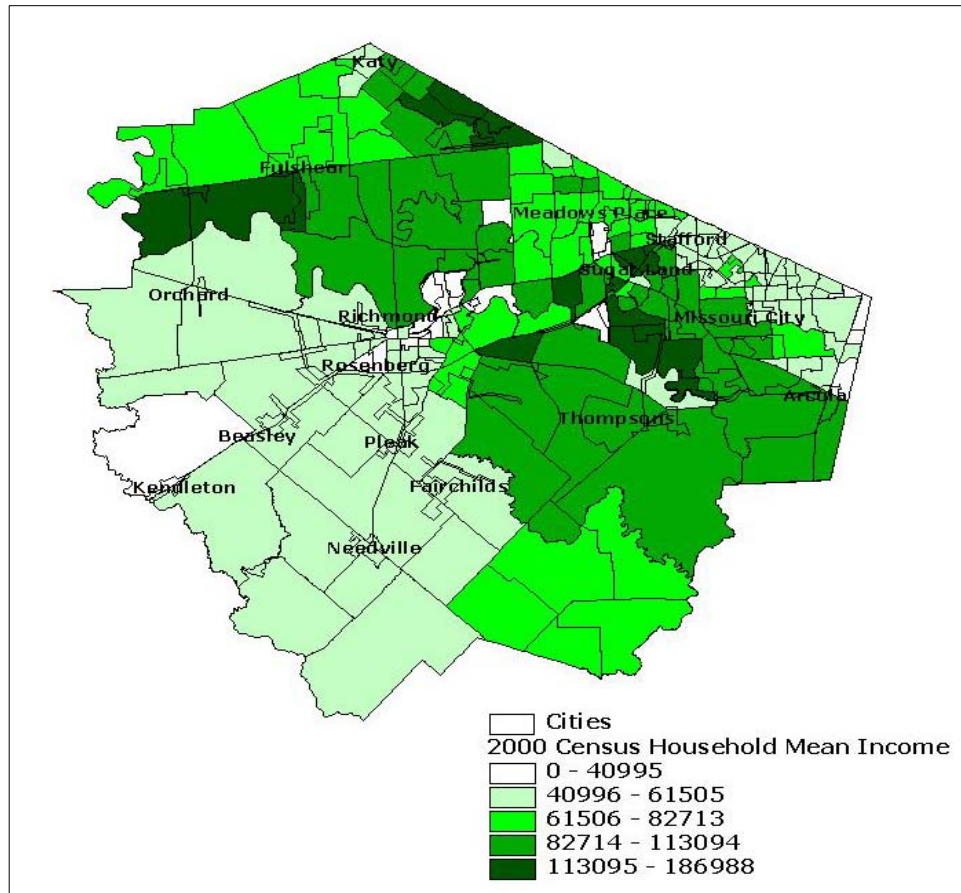
- Lower income levels means that many households will not always have access to a personal vehicle or the personal vehicle may be unreliable;
- Many individuals who are older or have a disability may have mobility challenges that make using a personal vehicle difficult or even impossible; and
- Limited mobility may make access to jobs difficult, which perpetuates continuation of lower income and the need for alternative mobility.

Fort Bend County has a substantially higher median household income than the statewide median household income level, with the planned communities (Cinco Ranch and New Territory) exceeding \$95,000 in their household median income, as shown in *Table 3.4*. Sugar Land and Missouri City exceed the Fort Bend County median income. Katy and Stafford show median income levels lower than the Fort Bend County average, but still higher than the statewide median household income level. Richmond and Rosenberg show substantially lower median income levels (nearly 50 percent lower than the countywide median income level) and lower than the Texas statewide average.

<b>Table 3.4 – Median Income</b>	
<b><i>Fort Bend County, City, or Development over 10,000</i></b>	<b><i>Median Household Income</i></b>
<b><i>Texas</i></b>	<b><i>\$39,927</i></b>
<b><i>Fort Bend County</i></b>	<b><i>\$63,831</i></b>
Cinco Ranch	\$111,517
New Territory	\$96,863
Sugar Land	\$81,767
Missouri City	\$72,434
Katy	\$51,111
Stafford	\$50,323
Rosenberg	\$35,510
Richmond	\$34,888
<i>Source: U.S. Census 2000</i>	

Figure 3.3 shows the distribution of average household incomes throughout Fort Bend County by Traffic Analysis Zones (TAZ). While not exactly mirroring the income levels of the communities, a similar distribution can be noted:

- Highest levels of average income (over \$113,095) occur in portions of Cinco Ranch, Sugar Land, Greatwood, and Simonton (primarily Weston Lakes);
- Medium levels of average income occur throughout eastern Fort Bend County with the exception of the eastern corner where Brazoria County, Harris County, and Fort Bend County meet; and
- Lowest levels of average income occur in Richmond and Rosenberg, the southwest rural areas including Needville, Pleak, and, in particular, Kendleton. Lower income levels are also present in the southeast area bordering Harris and Brazoria counties including: portions of Missouri City, Stafford, and Arcola.

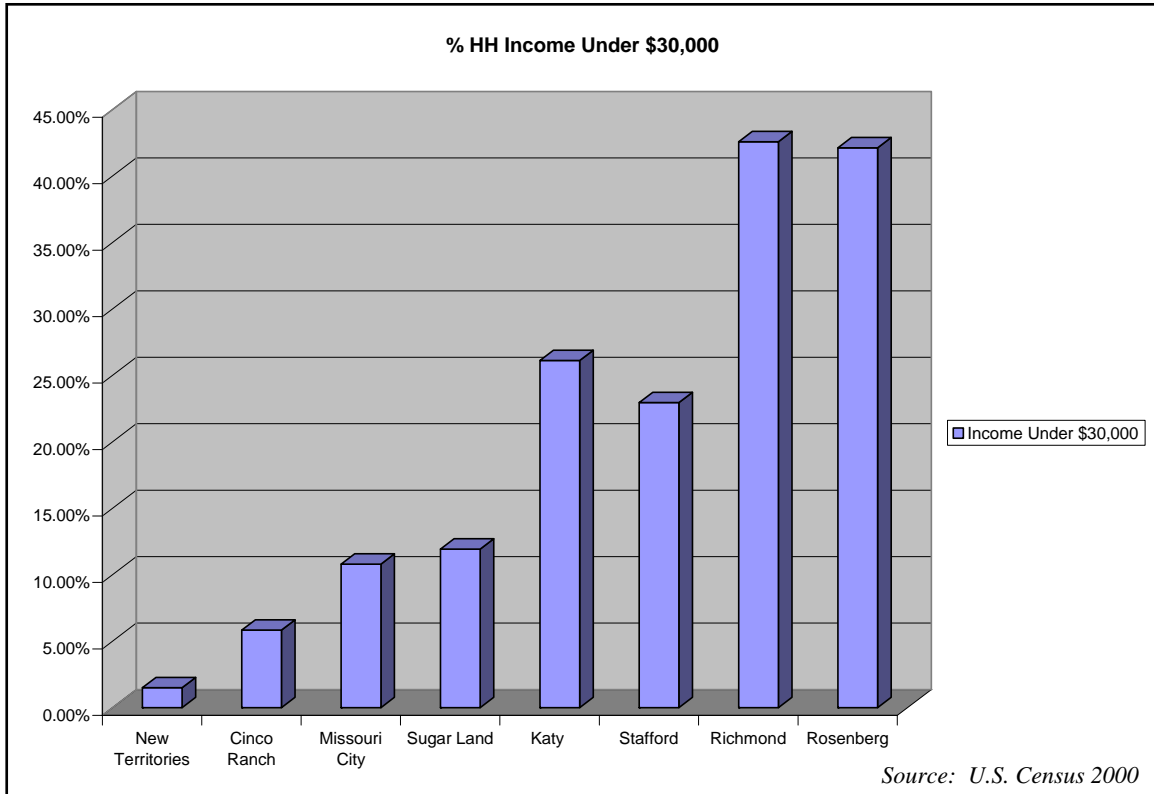


*Figure 3.3 – Income Levels in Fort Bend County by TAZ*

### **Lower Income and Transportation Alternatives**

Households with median incomes above the Texas or Fort Bend County levels normally will have significant transportation options, including the use of a personal vehicle. Commuter bus service or vanpools may be a desirable alternative for some of these individuals; however while the absence of public transit alternatives will limit mobility options, it will not prevent travel to critical destinations.

Among individuals with lower incomes, transportation options often diminish. Personal vehicles may not be available at all, may be available only for one of two potential wage earners, or may be unreliable. Individuals may get to work or other destinations through carpools or from rides from friends. However, other individuals without a reliable personal automobile in an area lacking public transit will be unable to get to work and will have limited mobility options. Public transit can provide access to jobs, medical services, schools, social services, and shopping, among others, and is a practical option for such individuals. Fort Bend County has a substantially higher average income level than the remainder of Texas and a lower rate of poverty.



**Figure 3.4 – Percentage Fort Bend County Household Incomes Under \$30,000**

Figure 3.4 shows the percentage of household populations in Fort Bend County among cities and planned communities with more than 10,000 persons, earning incomes less than \$30,000 per year. Households with this level of income are more likely to use public transit (although their ability to pay for fares may be limited), since affording the upkeep of more than one personal vehicle is difficult.

- Planned communities in Cinco Ranch and New Territory show 5.83 percent and 1.49 percent of households with income levels below \$30,000, respectively;
- Missouri City and Sugar Land show a somewhat higher rate of households with income levels below \$30,000, 10.83 percent and 11.93 percent, respectively;
- Stafford and Katy show a higher percentage of households with income levels below \$30,000, 22.95 percent and 26.12 percent, respectively; and
- Richmond and Rosenberg show the highest percentages within Fort Bend County of households with income levels below \$30,000, with both between 42 percent and 43 percent of total households in each community.

Income levels are not the sole determinant for assessing transit users since low-income levels do not preclude a household from possessing considerable financial assets. Low-income levels in Richmond and Rosenberg indicate, however, that a large percentage of the population has modest financial resources and most likely a greater need for transit. Pockets of low-income persons also exist in most other larger cities within Fort Bend County, such as Missouri City and Sugar Land. Higher levels are found in Katy and Stafford; however,

among cities with populations greater than 10,000, Richmond and Rosenberg have the highest poverty rates.

### Auto Availability

While income is an indirect measure of mobility, auto availability is a direct measure of transportation resources. Households without an automobile must rely on transportation alternatives to travel any distance. Transit can provide a viable option for individuals in these households.

Most communities in Fort Bend County have a high rate of auto availability. Auto availability exceeds 99 percent of households in neighborhoods such as Cinco Ranch, New Territory, and municipalities such as Meadows Place and Missouri City. Stafford exceeds 97 percent and Sugar Land exceeds 98 percent of all households. Katy has a substantially higher rate of households without a car at 6.00 percent.

Richmond and Rosenberg have the highest rate of households without an automobile among the communities and developments with over 10,000 people. Approximately one household in eight in Rosenberg and one household in six in Richmond does not have an automobile. While Richmond and Rosenberg households comprise 15 percent of the total households among the cities shown, approximately 66.6 percent of these households are without cars. *Table 3.5* shows the auto availability of all the major communities.

<i>City/Planned Community</i>	<i>Households 1 + Car</i>	<i>Households No Car</i>	<i>Households Total</i>	<i>Households % No Car</i>
Rosenberg	6,651	1,319	7,970	16.55%
Richmond	2,974	424	3,398	12.48%
Katy	3,647	233	3,886	6.00%
Stafford	5,720	137	5,857	2.34%
Sugar Land	249	275	20,560	1.34%
Missouri City	16,846	157	17,003	0.92%
Meadows Place	1,743	12	1,755	0.68%
New Territory	11,533	50	11,583	0.43%
Cinco Ranch	3,368	9	3,377	0.27%
<b>Cities &amp; Planned Communities</b>	<b>52,731</b>	<b>2,616</b>	<b>75,389</b>	<b>3.47%</b>

*Source: U.S. Census 2000*

### Work Trips

Another important means of evaluating transit is examining trips to work. Transit service can involve providing mobility to persons who choose to use transit, who are lacking significant alternatives, or who need transit service. For each group, considering work trips is important since an individual working full time normally makes ten trips to and from work each week. Understanding work trip travel patterns can help understand where the potential for transit exists as an alternative means for work trips.



Work travel in the United States is heavily skewed toward a person driving his or her own vehicle alone. Nationally, according to the U.S. Census 2000, individuals driving alone comprise 75.7 percent of all work trips. While on average only 4.7 percent used public transportation to get to work (nearly one-third of that total was from residents of New York State), in Texas, public transit constitutes only 1.9 percent of all work trips. Using Houston METRO, Harris County has 4.1 percent of its trips provided by public transit. *Even though Fort Bend County currently does not have significant public transit services, according to the U.S. Census, 1.66 percent of all Fort Bend County work trips are made using public transit.* Figure 3.5 shows the distribution of commutes to work in Fort Bend County delineated by driving alone, carpool, and public transportation.

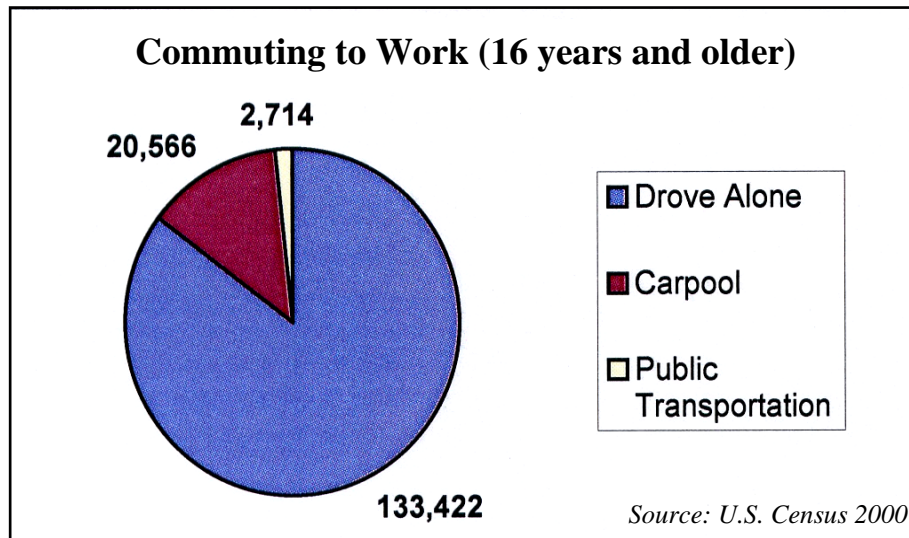


Figure 3.5 – Fort Bend County Commute to Work

Fort Bend County public transit users live primarily near Meadows Place, Houston areas of Fort Bend County, and areas of Sugar Land adjacent to US 59. A correlation exists between the heavy areas of work travel and transit travel. Where a high concentration of transit work trips are made (near the Fort Bend County/Harris County border), a large number of overall work trips are made. Which potential transit use existed in 2000? The answer: primarily through the use of METRO Express service at METRO Park & Ride lots adjacent to Fort Bend County, just inside Harris County. However, as Fort Bend County continues to develop westward, the demand for work trips from locations within Fort Bend County will grow (see Figure 3.6 for distribution of work trips by mode for Fort Bend County).

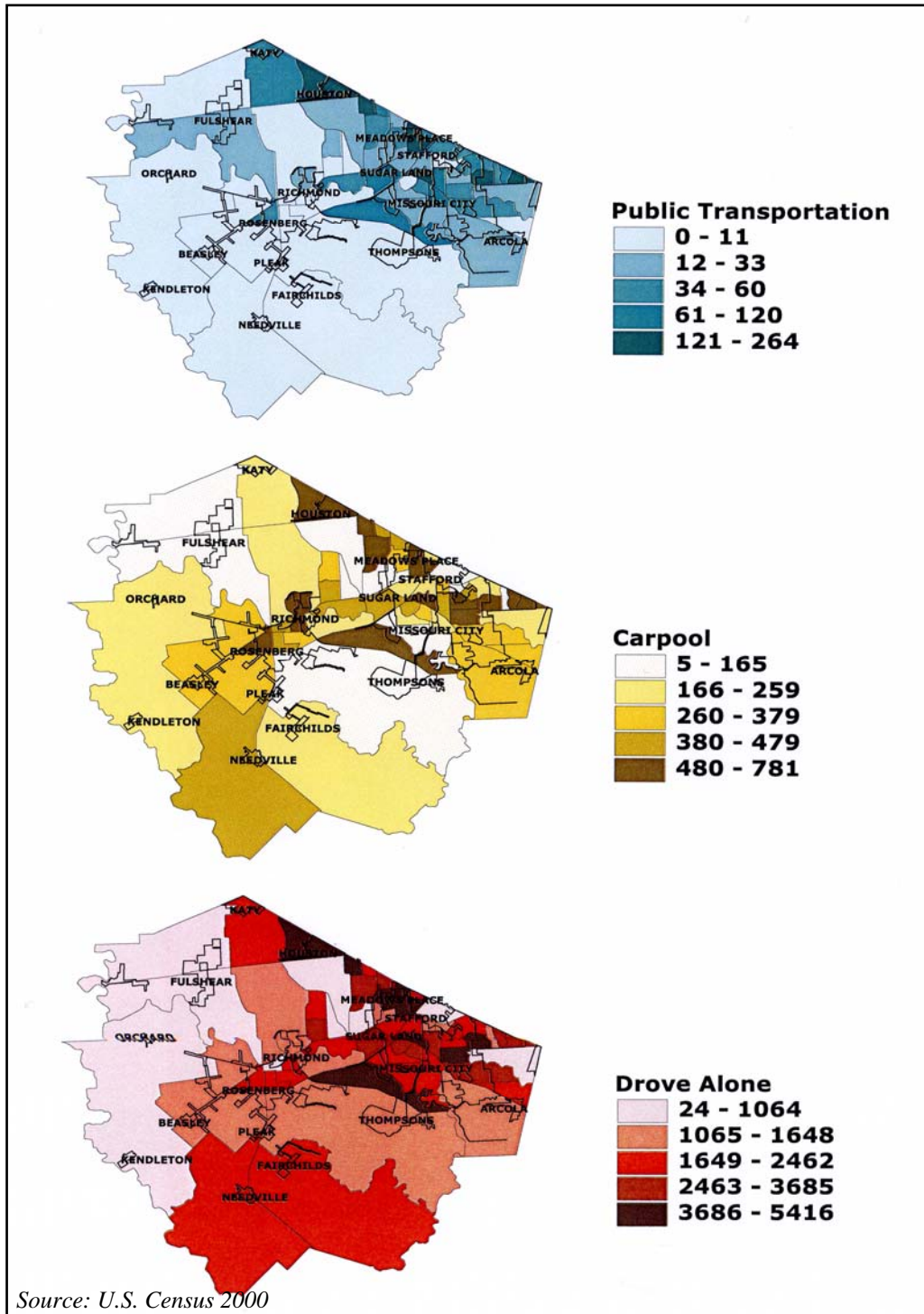


Figure 3.6 – Distribution of Work Trips by Mode in Fort Bend County

### ***Intra-County Trips***

Fort Bend County has grown rapidly over the last 20 years. Historically, many of the suburban areas in eastern Fort Bend County were considered “bedroom communities” for the greater Houston area, not major employment centers. However, detailed analysis indicates that considerable employment growth has occurred over the last ten years within Fort Bend County and is likely to increase in the future.

This section examines intra-county trips to significant employers where there would be large numbers of intra-county trips made. The Project Team used a methodology to determine the origins and destinations of trips within Fort Bend County involving the examination of trips generated from major Fort Bend County cities (origins) to several top employers and medical centers (destinations) in the county. The top employers considered are based on information provided by the Fort Bend County Chamber of Commerce. Major employers in Fort Bend County include the following:

- Fluor Corporation
- Fort Bend Independent School District (ISD)
- Memorial Hermann Hospital
- Schlumberger Companies
- Texas Instruments
- Polly Ryon Memorial Hospital
- Texas Department of Criminal Justice
- Fort Bend County
- Texana MHMR Center
- Lamar Consolidated Independent School District (CISD)

The geographic layout of the major employers in Fort Bend County is shown in *Figure 3.7*. All employers with at least 300 employees in Fort Bend County are represented on this map.

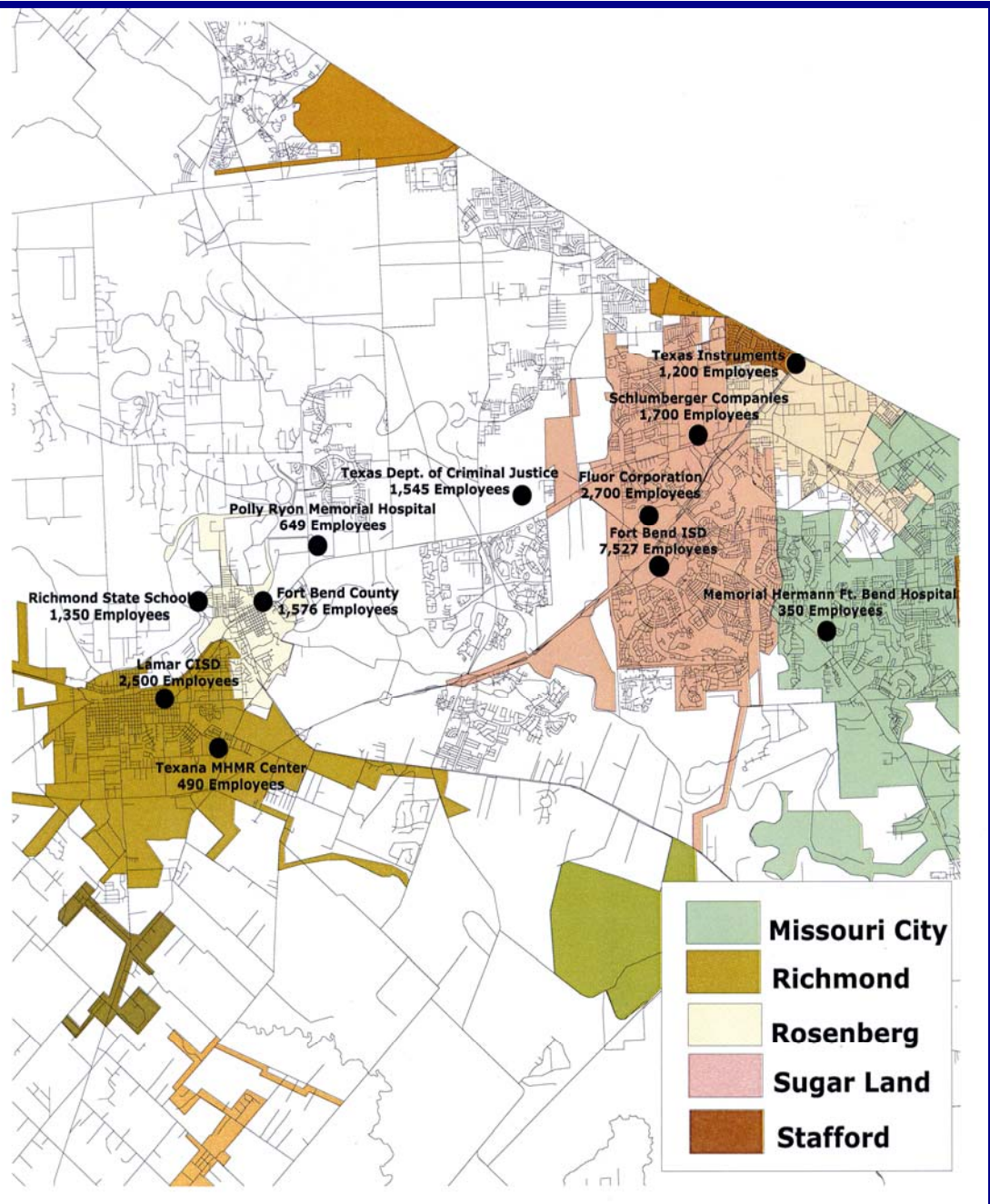


Figure 3.7 – Location of Major Employers in Fort Bend County



The trip data provided by the Houston-Galveston Area Council (H-GAC) represents peak a.m. trips only. Because the trip data was generated by TAZ, one of the first steps to the determine travel patterns required identifying which of the TAZ made up each of the major Fort Bend cities (origins). Once this was ascertained the individual TAZ associated with each top employer and medical facility (destination) was extracted in conjunction with the trip information. Note that the TAZ that is being represented as the destination might represent additional trips beyond that of the employer or medical facility due to the size of the TAZ. *Table 3.6* shows the trips generated from the cities of Richmond, Rosenberg, Sugar Land, Missouri City, and Stafford to each of the destinations.

***Table 3.6 – Intra-County Trips to Major Top Employers and Medical Facilities***

<i>Destination</i>	<i>Richmond</i>	<i>Rosenberg</i>	<i>Sugar Land</i>	<i>Missouri City</i>	<i>Stafford</i>	<i>Total Trips</i>
Fluor Corporation	156.3	59.5	1,460.3	479.4	184.9	<b>2,340.4</b>
Memorial Hermann Hospital	30.4	13.5	795.2	784.5	104.9	<b>1,728.5</b>
Schlumberger Companies	56.6	21.9	479.5	187.9	156.6	<b>902.5</b>
Fort Bend ISD	31.5	13.0	381.8	117.0	38.2	<b>581.5</b>
Texana MHMR Center	369.2	81.6	35.3	14.2	5.2	<b>505.5</b>
Fort Bend County	337.6	33.0	72.1	29.0	10.2	<b>481.9</b>
Polly Ryon Memorial Hospital	138.6	144.6	89.6	25.6	12.9	<b>411.3</b>
Texas Department of Criminal Justice	44.7	25.9	258.3	51.0	26.9	<b>406.8</b>
Lamar CISD	273.8	80.1	25.6	7.6	3.0	<b>390.1</b>
Texas Instruments	8.6	4.4	99.9	35.9	47.5	<b>196.3</b>
<b><i>Total Trips</i></b>	<b>1,447.3</b>	<b>477.5</b>	<b>3,697.6</b>	<b>1,732.1</b>	<b>590.3</b>	<b>7,944.8</b>

The trip data shows the destinations that generated the highest number of trips originate from the city where the actual destination is located and from the city or cities that are close in proximity. For example, Fluor Corporation in Sugar Land captured the most trips from within its own city (origin). Residents in Sugar Land account for 1,460.3 of the 2,340.4 total trips to this destination, while nearby Missouri City makes up 20 percent of the trips. The cities of Richmond and Rosenberg contribute less than 7 percent of the trips to this destination.

The leading trip generators originate in the cities of Sugar Land, Missouri City, and Richmond, respectively. Conversely, the leading destinations or attractors among the top employers and medical facilities include Fluor Corporation, Memorial Hermann Hospital, and Schlumberger Companies. Based on the trip data, there may be cause for fixed-route interaction among cities adjacent to each other, such as Richmond/Rosenberg, Sugar Land/Missouri City, and Sugar Land/Stafford.

***Inter-County Trips***

Fort Bend County commuters travel to nine large employment centers in Harris County comprising 20,163 daily trips according to the U.S. Census 2000. The nine employment centers in descending order of trips made are:

- CBD
- Energy Corridor
- Texas Medical Center
- The Galleria/Uptown
- Greenway Plaza
- Westchase
- NASA
- Hobby International Airport
- Bush Intercontinental Airport

Figure 3.8 shows the distribution of work trips to the nine employment centers.

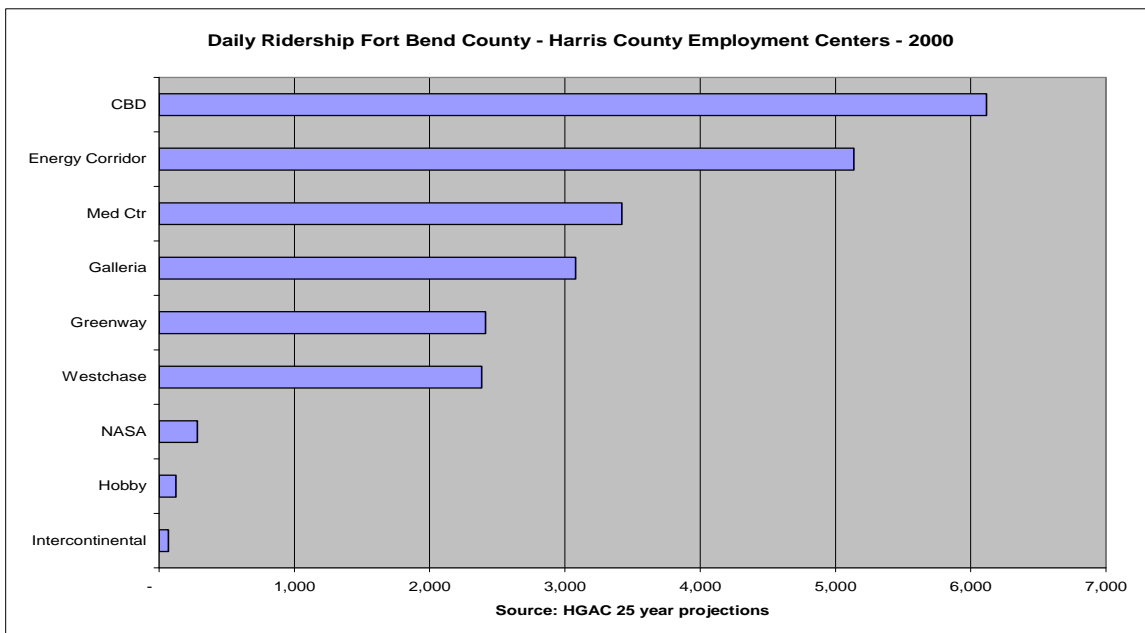
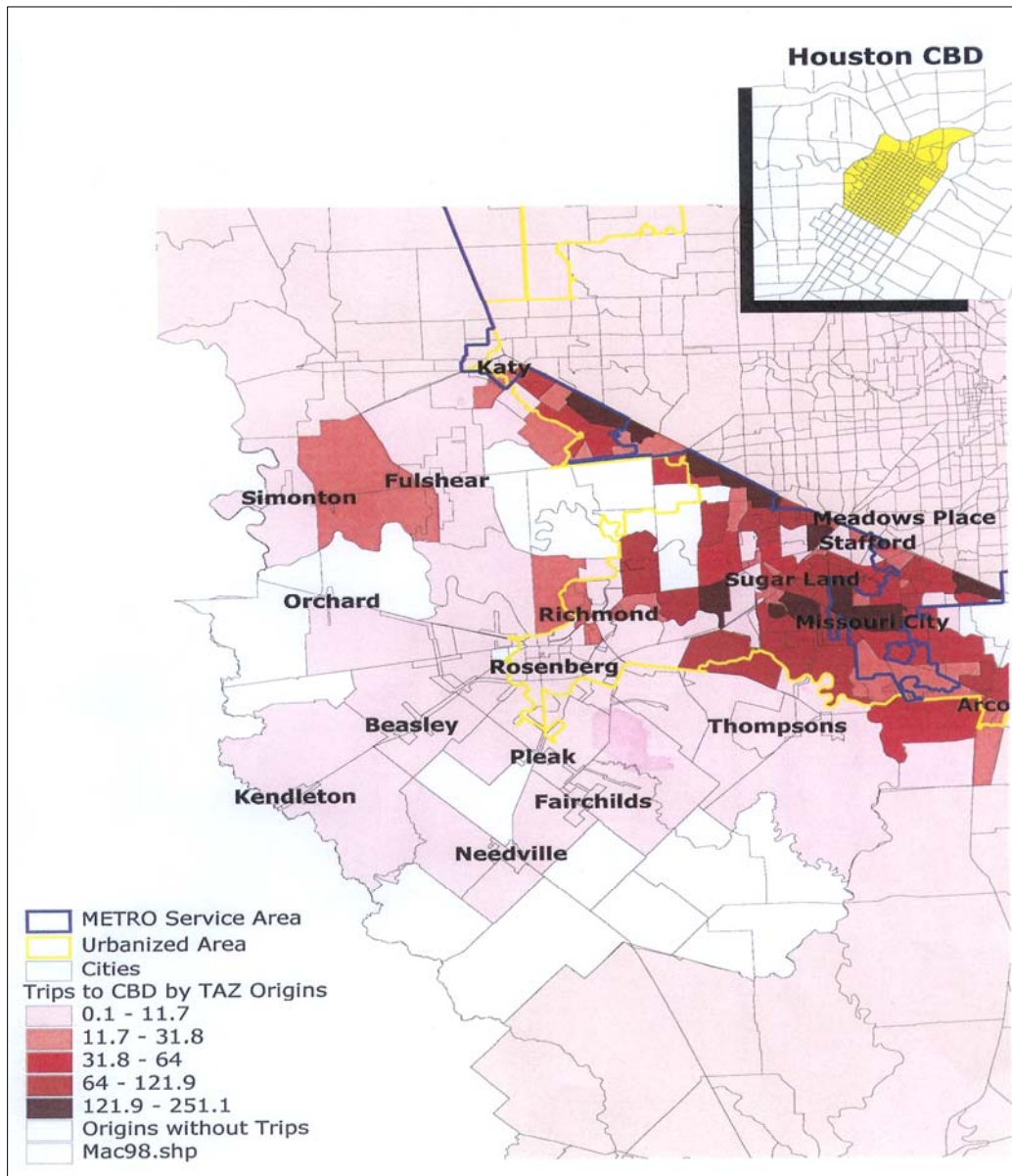


Figure 3.8 – Work Trips From Fort Bend County to Harris County

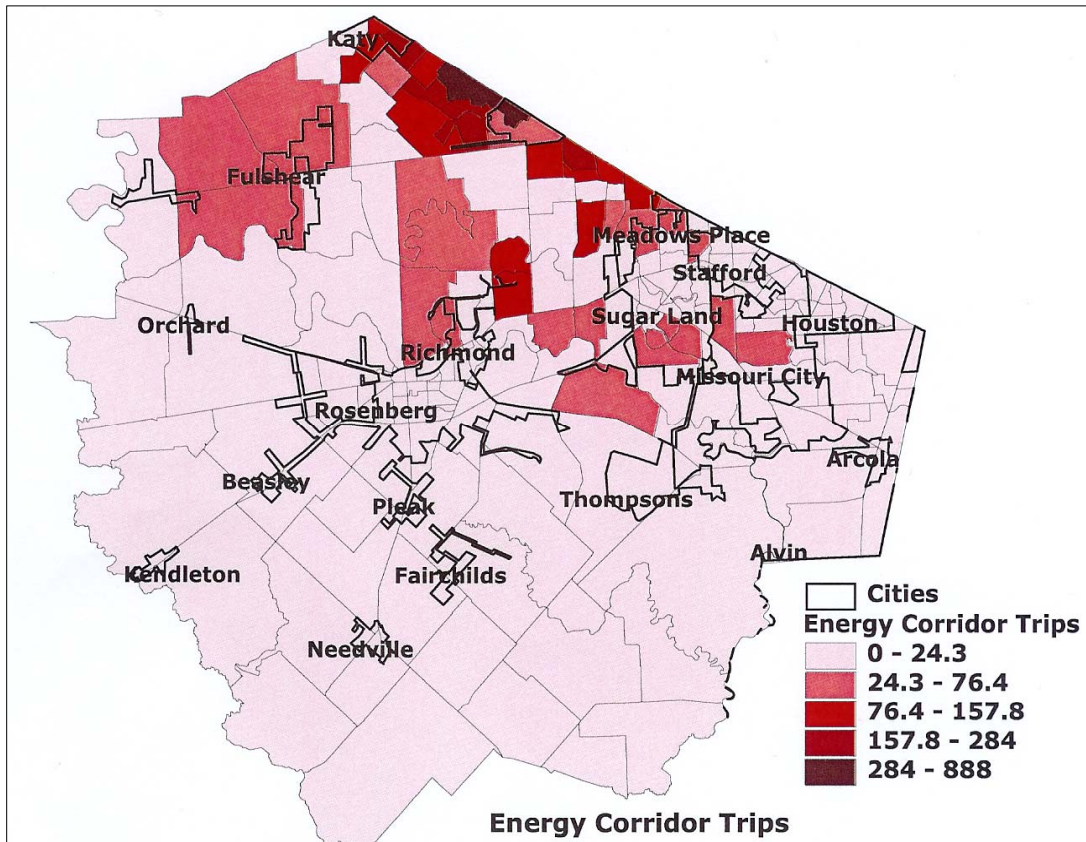


**Central Business District (CBD)** - Houston's CBD is the largest trip destination for inter-county work trips, comprising 30 percent of the trips among the nine largest inter-county work destinations. According to the U.S. Census 2000 and H-GAC data, 6,116 daily trips were made between Fort Bend County and the CBD as shown in *Figure 3.9*. Trips are concentrated along the Harris County/Fort Bend County line and into Sugar Land, Missouri City, Stafford, Katy, Cinco Ranch, and New Territory. Secondary concentrations exist in Fulshear and Richmond.



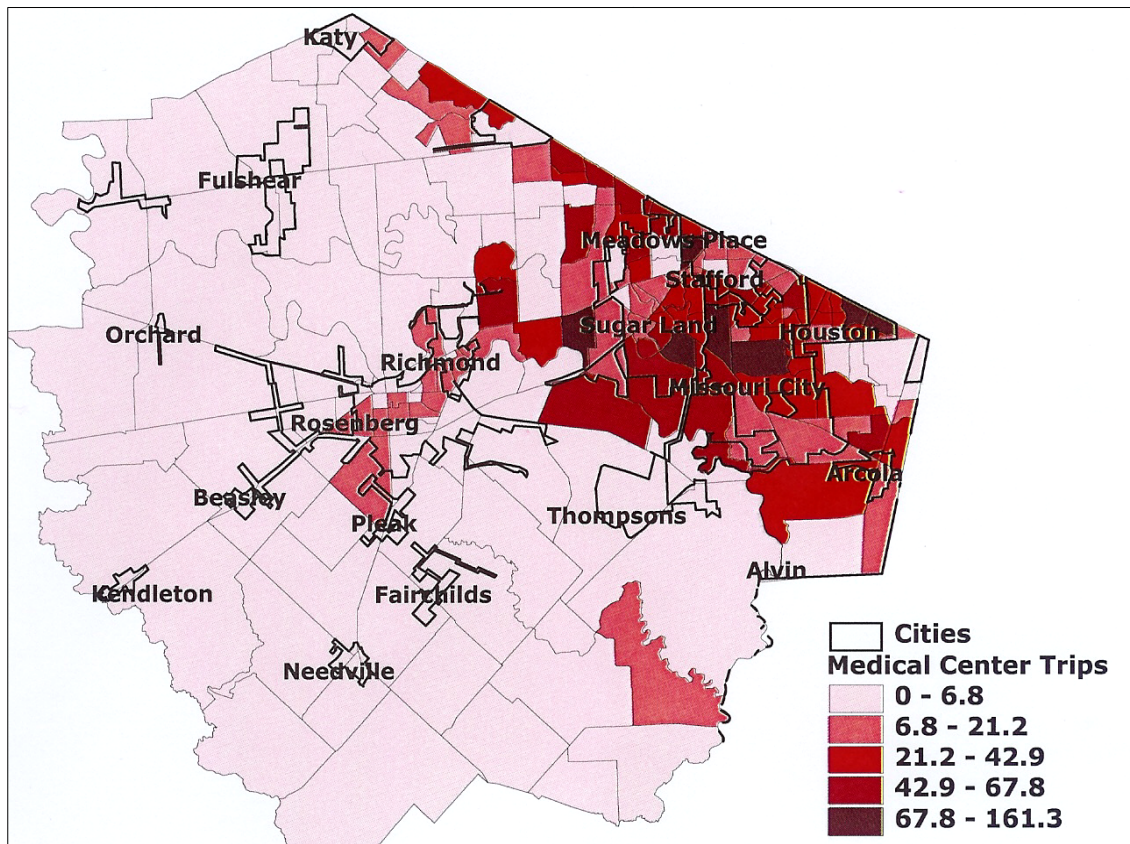
**Figure 3.9 – Trips from Fort Bend County to CBD**

**Energy Corridor** - The second largest concentration of inter-county trips originating in Fort Bend County is the Energy Corridor. Trips are concentrated farther north along the Fort Bend County/Harris County line with most of the largest concentrations in Cinco Ranch and Katy. According to the U.S. Census 2000 and H-GAC data, 5,135 daily trips were made between Fort Bend County and the Energy Corridor as shown on *Figure 3.10*. Demand is much lower farther south in Missouri City and Sugar Land.



*Figure 3.10 – Trips from Fort Bend County to Energy Corridor*

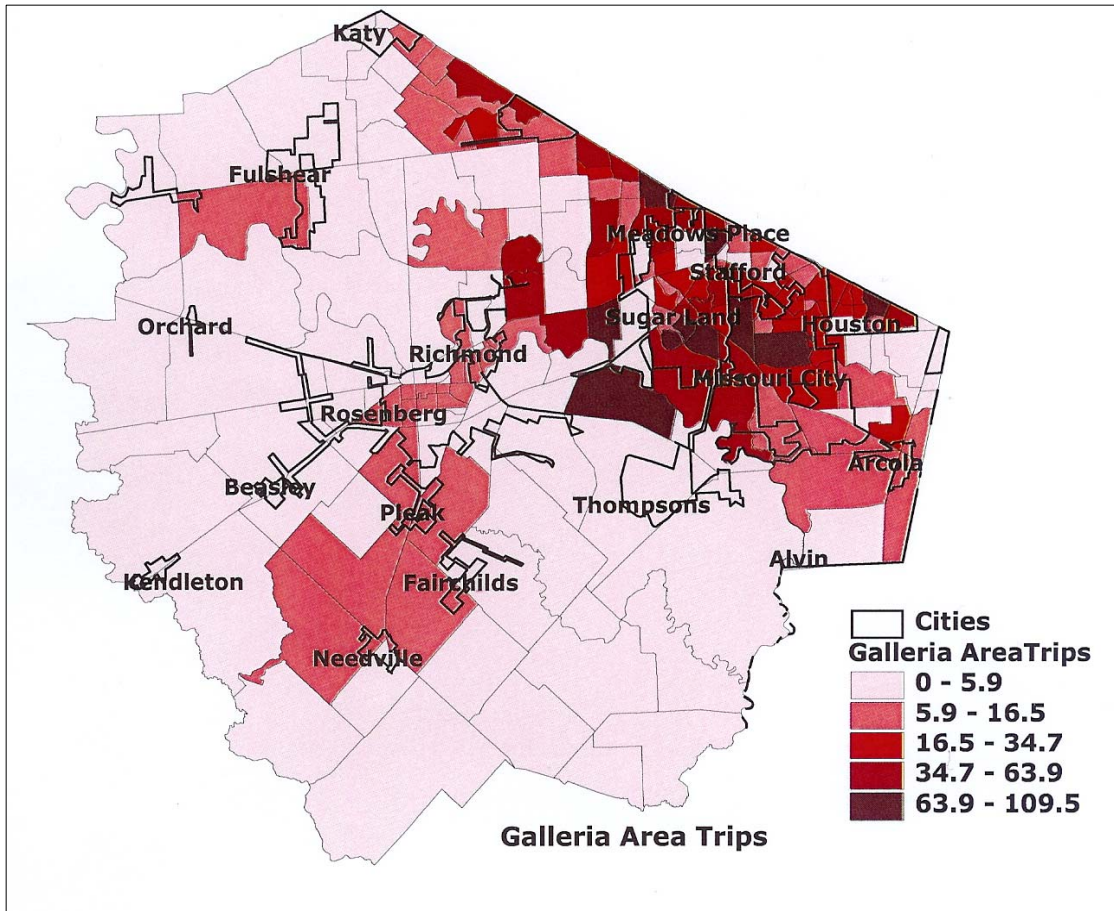
**Texas Medical Center** - The third largest concentration of inter-county work trips originating in Fort Bend County is Texas Medical Center. A similar percent of inter-county trips occur from the population with greater concentrations in the Stafford/Sugar Land/Missouri City areas. Concentrations are also evident in Sienna Plantation and Arcola. According to the U.S. Census 2000 and H-GAC data, 3,420 daily trips were made between Fort Bend County and Texas Medical Center as shown on *Figure 3.11*. Note that, although trips for medical purposes are not counted in the data, based on interviews and public meetings, it is reasonable to assume that a substantial number of daily medical trips are made to Texas Medical Center.



*Figure 3.11 – Trips from Fort Bend County to Texas Medical Center*

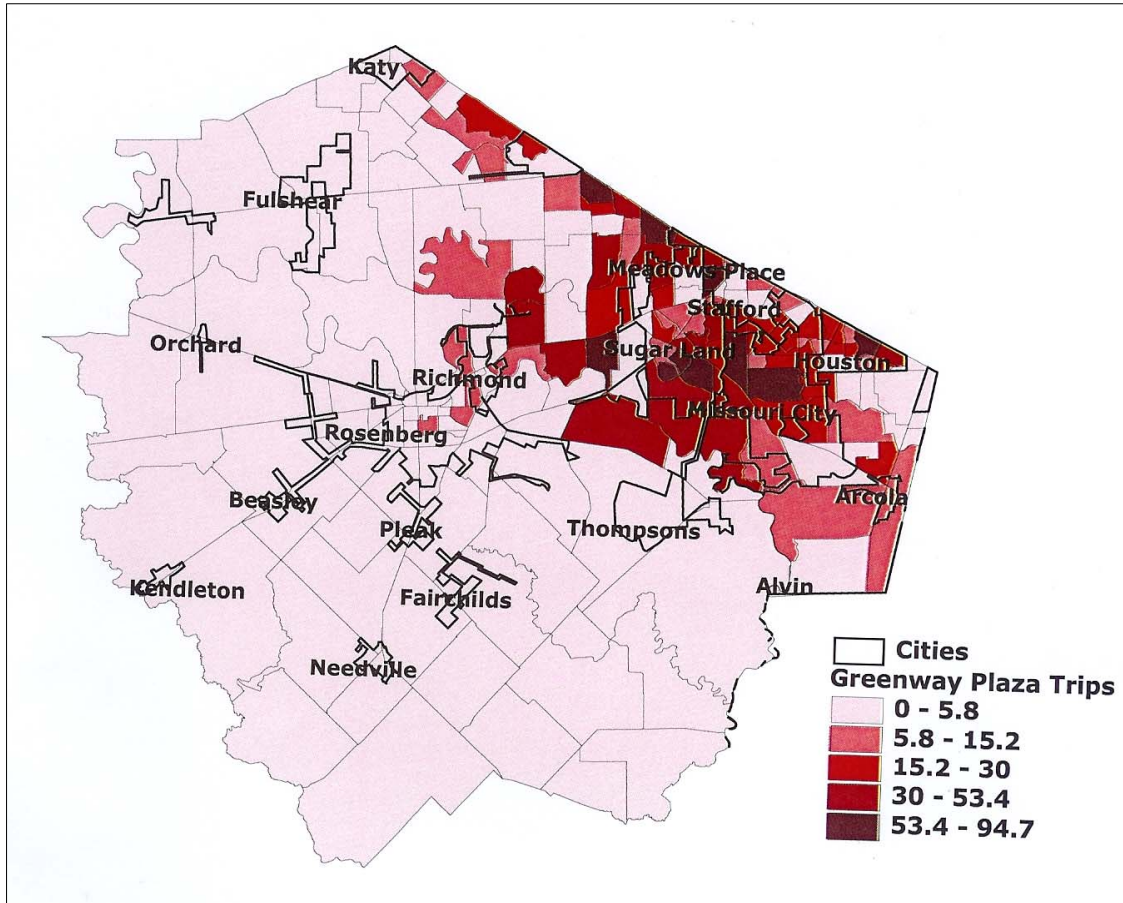


***Uptown/Galleria*** - The fourth largest concentration of inter-county work trips originating in Fort Bend County is Uptown/Galleria area. A similar percent of inter-county trips occur from the population with greater concentrations in the Stafford/Sugar Land/Missouri City and New Territory areas. According to the U.S. Census 2000 and H-GAC data, 3,079 daily trips were made between Fort Bend County and the Uptown/Galleria area (*see Figure 3.12*).



***Figure 3.12 – Trips from Fort Bend County to Uptown/Galleria***

**Greenway Plaza Area** - The fifth largest concentration of inter-county work trips originating in Fort Bend County is to the Greenway Plaza area. A similar percent of inter-county trips occur from the population with greater concentrations in the Stafford/Sugar Land/Missouri City and New Territory areas. According to the U.S. Census 2000 and H-GAC data, 2,413 daily trips were made between Fort Bend County and Greenway Plaza (see Figure 3.13).



**Figure 3.13 – Trips from Fort Bend County to Greenway Plaza**

**Westchase Area** - The sixth largest concentration of inter-county work trips originating in Fort Bend County is Westchase. A similar percent of inter-county trips occur from the population with greater concentrations in the Stafford/Sugar Land/Missouri City/New Territory areas. According to the U.S. Census 2000 and H-GAC data, 2,384 daily trips were made between Fort Bend County and Westchase (see Figure 3.14).

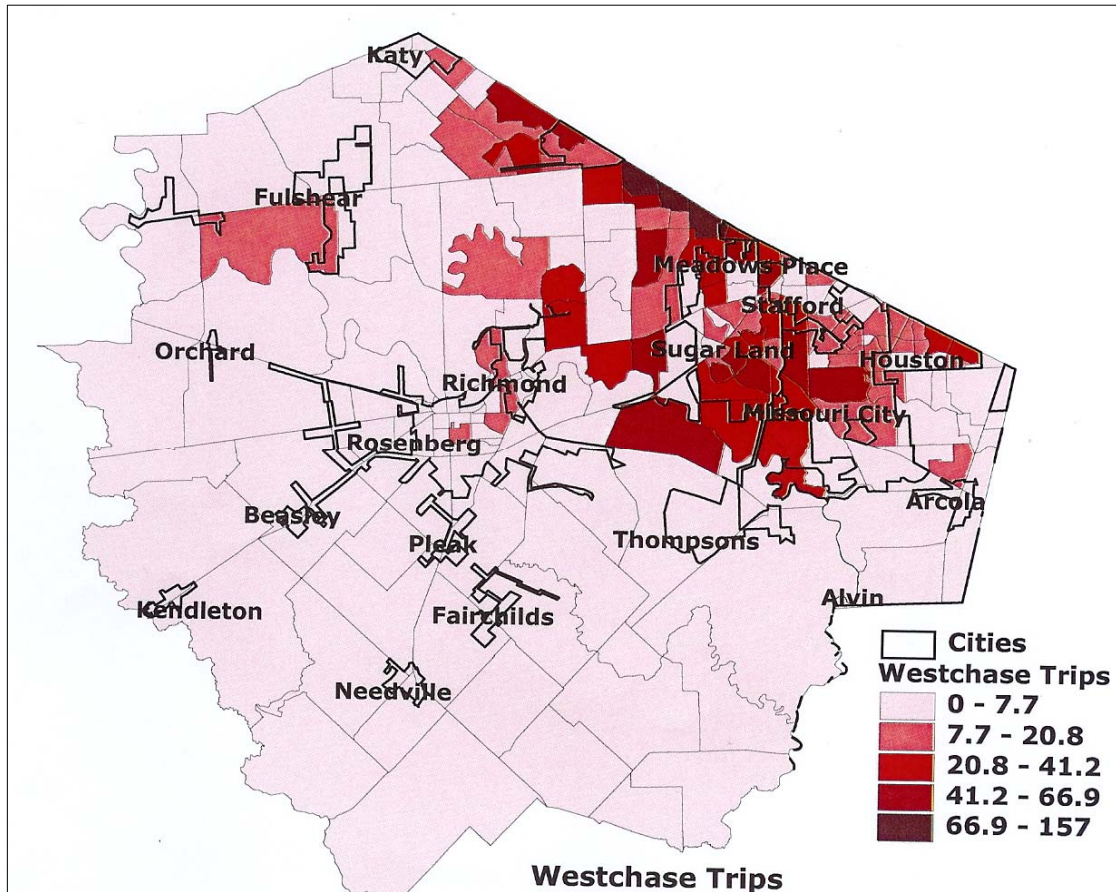


Figure 3.14 – Trips from Fort Bend County to Westchase

**National Aeronautics and Space Administration (NASA)** - Approximately 283 daily work trips are made from Fort Bend County to NASA in far southeastern Harris County. Trip origins are concentrated along the southeast part of Fort Bend County in Sugar Land, Missouri City, Sienna Plantation, and Arcola.

**Hobby International Airport** - Approximately 125 work trips are made daily from Fort Bend County to Hobby International Airport in southeast Harris County. Trips are concentrated in the southern part of the eastern edge of Fort Bend County centered in Missouri City. A substantial number of trips are also generated out of Sugar Land, Houston (Fort Bend County), and Stafford.



**Bush Intercontinental Airport** - Approximately 70 work trips are made daily from Fort Bend County to Bush Intercontinental Airport in northern Harris County. Travel origins are more dispersed and comprised of a lower concentration of trips.

**Conclusion**

Six employment centers have more than 2,000 daily work trips from Fort Bend County to their centers daily. On the basis of trip volume, Fort Bend County should consider implementing transit services to serve a portion of these trips. Doing so may prove to be more feasible in the long term. Chapter 8 analyzes the feasibility of transit service in Fort Bend County farther. TREK Express currently is providing 150 daily trips to the Greenway Plaza Transit Center; however, a percentage of those trips go to other destinations through METRO. Trip volume in each of the centers is expected to grow considerably by 2025. Potential demand for work-oriented transit trips should increase as well.

Even though NASA, Hobby International Airport, and Bush Intercontinental Airport are among the large employment centers in the Houston Metropolitan region, given the distances from Fort Bend County, fewer trips originate in Fort Bend County for these major employers than others. These areas are better suited for vanpool service over commuter bus service from Fort Bend County.

**Distribution of Work Travel by Modes Per City**

Travel patterns for different cities are shown in *Table 3.7*. Cinco Ranch has the highest percentage of transit usage among the planned communities shown despite its high per capita and household income. Meadows Place, adjacent to Harris County, is second highest. Richmond and Rosenberg have low transit usage (less than 1 percent) but the highest rate of carpool travel, 22.12 percent and 19.50 percent, respectively. Richmond/Rosenberg’s low transit usage and high carpool percentage may be a function of (1) limited transit alternatives in the area and (2) a high percentage of persons without a vehicle.

<i>City or Planned Community</i>	<i>Drive Alone</i>	<i>Carpool</i>	<i>Public Transit</i>	<i>Total Households</i>	<i>Percentages</i>		
					<i>Drive Alone</i>	<i>Carpool</i>	<i>Public Transit</i>
Sugar Land	25,723	2,841	440	30,510	84.31%	9.31%	1.44%
Missouri City	22,196	3,019	446	26,500	83.76%	11.39%	1.68%
Rosenberg	7,739	1,998	53	10,246	75.53%	19.50%	0.52%
Stafford	6,701	1,097	157	8,193	81.79%	13.39%	1.92%
New Territory	4,848	573	106	5,763	84.12%	9.94%	1.84%
Katy	4,446	703	61	5,385	82.56%	13.05%	1.13%
Cinco Ranch	4,482	486	228	4,998	89.68%	9.72%	4.56%
Richmond	3,140	975	17	4,408	71.23%	22.12%	0.39%
Meadows Place	2,271	271	61	2,651	85.67%	10.22%	2.30%
<b>Total</b>	<b>81,546</b>	<b>11,963</b>	<b>1,569</b>	<b>98,654</b>	<b>82.66%</b>	<b>12.13%</b>	<b>1.59%</b>

*Source: U.S. Census 2000*

## Rural Transportation

Much of this chapter focuses on the transit needs in larger cities and planned communities. However, a large portion of central and west Fort Bend County is primarily rural. Household incomes tend to be lower (often much lower) in rural communities. Many households lack automobiles, often an indication that sharing a ride is the only transportation alternative. These rural cities, towns, and villages are reviewed below.

***City of Arcola*** - Located on the eastern edge of Fort Bend County, Arcola has a population of 1,099. Among the communities with populations less than 2,500 (excluding Meadows Place), Arcola is the closest to Harris County. Currently, access to Harris County is difficult since FM 521 (which is a two-lane road in many areas) is the primary direct access to Harris County. FM 521 is identified as an “Express Street” alternative in the H-GAC Regional Transportation Plan (RTP). The opening of the Fort Bend Parkway Toll Road in 2004 will provide much better access to Harris County, US 90, and Beltway 8. Approximately 11 percent of households have an annual income under \$10,000 and 26.58 percent have an annual income under \$30,000 per year. The average household income in Arcola is \$31,607, which represents only 49 percent of the average median income in Fort Bend County. Approximately one in seven, or 14.41 percent, of all households in Arcola do not have an automobile. Additionally, approximately 72 percent of Arcola residents drive to work, 23 percent carpool, and 0.6 percent use public transportation. Individuals not using one of the three modes listed above work at home. Concurrent with this document, an FM 521 park & pool is being considered beneath the SH 6 overpass. This facility could better assist those commuters using modes such as carpools and vanpools.

***City of Beasley*** - Located southwest of Rosenberg along US 59, Beasley has a population of 592 based on the U.S. Census 2000. Approximately 1.91 percent of Beasley’s households have an income below \$10,000 and 17.20 percent have incomes below \$30,000. The average household income in Beasley is \$35,000, which represents only 54.8 percent of the average median household income in Fort Bend County. Approximately one in 11, or 9.41 percent, of all households in Beasley do not have an automobile. Among Beasley residents, 78.82 percent drive alone and 14.90 percent carpool to work.

***Village of Fairchilds*** - Located south of Rosenberg, Fairchilds has a population of 723. In Fairchilds 0 percent of its households have an income below \$10,000 and only 2.70 percent have household incomes below \$30,000. The average household income in Fairchilds is \$52,000. Among Fairchilds residents, 85.71 percent drive alone and 10.20 percent carpool to work.

***City of Fulshear*** - Located on FM 1092 in north central Fort Bend County, Fulshear has a population of 705. In Fulshear 7.22 percent of its households have an income below \$10,000 and 20 percent have incomes below \$30,000. The average household income in Fulshear is \$44,375. Approximately one in nine, or 10.71 percent, of all households in Fulshear do not have an automobile. Among Fulshear residents, 86.21 percent drive alone and only 5.86 percent carpool to work.

***City of Kendleton*** - Located along US 59 on the Fort Bend County/Wharton County line, Kendleton has a population of 459 and is one of the most distant communities from the metropolitan center in Fort Bend County. Among the Kendleton population, 4.88 percent of

households have an annual income of less than \$10,000 per year and 30.08 percent of households have an annual income of less than \$30,000 per year. The average household income in Kendleton is \$21,563 (the lowest level in Fort Bend County), which represents only 33.8 percent of the county's median income. Approximately one in seven, or 10.71 percent, of all households in Kendleton do not have an automobile. Among Kendleton residents, 75.41 percent drive alone and 19.67 percent carpool.

***City of Needville*** - Located along SH 36 south of Rosenberg, Needville has a population of 2,480. Among the Needville population, 5.00 percent of households have an annual income of less than \$10,000 and 16.14 percent of households have an annual income of less than \$30,000 per year. The average household income in Needville is \$41,202. Approximately one in 14, or 6.88 percent, of all households in Needville do not have an automobile. Among Needville residents, 85.70 percent drive alone and 12.13 percent carpool to work.

***City of Orchard*** - Located along SH 36 northwest of Rosenberg, Orchard has a population of 417. Among the population, 5.69 percent of households have an annual income of less than \$10,000 and 8.94 percent of households have an annual income of less than \$30,000 per year. The average household income in Orchard is \$47,000. Among Orchard residents, 86.45 percent drive alone and 10.75 percent carpool to work.

***Village of Pleak*** - Located along SH 36 south of Rosenberg, Pleak has a population of 969. Among the Pleak population, 2.65 percent of households have an annual income of less than \$10,000 and 9.09 percent of households have an annual income of less than \$30,000 per year. The average household income in Pleak is \$52,183. Among Pleak residents, 70.11 percent drive alone and 21.47 percent carpool.

***Town of Thompsons*** - Located southeast of Rosenberg along FM 2759, Thompsons has a population of 232. Thompsons' road access is located to the west and north, but not toward Arcola to the east due to the Brazos River. Among the Thompsons population, 7.69 percent of households have an annual income of less than \$10,000 and 27.69 percent of households have an annual income of less than \$30,000 per year. No households listed an annual income between \$20,000 and \$29,999; therefore, more than 25 percent of Thompsons' population has an annual income of less than \$20,000. The average household income in Thompsons is \$32,083, or 50.61 percent of the county's median income. Approximately one in 13, or 7.77 percent, of all households in Thompsons do not have an automobile. Among Thompsons' residents, 86.41 percent drive alone and 11.65 percent carpool to work.

## **Rural Communities**

*Tables 3.8 through 3.11* present the comparisons of rural communities in Fort Bend County.

**Table 3.8 – Distribution of Incomes Under \$30,000 Among Rural Communities in Fort Bend County**

City, Town, Village	Income Under \$10,000	Income Under \$20,000	Income Under \$30,000	Total Households	Percentages		
					% Under \$10,000	% Under \$20,000	% Under \$30,000
Needville	35	53	25	700	5.00%	12.57%	16.14%
Pleak	7	14	3	264	2.65%	7.95%	9.09%
Arcola	24	20	15	222	10.81%	19.82%	26.58%
Fairchilds	0	2	3	185	0.00%	1.08%	2.70%
Fulshear	13	13	10	180	7.22%	14.44%	20.00%
Beasley	3	17	7	157	1.91%	12.74%	17.20%
Orchard	7	2	2	123	5.69%	7.32%	8.94%
Kendleton	6	11	20	123	4.88%	13.82%	30.08%
Thompsons	5	13	0	65	7.69%	27.69%	27.69%
<b>Rural Communities</b>	<b>100</b>	<b>145</b>	<b>85</b>	<b>2,019</b>	<b>4.95%</b>	<b>12.13%</b>	<b>16.34%</b>

Source: U.S. Census 2000

**Table 3.9 – Availability of Automobiles in Households Among Rural Communities in Fort Bend County**

City, Town, Village	1 + Car	0 Car	Total	% No Car
Arcola	190	32	222	14.41%
Kendleton	158	25	183	13.66%
Fulshear	250	30	280	10.71%
Beasley	231	24	255	9.41%
Thompsons	95	8	103	7.77%
Needville	1,029	76	1,105	6.88%
Pleak	463	12	475	2.53%
Orchard	212	2	214	0.93%
Simonton	249	2	251	0.80%
Fairchilds	343	0	343	0.00%
<b>Rural Communities</b>	<b>3,220</b>	<b>211</b>	<b>3,431</b>	<b>6.15%</b>

Source: U.S. Census 2000

<b>Table 3.10 – Median Household Income Among Rural Communities in Fort Bend County</b>	
<b>Fort Bend County City, Town, or Village under 2,500 Population</b>	<b>Median Household Income</b>
Fairchilds	\$52,500
Pleak	\$52,188
Orchard	\$47,000
Fulshear	\$44,375
Needville	\$41,202
Beasley	\$35,000
Thompsons	\$32,083
Arcola	\$31,607
Kendleton	\$21,563
<b>Fort Bend County</b>	<b>\$63,831</b>
<i>Source: U.S. Census 2000</i>	

<b>Table 3.11 – Travel Mode to Work Used Among Rural Communities in Fort Bend County</b>							
<b>City, Town, Village</b>	<b>Drive Alone</b>	<b>Carpool</b>	<b>Public Transit</b>	<b>Total Households</b>	<b>Percentages</b>		
					<b>Drive Alone</b>	<b>Carpool</b>	<b>Public Transit</b>
Needville	947	134	0	1,105	85.70%	12.13%	0.00%
Pleak	333	102	0	475	70.11%	21.47%	0.00%
Fairchilds	294	35	0	343	85.71%	10.20%	0.00%
Arcola	228	74	2	316	72.15%	23.42%	0.63%
Fulshear	250	17	0	290	86.21%	5.86%	0.00%
Beasley	201	38	0	255	78.82%	14.90%	0.00%
Orchard	185	23	2	214	86.45%	10.75%	0.93%
Kendleton	138	36	0	183	75.41%	19.67%	0.00%
Thompsons	89	12	0	103	86.41%	11.65%	0.00%
<b>Rural Communities</b>	<b>2,665</b>	<b>471</b>	<b>4</b>	<b>3,284</b>	<b>81.15%</b>	<b>14.34%</b>	<b>0.12%</b>
<i>Source: U.S. Census 2000</i>							

Developing a new transit plan for a community or a county involves review and analysis of several important existing factors as evidenced in Chapters 2 and 3. Chapter 2 discussed existing transportation service within or adjacent to Fort Bend County. Chapter 3 discussed existing conditions relevant to the development of a transit plan in Fort Bend County including population patterns, trip patterns, income, auto availability, existing transit use, and other local conditions. Together, Chapter 2 and Chapter 3 lay the groundwork for examining the relevance of a variety of potential transit modes and their value to the improvement of mobility in Fort Bend County.

Chapter 4 examines specific transit modes and how they work. Developing an effective and practical transit plan not only requires a full assessment of mobility needs, it also calls for other perspectives and an analysis of useful potential solutions as they relate to the present and future needs of Fort Bend County.

## **Commuter Services**

Commuter services typically are designed to serve distinctly different demographic market groups than local fixed-route, community, or human service transportation providers. Trip characteristics include the following:

- Relevant commuter service trips are usually 10 miles or greater and/or are trips into areas of considerable traffic congestion;
- Usage is primarily during morning peak hours (5 a.m. to 9 a.m.) and afternoon peak hours (3 p.m. to 6 p.m.);
- Most individuals will have the option of driving their own vehicle or riding the commuter service; and
- Success of the transit service will require providing advantages over using an individual's own vehicle, which may include cost, travel time, comfort, and convenience.

While cost savings can be a positive factor in individuals choosing commuter service, cost alone rarely results in changes in travel behavior. Other advantages, such as reduced travel time, convenience, and comfort, will be needed for persons to choose a commuter service alternative.

Individuals who lack travel alternatives may also choose to use commuter service. Using commuter service can often supplement and augment the service available to persons who do rely largely upon community transportation. This could include access to shopping, medical trips, and airports. However, the focus or primary market for commuter transportation is toward individuals traveling to their jobs.



## Express Bus or Commuter Bus

Express or commuter bus is a transit option that is now used in Fort Bend County in the form of the TREK Express (*see Chapter 2 for a description of this service*). Express bus or commuter service provides morning and evening bus service with just a few stops. Destinations are typically large employment centers.

Express bus service usually begins at a park & ride facility, park & pool lot, or even an underutilized commercial parking lot. Commuter service is designed to offer convenience and comfortable travel to and from home to work. The use of High-Occupancy Vehicle (HOV) lanes and limited stops between trip origins and destinations helps reduce travel time so that trip times may be similar or superior to individual vehicle travel. One drawback of fixed-route service as a commuting option is that the frequent stops that typically are required slow travel times significantly. Commuter or express service eliminates that drawback with few stops along its route.

Express bus service in or near Fort Bend County includes the following:

- TREK Express provides commuter bus service from The University of Houston Sugar Land Park & Ride and the AMC Theatre Park & Ride (provided 6,000 trips in October); and
- Houston METRO provides commuter services at the western edge of Harris County. The destinations include four major employment centers in Harris County--the CBD, Uptown/Galleria, Texas Medical Center, and Greenway Plaza. Although many users of the METRO commuter service are from Fort Bend County, as development and population increase, these services will be insufficient to address future demand.

Additional express service within Fort Bend County directly to large employment centers in Harris County does warrant consideration. Two examples of transit vehicles currently used in the Houston service area are shown below. *Figure 4.1* shows a TREK Express Vehicle and *Figure 4.2* shows a Coach USA vehicle similar to The Woodlands Express commuter vehicle.



*Figure 4.1 - TREK Express Vehicle*



*Figure 4.2 - Commuter Vehicle*

## Vanpool or METROVan Service

Vanpool service allows individuals who can meet at a central point (i.e., a park & ride or park & pool) to travel to a similar destination in a van. Vans carry up to 15 passengers depending on the vehicle type chosen. Members of the vanpool split operating costs, which are much less than the cost of traveling alone. Subsidies for individuals who use vanpools often enhance the cost savings available for vanpools. A person traveling more than 15 miles each way to work reaps the largest cost-savings benefit and will often use vanpools. HOV lanes and preferential parking are also available to vanpools.

The commuters in the eight-county Houston metropolitan area can take advantage of this vanpool service through the METROVan Program (*see Figure 4.3*). Features of the METROVan service include the following:

- Available throughout Fort Bend County and to any destination in the region
- 7 – 15 people can form a vanpool
- Program offers computerized matching to help set up vanpools
- One or two people are in charge of driving and taking care of the vehicle
- Participants must lease the van and share in the operating costs
- Riders can get a \$35 discount each month by using the van at least 12 times per month
- Of the 300 vanpools operating in the Houston-Galveston region, more than 20 currently operate in Fort Bend County

METROVan service is a practical and relatively low-cost alternative that can be promoted and expanded within Fort Bend County. Travel to employment centers in Harris County and Fort Bend County can be provided efficiently and in a manner that can positively impact congestion.

H-GAC now is promoting a new vanpool service utilizing “mini-vans.” The program is designed to encourage vanpooling, even for smaller work groups, and may provide an alternative for Fort Bend commuters with secondary workplace destinations which lack high numbers of daily commute trips.



*Figure 4.3 – METROVan Vanpool*

## Commuter Rail Service

Commuter Rail is one transit mode that has emerged nationwide as a highly attractive means of addressing urban congestion in recent years. The Houston metropolitan area is also considering commuter rail along some of the corridors of opportunity. Interest in commuter rail exists for several reasons, including the following:

- Commuter service can often use existing freight rail right-of-way and often even existing track infrastructure;
- Cost of construction, vehicle acquisition, and operation is often highly favorable when compared to other fixed-guideway alternatives such as light rail;
- Long work commutes (10, 20, 30 miles or more) can be well served by commuter rail;
- Ability to transport large numbers of people during peak hours; and
- Comfort and amenities provided by rail service offer a desirable alternative to long automobile commutes.

A feasibility study has been completed on the potential rail service along the US 90 corridor between Missouri City and Rosenberg. The findings of this initial feasibility study indicate that commuter rail may be feasible in Fort Bend County along the US 90A alignment. An additional alternatives analysis is slated to begin in 2005. Developing actual service will require a substantial financial commitment from both Harris County and Fort Bend County, with actual service possible in several years. An additional discussion on rail transportation is included in Chapter 5. *Figure 4.4* shows the *Texas GulfLiner* providing commuter rail service between Houston and Galveston.



*Figure 4.4 – Commuter Rail Service*

## Community or Social Services Transportation

Modes of transit directed toward persons with special needs are available currently through various nonprofit groups. Community or social service transportation is largely designed to enhance the mobility of individuals who are unable or have difficulty accessing jobs, medical services, school, shopping, and recreational opportunities without available transportation. Chapter 2 discussed many of the services available in Fort Bend County. The following presents the features of each mode:

- Usage is higher during morning peak hours (5 a.m. to 9 a.m.) and afternoon peak hours (3 p.m. to 6 p.m.), but can be significant during other times of the day;
- Most individuals lack mobility options and rely on other transportation services to meet most or all of their mobility needs; and

- Success of the service requires design, management, and implementation that meets the widest range of critical mobility needs practical for this group in a fiscally constrained manner.

People who have transportation choices still use community transportation under specific circumstances. However, such individuals are unlikely to generate a substantial portion of ridership for these modes.

### **Demand-Response, Dial-A-Ride, and Paratransit Services**

Demand-response trips are designed for service in areas of low density, rural areas, or where other transit alternatives are impractical. Individuals who are unable to walk or travel any significant distance on their own can be served by demand-response services. Key features of demand-response services include the following:

- Demand-response service trips are arranged in advance and service is provided “door-to-door”
- Demand-response rides are often shared to transport as many people as reasonably possible
- Demand-response service is needed or desired for persons with disabilities and/or older adults who cannot travel alone
- Demand-response is a reasonable service option for rural areas
- Demand-response service is highly labor intensive
- Demand-response productivity and cost per trip tends to be high
- Demand-response service also can be provided as a subsidized taxi service under contract

Other than paratransit service, options are generally difficult to provide in rural areas of low density. Even in suburban areas of low density, low demand is often best suited to the use of demand-response service versus other alternatives.

*Figure 4.5* shows paratransit vehicles used in Tampa, Florida, and San Antonio, Texas, respectively.



*Figure 4.5 – Paratransit Vehicles*

## Fixed-Route Bus Service

When many individuals think of transit, fixed-route buses are what comes to mind first. Used in urban and suburban areas throughout the United States for several decades, fixed-route bus service, where appropriate, can be an effective and efficient means of providing mobility to meet a broad range of transportation needs. Relevant key characteristics of fixed-route transportation include the following:

- Fixed-route buses travel within a city or area with many stops along a fixed route on a specific schedule;
- As the traditional urban/city bus service and when conditions are favorable, fixed-route buses typically carry a large number of passengers at a relatively low cost;
- Routes tend to be relatively linear, although some turns, loops, and other adjustments can be made to calibrate routes in a way that maximizes demand by providing service to selected passenger destinations;
- Fixed routes do not perform as efficiently as other modes in most suburban and rural areas; and
- Fixed-route transportation requires a balance between convenience, speed, and the geographic scope of the route.

Fort Bend County currently has development or density patterns that are generally unfavorable for successful fixed-route bus transportation. Certain areas have the potential for a viable fixed-route bus service, such as the Richmond-Rosenberg area with its unique circumstances of population density and favorable demographics. Elsewhere in Fort Bend County, serious consideration of fixed-route bus service is more of a possible long-range option. Factors that would increase the feasibility of more extensive use of fixed-route bus transportation in the future include increasing densities of areas within the county, additional concentrations of residences and employment destinations, and implementing commuter rail. *Figure 4.6* shows a smaller fixed-route bus currently operating in Galveston, Texas.



*Figure 4.6 – Fixed-Route Bus*



## Circulator Bus Service

Circulator bus service in many respects is a variation of fixed-route service. However, the route is generally more circular, rather than linear, in design and is used for shorter distances. Characteristics of circulator bus service include the following:

- Circulator buses travel on a relatively circular route beginning and ending at the same location;
- Circulator buses work well for short-range shuttles ½ mile to 2 miles;
- Circulator buses are commonly used as shopping shuttles, shuttles to large employers, and shuttles for large events;
- Circulator buses also could be used to get people to a commuter bus, airport shuttle, or commuter rail line; and
- ADA Complementary Paratransit service is required within ¾ mile of a bus route.



*Figure 4.7 – Circulator Bus*

Circulator bus service can enhance mobility in small concentrated areas of significant density and traffic. Potential areas for future circulator bus services in Fort Bend County include First Colony Mall, Town Square, and The University of Houston – Sugar Land. These services also can be used as shuttles or feeder service for commuter rail. *Figure 4.7* shows a circulator vehicle in Columbus, Ohio.

## Flexible Routes (Flexroutes)

Flexible Routes or Flexroutes are a hybrid of fixed-route service and demand-response service, combining strengths from each mode. The concept behind flexible routes is to provide the regularity of fixed-route service with the flexibility of picking up and dropping off passengers directly at their origins and destinations.

Typically, a flexible route will have several time points where the bus will be scheduled to be during its route. Time will be built into the schedule to flex the route to destinations within the immediate area of the route (normally up to about ½ mile) to pick up or drop off passengers. Key characteristics of flexible routes include the following:

- Flexroute service levels provided fall between fixed-route service and demand-response service;
- Parts of the Flexroute are fixed and scheduled;
- Flexroute schedules incorporate time to travel off-route and pick up people nearby;
- Flexroutes are able to cover a larger area than fixed-route service;
- Flexroutes are able to provide curb-to-curb service to persons with disabilities;
- Flexroute service can preclude need for ADA Complementary Paratransit;
- Flexroute productivity is approximately 6 to 12 passengers per hour;

- Flexroute service, if demand is higher than expected, will often need to become fixed-route service;
- Flexroute service, if demand is lower than expected, can use elimination or conversion to demand-response service as possible alternatives;
- Flexible-route service increasingly is used by large transit systems in suburban areas where fixed-route service demand is too low; and
- Flexroute service may be possible near UH Sugar Land or in Richmond or Rosenberg.

Point deviation service is a type of flexible-route service that can be characterized best as “fixed-route service plus.” Point deviation service is operated with sufficient scheduling slack for it to deviate to pre-designated points near the route when requested by a passenger.

### **ADA Paratransit**

Agencies providing public transit service have been required since 1990 by the Americans with Disabilities Act (ADA) to provide equal access to transit services for persons with disabilities. In terms of fixed-route service, it must be accessible to persons with disabilities. Additionally, ADA Complementary Paratransit service is required when individuals are unable to use the fixed-route service as a result of a disability.

Developing new fixed-route bus service means that ADA Complementary Paratransit needs to be provided within  $\frac{3}{4}$  mile of the bus route. ADA Complementary Paratransit and other modes of paratransit operate in a similar manner. However, ADA Complementary Paratransit has an array of strict requirements regarding service levels that result in ADA Complementary Paratransit being more costly and less flexible than other paratransit services.

Therefore, when adding new fixed-route bus service, it is essential to consider the additional cost of ADA Complementary Paratransit (generally equivalent to 10-30% of the operating cost of the fixed-route service). Commuter bus service is exempt from ADA Complementary Paratransit regulations (as long as it meets the federal definition of such service).

### **Pricing Mechanisms and “Subsidized Taxi”**

Different pricing mechanisms can meet a wide range of paratransit services in larger cities, suburbs, and rural areas. Alternate pricing mechanisms can serve to manage service, demand, revenues, and costs.

Traditional transit service involves a flat rate for service (i.e., \$1 per trip). The passenger pays the \$1 and service is provided anywhere the service travels. Whether a trip is one mile or 20 miles, the cost of the trip to the passenger is the same. Since the service is subsidized, the trip cost to the transit agency varies (substantially as a result of distance).

Certain transit systems have instituted zone pricing systems in which longer trips cost more than shorter trips. Houston METRO and TREK Express charge a higher fare for longer trips than shorter trips. Tampa’s transit system has a three-tier zone pricing system, which is

applicable on its fixed-route and paratransit services. Passengers who wish to travel farther would pay more and, therefore, would pay a greater share of the cost. Among potential trips in which the distance is flexible, short trips are encouraged by zone pricing.

Subsidized taxi service provides a type of “trip script” in which passengers purchase an amount of service at a discounted price. Typically, the customer pays an initial amount (a \$2 fare, for example) and receives a trip script worth \$10. Taxicab companies would then provide the customer a trip worth up to \$10, accepting the script from the customer. The transit agency would pay the taxi company the amount of the trip. Should the passenger require a trip that costs more than \$10, the passenger would pay the amount over \$10. The maximum amount to be reimbursed under this system by the agency would be \$8. Trips that cost more than \$10 are discouraged under this pricing system. Houston METRO and the Denver Regional Transit Authority use this pricing system for their ADA Supplemental Paratransit services.

A second type of trip script is a discounted trip script. A passenger receives a \$5 script for each dollar of service purchased. A \$20 trip would cost \$4. Similar to zone pricing, passengers pay less for short trips than long trips. In a fiscally constrained system, this type of pricing mechanism could increase service efficiency and allow more trips to be provided and more people to be served. The Harris County Coordination effort uses this pricing approach for its coordinated transit services.

### **Intercity Bus Service**

Intercity bus service is normally fixed-route service between two cities. Service is provided by public transit agencies. Often, intercity bus service may cross transit agency jurisdictional lines and may be governed by interlocal agreements that outline the service to be provided and the responsibilities for operations, costs, and revenues. Private companies, such as Greyhound) also offer intercity bus service, which is the case for the service offered between Richmond/Rosenberg and Houston. Bus service linking Richmond and Rosenberg, Richmond and Sugar Land, or other destinations may be possible in the future. Airport shuttles are also a type of fixed-route service.

### **Transit Infrastructure**

Developing transit service requires identifying the types of service, including vehicles and drivers. The appropriate infrastructure and amenities are also critical to the success of transit service. Transit infrastructure and amenities allow passengers to get to transit service, wait for transit service, transfer to different modes of transit service, and provide information on service availability. Capital infrastructure is eligible for federal capital funding up to 80 percent of the cost of the project and line items through Federal Discretionary (FTA Section 5309), Federal Formula (FTA Section 5307), and CMAQ programs.

## Park & Ride Facilities

Park & ride services are designed to provide a centralized place to originate trips for rail services, express buses, and vanpools. Extensive parking (typically surface parking) is provided in suburban areas designed to be easily accessible to significant numbers of potential commuters. The number of parking spaces normally is determined by projected demand for services considering existing cost constraints. Amenities such as lighting, benches, and shelters are often included to assist with both comfort and security considerations (see *Figure 4.8*).



*Figure 4.8 – Park & Ride Station*

## Transit Centers

Transit centers provide the ability for individuals to access transit service by automobile or other possible alternative means (walking, bicycling, or using another transit vehicle). Parking spaces are included to allow persons to access transit centers in a manner similar to a park & ride. Individuals can access or transfer among different transit modes. *Figure 4.9* shows a recently constructed small transit center that provides transfer amenities, travel information, indoor seating, and parking spaces for automobiles. Federal funding can be provided even if all of the transit center uses are not directly transit-related. Transit center services can include the following:



*Figure 4.9 – Transit Center*

- Daycare services
- Medical clinics
- Dry cleaners
- Bank branches
- Fast food restaurants
- Convenience stores
- Job training centers
- Social service facilities

## Transit-Oriented Development

Park & ride facilities and transit centers are designed to provide direct and basic services related to transportation to commuters and riders. Transit-oriented development would typically include commuter and rider services and provide additional amenities (see *Figure 4.10*). The goal of transit-oriented development is to design buildings and facilities in a

manner that is amenable to the utilization of transit services by individuals. Such features may include the following:

- Wide, accessible sidewalks
- Ability for persons to access transit by walking, bicycling, or other transit
- Easy access for multimodal transit services
- Multi-unit dwellings such as townhouses, condominiums, lofts, and upscale apartments
- Retail business services
- Commercial offices space



*Figure 4.10 – Transit-Oriented Development*

### **Shelters and Benches**

Areas where transit services are provided (especially fixed-route bus and circulator bus services) will often have amenities in locations where a significant number of people are expected to board. Shelters provide protection from the elements and benches provide seating. *Figure 4.11* shows an example of a bus shelter and *Figure 4.12* shows an example of a uniquely painted transit bench.



*Figure 4.11 – Bus Shelter*

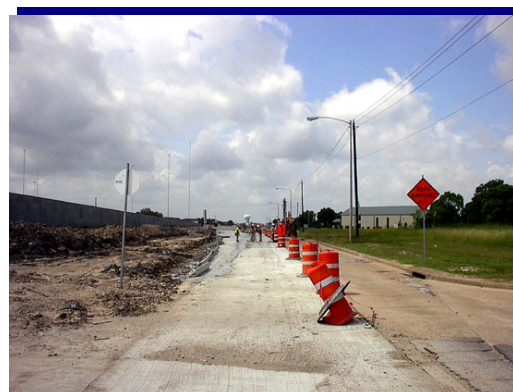


*Figure 4.12 - Transit Bench*



## COMMUTER OR LIGHT RAIL TRANSIT (LRT) WITHIN FORT BEND COUNTY

When Fort Bend County was beginning to experience significant growth as a suburban bedroom community approximately 25 years ago, the county was still largely rural. At that time affordable housing, a good school district, and a tolerable drive to Houston's employment centers attracted families, employers, and employees. Fast forward to the 1990s and continued residential and commercial development within eastern Fort Bend County was outpacing many existing transportation corridors during peak periods. The US 59 (SW Freeway) corridor, in particular, suffered from increased travel times, severe congestion, and travel delays. The Texas Department of Transportation (TxDOT), with assistance of U.S. Congressional support, programmed and began construction on a series of improvements along US 59, including widening the facility and constructing a two-way, high-occupancy vehicle lane into Fort Bend County. Construction on US 59 has now been completed from the Fort Bend County/Harris County line to SH 6. In addition, the construction of The University of Houston - Sugar Land Park & Ride and the introduction of the TREK Express Pilot Program marked the initiation of express park & ride services from within Fort Bend County into the Houston area. One of the other primary arteries from Fort Bend County into the Houston CBD area is US 90A, which is also parallel to Union Pacific (UP) Railroad freight rail line into Houston. In addition, TxDOT has initiated a series of improvements along US 90A, including widening the facility and constructing grade separations at congested intersections. Improvements to the existing on-system roadway facilities (such as US 59 and US 90A) and construction of new facilities as the Fort Bend Westpark Tollway and the Fort Bend Parkway Toll Road are all part of a long-term mobility strategy to address mobility within Fort Bend County. Added capacity roadway projects alone, however, will not respond to all of the county's mobility needs. As evidenced in other chapters of this plan, Fort Bend County's needs range from elderly and disabled passenger trips to commuter work trips.



*Southbound Entrance Ramp  
Construction to Fort Bend Parkway  
Toll Road*

### **US 90A Corridor Feasibility Study**

In order to address the critical issues of transportation and mobility as it relates to commuter trips, elected officials and community leaders representing the US 90A corridor within Fort Bend County came together to discuss the potential for commuter rail from Fort Bend County to the Houston CBD and Texas Medical Center area. As a result, the US 90A Corridor Coalition of Cities and Fort Bend County, in cooperation with the Houston-Galveston Area Council (H-GAC), initiated a US 90A Corridor Study in 2003. This study

was conducted by engineering consultants, Edwards and Kelcey, and relied on technical data provided by UP. The project limits of the study are defined as the UP Glidden Line (parallel to US 90A) from Milepost 9.5 to Milepost 36.5 (27 miles), approximately the distance from Rosenberg to the vicinity of the METRORail operations facility (just south of IH 610) (*see Figure 5.1*).

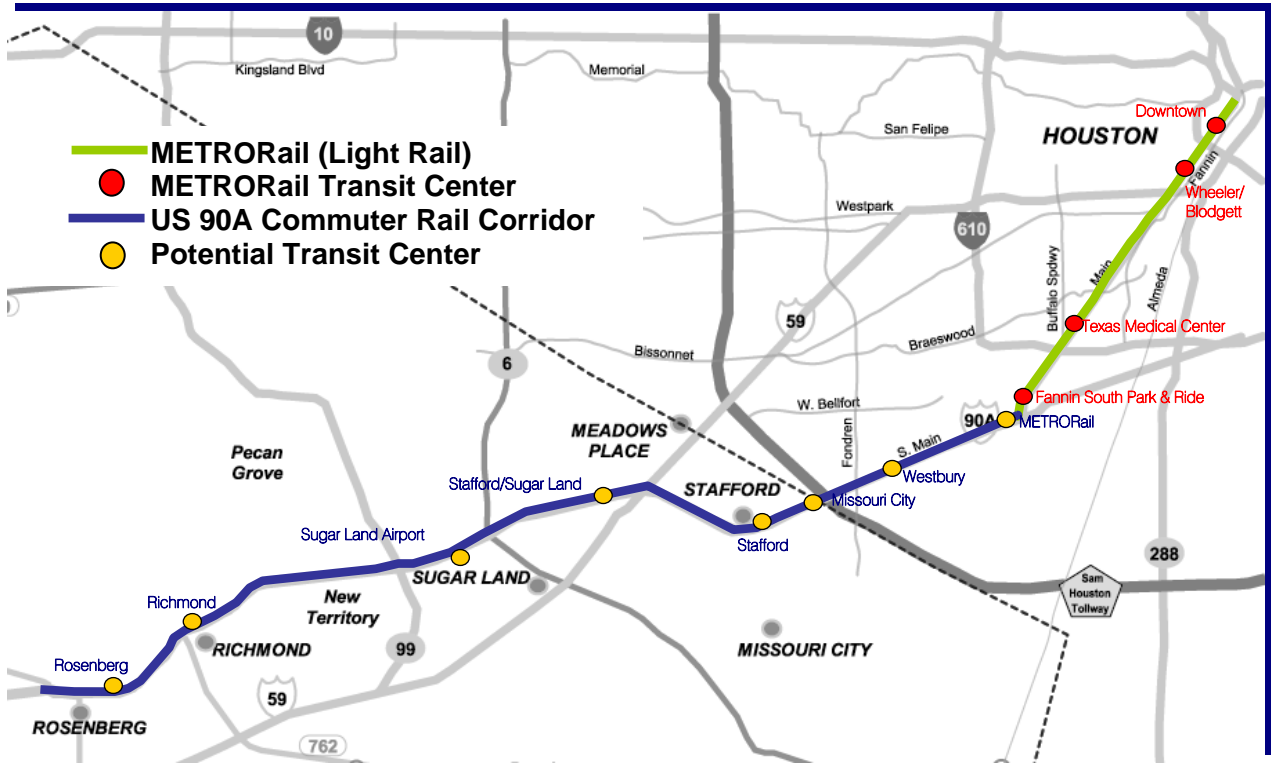


Figure 5.1 - Map of US 90A Corridor Study Area

As shown in *Figure 5.1*, the study considered several potential technology and trackage cross-section alternatives:

<i>Alternative</i>	<i>Technology</i>	<i>Operation</i>	<i>Capital Cost</i>	<i>Annual Operating &amp; Maintenance Costs</i>
<b>1</b>	Commuter Rail	Exclusive	\$383 million	\$12.2 million
<b>2</b>	Diesel Multiple Unit	Exclusive	\$353 million	\$8.3 million
<b>3</b>	Light Rail Transit (LRT)	Exclusive	\$756 million	\$14 million
<b>4</b>	Commuter Rail	Shared	\$492 million	\$13.5 million
<b>5</b>	Diesel Multiple Unit	Shared	\$462 million	\$9.8 million

In addition to capital and operating costs, there are a variety of operational differences between each of the alternatives (discussed in greater detail in the US 90A Corridor Feasibility Study). Accordingly, each alternative has associated strengths and weaknesses, ranging from cost, frequency/volume of service, and connectivity. Furthermore, as the existing US 90A freight rail corridor is owned and operated by UP, it is necessary for UP to concur with any passenger rail proposals. Some of the alternatives have obvious advantages to UP's operations. Following its review of the Draft Study, UP has indicated that it prefers the "Exclusive Operation" Alternatives (1 through 3), due to less potential for disruption of freight operations.

In May 2004, the US 90A Corridor Feasibility Study Steering Committee recommended that the region's Transportation Policy Council (TPC) approve the next phase of commuter rail consideration, by conducting a US 90A Corridor "Alternatives Analysis." An alternatives analysis would provide a more detailed examination of the issues outlined in the feasibility study, including noise, safety, mobility, and the impact on freight capacity (Summary of Study Findings, April 2004).

It should be noted that, during the course of the feasibility study, some of the communities along the US 90A corridor expressed concerns that additional rail traffic would be disruptive to neighborhoods, would cause additional automobile traffic congestion at major intersections, and would disrupt neighborhoods with noise from train whistles and delays. Issues such as these will need to be addressed within the alternatives analysis in order for specific improvements to be explored and for a "locally preferred alternative" to be adopted.

### **FM 521 Freight Rail Corridor**

The FM 521 corridor links the Arcola/Sienna Plantation areas to the US 90A corridor and Texas Medical Center (*see Figure 5.2*). Additionally, a freight rail corridor owned by UP parallels FM 521 and intersects Holmes Road just east of Fannin (south of IH 610), very close to the existing Houston METRO light rail operations facility near the Astroworld complex. The distance between the FM 521/SH 6 intersection to the Astroworld complex is approximately 13 miles. The FM 521 freight line facility serves primarily coal train traffic destined for the HL&P powerplant in Fort Bend County. As a result, a typical weekday freight operation may be limited to no more than one train per day. This same freight line also provides connectivity across the Brazos River to the south, in an area of the county where no roadway bridge across the Brazos is anticipated until the Fort Bend Parkway Toll Road is extended in its future phases of construction.

As the Sienna Plantation area is one of the anticipated future areas of residential and commercial growth, this plan has incorporated a recommendation for an Arcola/Sienna Plantation park & ride. However, at this writing, Fort Bend County, the City of Arcola, and TxDOT are working to determine the feasibility of a park & pool/park & ride underneath the SH6/FM 521 overpass in Arcola. This facility would initially serve carpools and vanpools. Regularly scheduled transit services to destinations such as Texas Medical Center also could be initiated through a pilot program. In all likelihood, the construction of the facility may be phased, with approximately 50 to 100 spaces in the first phase (limited to the west side of the overpass). A future phase also could incorporate additional parking spaces beneath the east side of the overpass.



Figure 5.2 - FM 521 Rail Corridor

It should be noted that the H-GAC 2025 Regional Transportation Plan (RTP) has identified FM 521 as an “Express Street” facility. Express Street corridors would, theoretically, be candidates for grade separations, TSMs, and other improvements, to enhance both automotive and transit vehicle travel time, efficiency, safety, and mobility. Among others, “Diamond” high-occupancy vehicle (HOV) lanes and Intelligent Transportation Systems (ITS) technology, including signal pre-emption and Automated Vehicle Location/Mobile Data Terminals (AVL/MDT), are improvements that could specifically enhance express park & ride services along this corridor.

If transit demand is high, and development within this area of Fort Bend County continues to grow at a steady rate, a study of the feasibility of Commuter Rail along the FM 521 corridor is recommended. As a low-volume freight corridor, the potential for a shared track commuter rail scenario should be explored. If bus park & ride facilities were constructed within this corridor, adjacent to the rail line, it would provide some of the supporting infrastructure necessary to support commuter rail operations. Additionally, close proximity of the line to emerging population centers on the south and the Houston METRORail facility on the north should be considered. Although commuter/light rail transit (LRT) is being considered in the SH 288 Corridor Study, both Houston METRO and TxDOT would benefit from an analysis of FM 521, which unlike SH 288, already has rail infrastructure in place.

### Passenger Rail Demonstration

If Fort Bend County so chooses, it may consider a limited commuter rail demonstration project to expose the community to passenger rail equipment and operations and, more

importantly, build community support for regular services. The Cities of Galveston, League City, and Alvin already have worked with the Federal Transit Administration (FTA) and Amtrak, Union Pacific, Burlington-Northern, and Santa Fe railroads to operate a federally funded passenger rail demonstration project along the SH 3 and SH 6 freight rail corridors to Galveston on holiday weekends (*see Figure 5.3*). Unfortunately, the high volumes of freight along the US 90A corridor make it very difficult to realistically operate such a demonstration.

Furthermore, sufficient parking and other passenger rail infrastructure (such as passenger platforms) are not available currently along US 90A to support a passenger rail demonstration project. However, the FM 521 rail corridor may be more suitable for a special “one-time” demonstration. Once the FM 521/SH 6 Park & Ride facility is completed, the facility could serve as parking and staging areas for passenger trains. In addition, the lighter freight demand along the FM 521 line also would be beneficial for such a demonstration. Ideally, a demonstration run between Arcola and Houston could occur on a weekend when no freight is scheduled along the line.



*Figure 5.3 - Texas GulfLiner*

In conjunction with one of the future weekend services of the Galveston ITS Passenger Rail Demonstration Project (a.k.a. “The Texas GulfLiner”) (*see Figure 5.3*), a one-day passenger rail demonstration along the FM 521 corridor between Fort Bend County and Houston could reasonably occur. Given the relatively short, straightline distance between Arcola and Six Flags AstroWorld in Houston, it would be relatively easy to handle at least three round trips of 200-300 passengers per trip over a three to four-hour period. Two Amtrak locomotives and three or four passenger cars would be sufficient for the demonstration. With a simple push-pull operation, the need to turn the train would be eliminated on the return trip.

It is recommended that Fort Bend County initiate discussions with representatives of the City of Galveston in this regard. Approval from FTA, Amtrak, and Union Pacific Railroad also would be applicable. It may be reasonable to partner with both Houston METRO and TxDOT in promotion of the demonstration.



## ORGANIZATION APPROACH

Developing a practical transit plan involves multiple approaches. Fort Bend County currently lacks a coordinated transit service. Implementation of transit service requires a practical organizational approach. This section identifies how transit service is organized. Development of a legal means of organizing Fort Bend Transit service consistent with Texas Transportation Code Chapter 460 is also discussed.



Transit agencies and entities are organized quite differently, varying from an agency entirely composed of public sector employees to what is termed a “turnkey” operation. A turnkey operation means a private or not-for-profit company would deliver the transit service and provide most or all of the support functions with the primary public sector role consisting of program administration and provider oversight.

### Organizational Functions

A transit organization’s primary purpose is to provide transit or mobility services in a fiscally constrained manner. Key functions of a transit agency include, but are not limited to, the following:

- Service delivery provides mobility to customers or clients. Vehicles and operators are needed to provide service;
- Vehicles and equipment need to be properly maintained;
- Training and supervising operators need to be developed;
- Active communications between operators and an administrative/operational dispatch function needs to be implemented and maintained;
- Assuming there are several vehicles, trips, and/or routes need to be scheduled and monitored;
- Marketing and information regarding service availability needs to be disseminated;
- Administrative work involving budgets, managing grants, complying with federal, state, and local regulations needs to be conducted in a timely manner;
- Planning for future service needs to be an ongoing effort; and
- Contractual oversight of providers involves monitoring and auditing providers to ensure transit service is provided in an effective and efficient manner in accordance with contractual obligations.

In addition to developing transit functions, an organization needs to do the following:

- Successfully operate in a fiscally constrained manner;
- Produce a level and quality of transportation service consistent with operating as responsible stewards of the public trust;
- Remain responsive to public concerns;
- Be adept at developing partnerships and cooperative efforts with providers, businesses, social service agencies, and other transit agencies (Houston METRO).

Figure 6.1 outlines the interaction of the different functional elements within a “basic” transit service organization. Note that one individual may perform more than one administrative function. At smaller agencies, administrative and operations individuals often need to “wear many hats.”

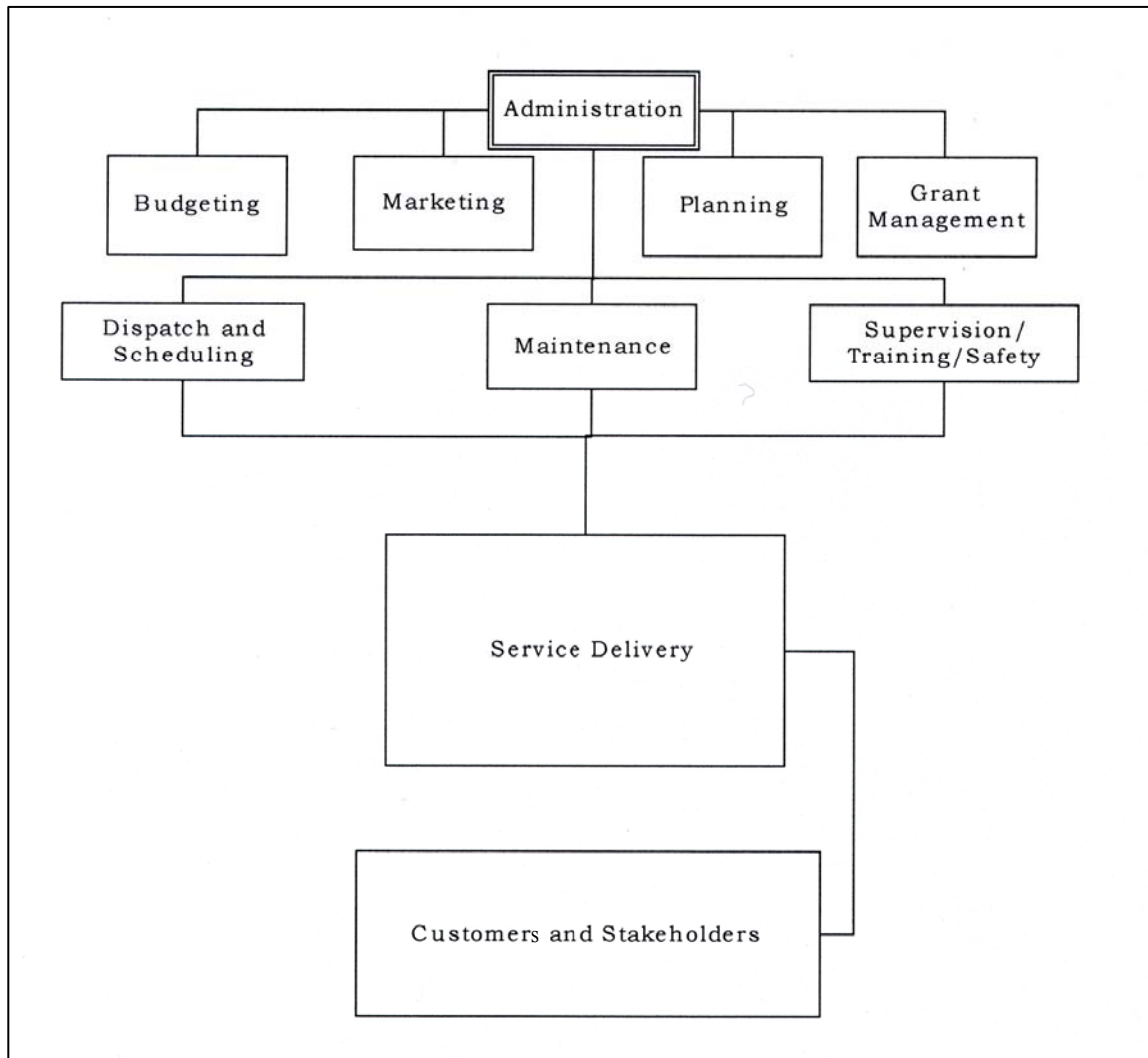


Figure 6.1 – Outline of Transit Functions

Figure 6.1 also shows that providing service to the customers and stakeholders should be the focus and the critical outcome to measure program success.

### **Organizational Assumptions**

Certain operating assumptions are also included in the various organizational models described. These assumptions are considered reasonably consistent with the scope of this study.

**Transit Agency would be aligned closely with Fort Bend County.** Providing a service for all of Fort Bend County means that the county is positioned as the logistical jurisdiction to oversee the operation. The envisioned transit agency may exist as a department within county government or as a quasi-independent entity with a Board of Trustees or a Steering Committee to oversee operations. Organizational arrangements are designed to address how the transit agency will operate on a day-to-day basis. While certain services may serve an individual city, town, or part of Fort Bend County, countywide-focused administration and delivery of transit services are envisioned.

**Fort Bend County may provide administrative and operating support.** Types of support may include payroll, recruitment, and initial screening of potential employees, maintenance of personnel records, Information Technology support, maintenance support, fueling, planning support, finance and accounting, risk management, and safety. Providing support would be implemented assuming it would successfully reduce costs via economies of scale for providing the service (versus direct employees).

**Existing providers may continue to be involved in one form or another in the organization and service delivery within Fort Bend County.** Connect Transportation, TREK Express, and other providers have resources, experience, and various commitments to the provision of transportation service. While the role of such providers may change in the long-term, short-term continuity is both practical, reasonable, and desired for continuity of service.

**Commuter service and demand-response service will become an increasingly large share of services delivered or administered by Fort Bend County over the next few years.** If fixed-route service is provided, it will not be a central component of the organization's service delivery.

### **Organizational Models**

Transit agencies have a myriad of ways of organizing how they operate. However, four organizational models with substantially different approaches are examined as alternatives for a start-up agency in Fort Bend County. The four possible organizational models highlighted that are appropriate for a start-up transit agency are as follows:

- Direct Operation Model
- Single Vendor Outsourcing Model (Turnkey)
- Brokerage Outsourcing Model
- Hybrid Agency Operation Model

### ***Direct Operation Model***

Direct operation means that the transit agency will provide all aspects of transit service. Examples of direct operation in Texas include Island Transit in the City of Galveston, and CARTS in suburban/rural Austin. For example, in Galveston, all aspects of the day-to-day transit operations are provided by Island Transit, a department within the City government. Support for administrative and operation services are provided by the City of Galveston.

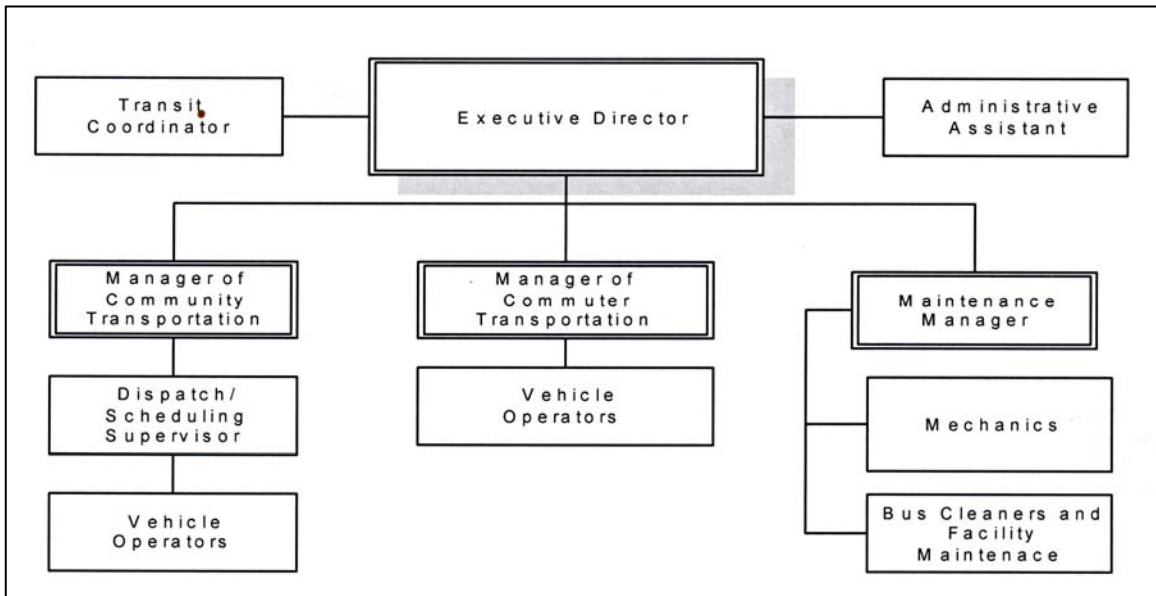
Advantages of the Direct Operation Model include the following:

- Direct operational control over all aspects of service;
- Ability to address problems directly with in-house staff;
- Operational information and experience is directly known by the transit agency, and not distilled through an external provider;
- Results in greater sense of ownership and responsibility for transit service delivery and a closer connection with the customer; and
- Contractual oversight of multiple providers is not needed.

Disadvantages of the Direct Operation Model include the following:

- Local or county entity often lacks expertise or experience to manage transportation services efficiently or effectively, especially when service has not been provided previously;
- Costs for direct employees (especially for drivers and other entry-level positions) tend to be higher than in the private sectors as it relates to wages and (especially) benefits. Operating costs may be higher;
- Lack of profit incentive at the public agency can result in less emphasis on controlling costs versus providing service; and
- More limited ability to deal with “problem employees” due to civil service restrictions or unions.

*Figure 6.2* shows the Direct Operation Model and how it could work in Fort Bend County. The model shown is not for a “start up” service. It is, however, appropriate for a more mature agency that has implemented several programs approximately three to five years after initial approval and implementation of service.



*Figure 6.2 – Direct Operation Model*



### ***Single Vendor Outsourcing (or Turnkey) Model***

A substantially different approach to organizing a transit agency is the Single Vendor Outsourcing Model. A narrow range of administrative and oversight functions and the day-to-day transit operation are provided by a single vendor (typically a private or not-for-profit vendor). Few individuals actually work for the transit agency, and those who do focus on issues such as grants, marketing, public information, interagency coordination, contractual oversight, and overall program leadership. Transit agencies in Texas that use the Single Vendor Outsourcing Model include Midland/Odessa (new transit startup), Waco, and Beaumont.

Advantages of the Single Vendor Outsourcing Model are as follows:

- Private or nonprofit agency can be selected by a competitive (Request for Proposals [RFP]) process, where strengths in areas of expertise and cost can be identified in the selection process;
- Labor and benefit costs may be lower;
- Flexibility in dealing with problem employees, especially if contained within the contract;
- Private vendors must control costs to be profitable;
- Service levels can be managed within the contract;
- RFP process provides redress for unsatisfactory performance with the vendor; and
- Performance incentives and penalties can be used to encourage desirable outcomes.

Disadvantages of the Single Vendor Outsourcing Model include the following:

- Dependence upon a single provider can result in a severe service disruption if the provider encounters serious problems or rapidly declining service quality or efficiency;
- Operating information is controlled by the vendor; therefore, even with contractual guidelines, problems can reach a crisis stage before they are determined;
- Larger private transit providers tend to move general managers and top management staff frequently at individual transit agencies. Frequent or negative changes in staff leadership will normally have an adverse effect on performance and/or efficiency;
- Expertise in providing service exists minimally (at best) within the transit agency. Addressing problems and challenges can be difficult since a lack of operational understanding exists within the organization, resulting in less accurate assessment of critical operational and policy issues. Appropriate resolutions are less likely to occur in this model unless the agency/provider team has a very high level of mutual trust;
- High levels of contract management and oversight are normally essential to ensure a high level of service and contract compliance;

- Private providers can be less sensitive to transit customer concerns; and
- Lower wages and benefits can result in lower-quality operators and entry-level staff.

Figure 6.3 illustrates the Single Vendor Outsourcing Model and how it could work in Fort Bend County. The model shown is not for a “start up” service. It is, however, appropriate for a more mature agency that has implemented several programs approximately three to five years after initial approval and implementation of service.

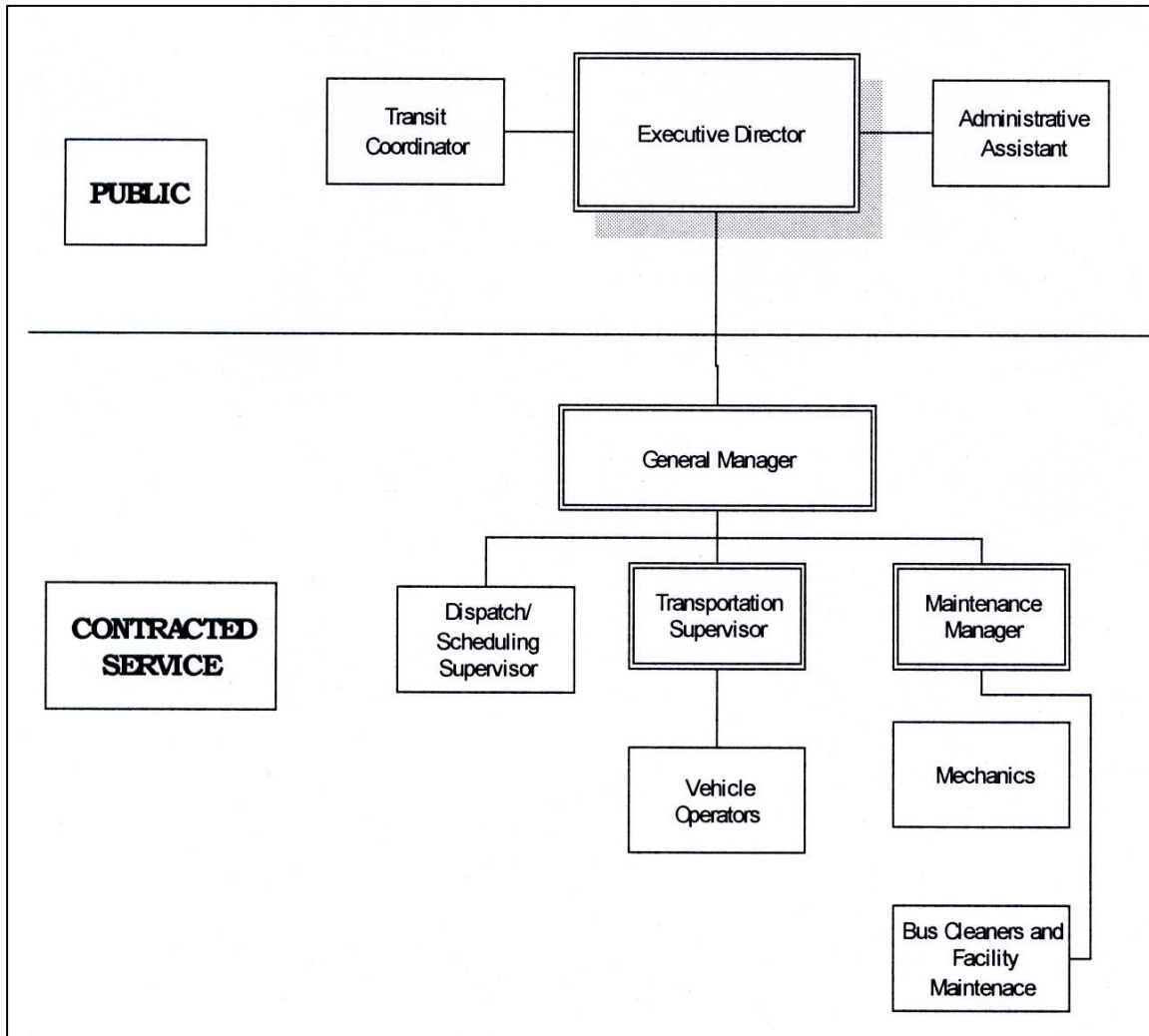


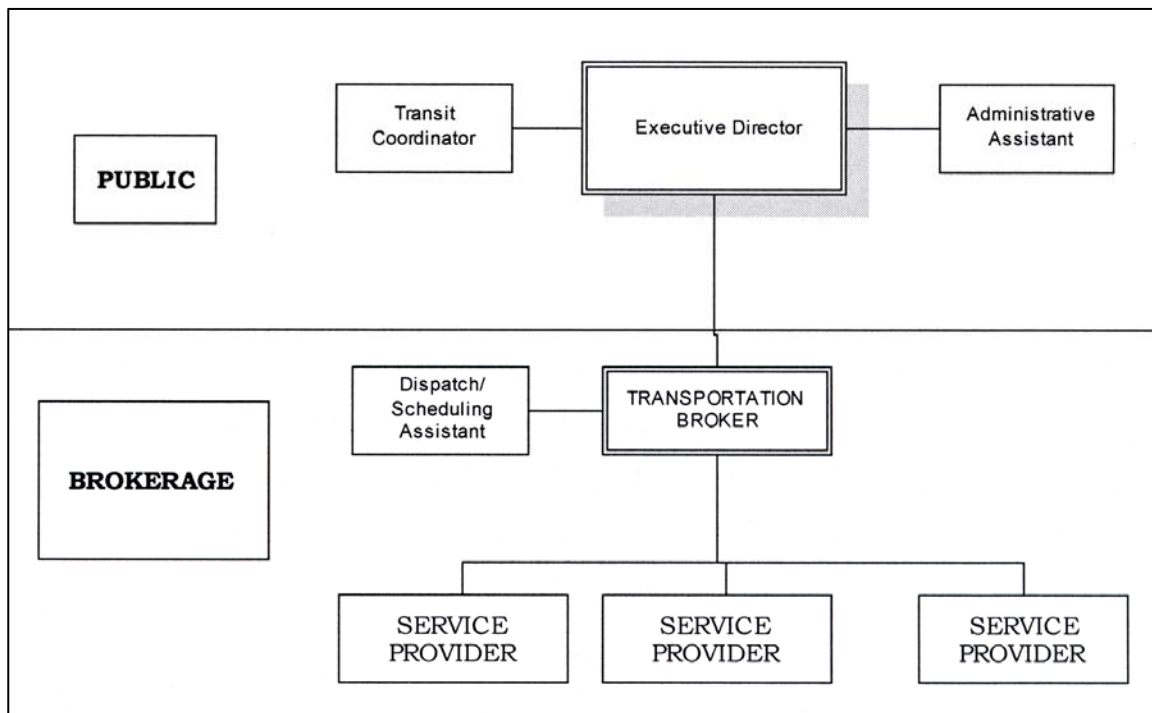
Figure 6.3 – Single Vendor Outsourcing Model

### **Brokerage Outsourcing Model (Multiple Providers)**

A Brokerage Outsourcing Model means transportation service has more than one provider. Multiple providers can result in the following:

- Passengers have a choice of which provider to select;
- Competition for rides, enhancing service quality; and,
- Options are available if one provider should encounter operational or other challenges.

A broker could be part of the transit agency or provided by a separate management company. The broker should not be associated with any of the other providers so as to be seen as a fair and impartial broker of service. Trips may be selected by passengers or assigned by the broker who develops daily schedules and monitors the trips. Brokerage organizations have not come into Texas; however, they are operated extensively in Florida and North Carolina. *Figure 6.4* shows a brokerage model and how it could work in Fort Bend County. The model shown is not for a “start up” service. It is, however, appropriate for a more mature agency that has implemented several programs approximately three to five years after initial approval and implementation of service.



*Figure 6.4 – Brokerage Outsourcing Model*

### ***Hybrid Agency Operation Model***

Different organizational models have emerged over time that attempted to mix some of the strengths of public operations, yet take advantage of the cost and flexibility of the outsourcing models. A hybrid agency operation can mix functions in many different ways. One common division point, especially as it relates to paratransit or demand-response service, is for the transit agency to have direct responsibility for dispatch, call taking, and scheduling while having a private provider (or providers) deliver operations including driver supervision and vehicle maintenance. Cost savings can emerge from contracting out most of the labor and operating service, but the agency controls “the brain” of the operation, developing schedules and monitoring trips without committing as many resources. Dallas Area Rapid Transit (DART) Paratransit and Houston METROLift are examples of Hybrid Agency Operations.

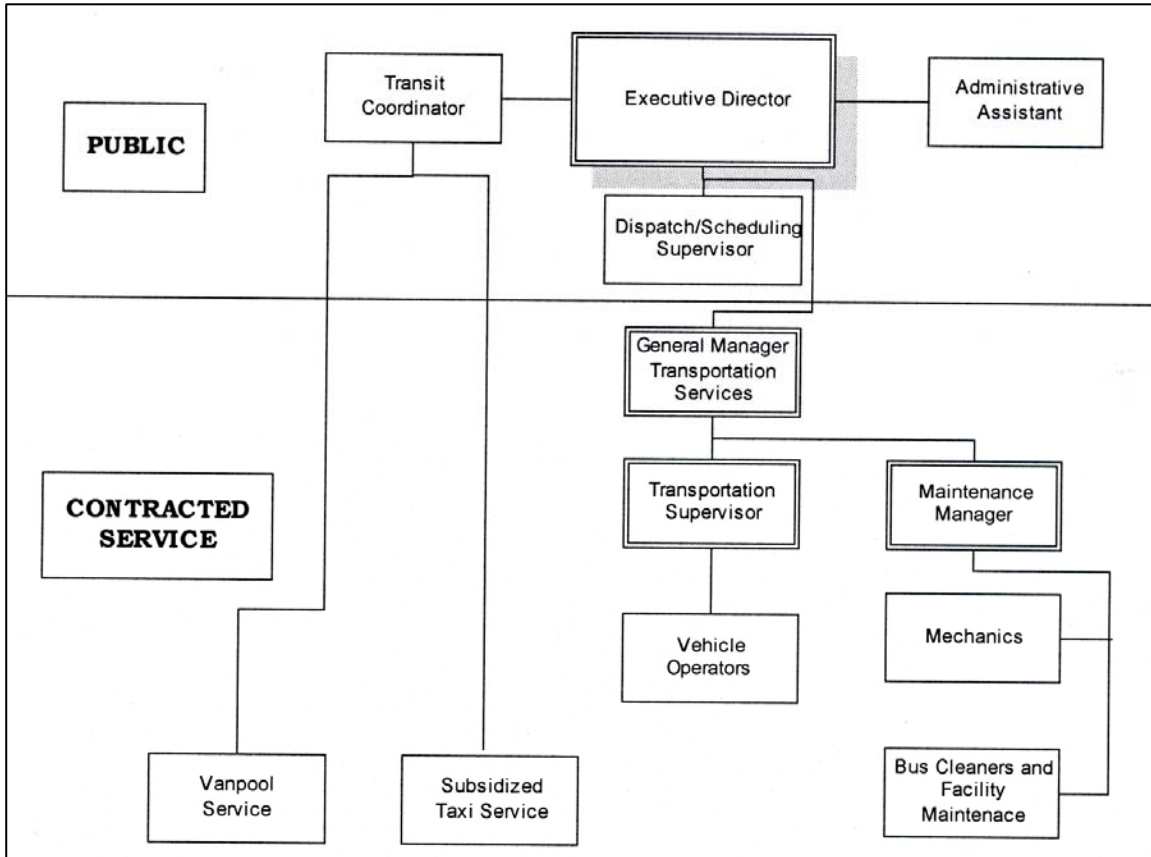
Advantages of a Hybrid Agency Operation include the following:

- Cost savings can be similar to Single Vendor Outsourcing;
- Increased ability to manage service and productivity through control of travel information, dispatch, and scheduling;
- Increased ability to address problems directly; and
- Transit agency has direct knowledge of operational information and experience.

Disadvantages of a Hybrid Agency Operation include the following:

- Sharing day-to-day functions in public–private partnerships can create challenges. Seamless communication of schedules and dispatch issues are essential;
- High-quality, experienced dispatcher/scheduler required for system to operate at optimum level; and
- Cost savings may not be as significant.

*Figure 6.5* shows a type of Hybrid Agency Operation. Many variations are possible within this model.



*Figure 6.5 – Hybrid Agency Operation Model*

Subsidized taxi and vanpool services are included in the organizational model. Since each service would run either by taxicab companies (subsidized taxi) or volunteer drivers (vanpool), oversight is appropriately conducted by the transit agency. **Operation of Fort Bend Transit through the Hybrid Agency Operation Model is recommended since it includes the best elements of agency oversight and direction, along with private sector efficiency in a fiscally constrained manner.**

Organizational models provide a framework to position an agency to be successful in its mission. Organization structure should enhance a transit agency’s ability to work as closely as possible to meet its goals and priorities. However, the quality of the people who fill the boxes of any organizational model will be a more critical factor in terms of organizational success and positive outcomes.

### **Legal Organization of Fort Bend Transit**

Fort Bend Transit needs to be organized in accordance with state legal requirements. The Texas Transportation Code offers several possible models. Few are appropriate for developing transit service in Fort Bend County. Two statutory means of setting up a transit authority at the county level exist within the Texas Transit Code.



Chapter 457 provides for the formation of a County Mass Transit Authority entity, but Fort Bend County does not meet the standard of a municipality with a population over 500,000 that has created a Chapter 453 Municipal Authority. Other chapters of the Texas Transportation Code (450 through 456 and 458 through 459) refer to municipal, rural, or regional agency formation.

Chapter 460 of the Texas Transit Code, which was passed in 2001, was initially designed for the Dallas/Fort Worth area, specifically, Denton County. A transit agency based on Chapter 460 of the Texas Transit Code has been established in Denton County. Fort Bend County could also form a Chapter 460 transit authority under the Texas Transit Code. Fort Bend County meets the requirements of being adjacent to a county with a population over one million (Harris County):

Formation of the County Mass Transit Authority would require an Executive Committee made up of the following:

- One representative from each participating city with more than 12,000 population within Fort Bend County;
- Three representatives from smaller cities with more than 500 and less than 12,000 population;
- Three representatives from unincorporated areas or communities with less than 500 population. Possible issues to consider would be as follows:
  - The status of Missouri City and Houston (Fort Bend County) would be uncertain given their relationship to Houston METRO and whether the communities would be eligible for Executive Committee representation; and
  - The cutoff for municipal representation (one on the Executive Committee) is 12,000. In the US Census 2000, Katy and Richmond are just under 12,000. Richmond will probably exceed 12,000 in 2003, with 11,081 in the 2000 census and 11,863 in the 2002 census.

Other key features of this arrangement include the following:

- A countywide election would be needed to endorse the authority's existence; and
- Any tax levy for the authority would require a vote such as the one in Denton County in 2003.

## **Steps to Developing a County Coordination Transit Authority (CCTA) Chapter 460 of the Texas Transportation Code**

The Project Team recommends the establishment of a County Coordination Transit Authority (CCTA) as written in Chapter 460 of the Texas Transportation Code. Development of the CCTA is outlined below.

1. Commissioners Court initiates process with adoption of a resolution initiating the process for creation of an authority designed to provide:  
*Public transportation and transportation-related services for county (Fort Bend County).*
2. Commissioners Court must hold within 60 days after adoption of resolution a public hearing with specific guidelines.
3. Following the hearing, Commissioners Court can:
  - Designate the name of the authority; and
  - State that all land contained within the county that shall be part of the authority.
4. Commissioners Court shall appoint an interim Executive Committee composed of the following:
  - One (1) Executive Committee member each from every municipality with a population of 12,000 that is located within the county. Using 2003 estimates, the municipalities would include: Sugar Land, Missouri City, Houston, Rosenberg, Stafford, and Richmond (6);
  - Three (3) Executive Committee members appointed by Commissioners Court – two must be from unincorporated areas; and
  - Three (3) Executive Committee members from municipalities with populations between 500 and 12,000.
5. The Interim Executive Committee shall elect three members to serve as its Chair, Vice Chair, and Secretary.
6. The Interim Executive Committee must develop a service plan within 180 days after its initial meeting. Items required in the service plan are identified within Chapter 460 of the Texas Transportation Code.
7. The Interim Executive Committee must hold one regular meeting per month.
8. The Interim Executive Committee must approve of the service plan and the tax rate for the authority.
9. A copy of the service plan and tax rate is to be provided to Commissioners Court and every municipality with a population of more than 12,000.

10. Notice of decision is published in a newspaper of general circulation and mailed to all governing bodies of municipalities with a population of more than 500 within the county.
11. Within 60 days each municipality with a population of 12,000 or more may approve the service plan and tax rate by resolution or order.
12. If any municipality with a population of 12,000 does not approve the service plan and tax rate, a conformation election will not take place in that municipality and that municipality cannot participate in the authority.
13. The Interim Executive Committee shall notify the Commissioners Court of the need to call an election.
14. Commissioners Court, in calling the election, shall ask the question:

Shall the creation of (name of authority) be confirmed?
15. Notice of election must include the following:
  - A brief description of the service plan;
  - A statement that an imposition of a tax to pay for the transit system must be approved by voters at a subsequent election; and
  - The election must be held at a uniform date.
16. Results are tabulated in the following manner:
  - Each municipality with a population over 12,000 that passed the service plan and tax rate will be tabulated individually (by municipality);
  - Qualified voters in all communities with populations under 12,000 and in unincorporated areas will be tabulated as well
  - If a majority of all the voters in the county approve the resolution, the authority is confirmed;
  - Communities over 12,000 that do not approve the authority shall be excluded from the authority.
17. Upon adoption, the Interim Executive Committee becomes the Executive Committee.

**Key Powers and Features of a County Coordination Transit Authority (CCTA)**  
***Chapter 460 of the Texas Transportation Code***

1. CCTA is both a governmental and a corporate body with perpetual succession that exercises essential government functions.
2. CCTA can sue and be sued.
3. CCTA can hold and sell properties, licenses, patents and rights necessary to exercise of its powers.
4. CCTA property, revenue and income are exempt from state and local taxes.

5. If CCTA constructs or contracts to construct a mass transit rail system, it is exempt from state regulations governing construction or design.
6. CCTA may enter into agreement with any utilities, carriers or transportation systems.
7. CCTA cannot impose an impact fee or assessment of the property of a utility.
8. CCTA shall impose reasonable and non-discriminatory fares to produce revenue. Fares may be set according to a zone system.
9. CCTA can impose fares, tolls, charges, rents, and other compensation sufficient to pay obligations.
10. CCTA can take actions to maintain and operate a public transit system.
11. CCTA can contract with municipality or other political division to provide service.
12. CCTA may request funds from a municipality, Commissioners Court or both.
13. CCTA may accept gifts or donations.
14. CCTA compensated agent of the authority cannot lobby.
15. Competitive bids for services are required except when:
  - Estimated cost of contract or services is less than \$25,000;
  - Only one bid is received in the competitive process;
  - Only one source for goods or services is available;
  - Contract is for an emergency situation; and
  - Contract is for personal or professional services.
16. CCTA may issue bonds or notes payable.

**Administration of a County Coordination Transit Authority  
Under Chapter 460 of the Texas Transportation Code**

1. Each member serves a term of two (2) years.
2. No member may serve more than three (3) consecutive terms.
3. Person appointed must have professional experience in transportation, business, government, engineering, or law.
4. Texas conflict of interest provisions are applicable.
5. Meetings must be held at least monthly, with the Chair having power to call special meetings.
6. Rules and bylaws must be adopted.
7. Executive Committee sets time and date for meetings.

## County Coordination Transit Authority (CCTA) in Denton County

Denton County (outside of Dallas) is currently the only place where a CCTA is currently operating. Municipalities previously provided transit service. Fixed-route and paratransit service exists within the city of Denton. General demand-response service is provided in the cities of Flower Mound and Lewisville. Coordination efforts are under way with respect to transit and human service transportation.

Approval of a CCTA occurred in 2002. An election was held in 2003 regarding initiation of a countywide ½ cent sales tax. Three of six cities over 12,000 passed the tax. The tax passed countywide, but three communities over 12,000 rejected the tax. Expanded service including the planning for commuter rail is underway in Denton County.

Figures 6.6 and 6.7 show the representative makeup and organizational structure of the Interim Executive Board.

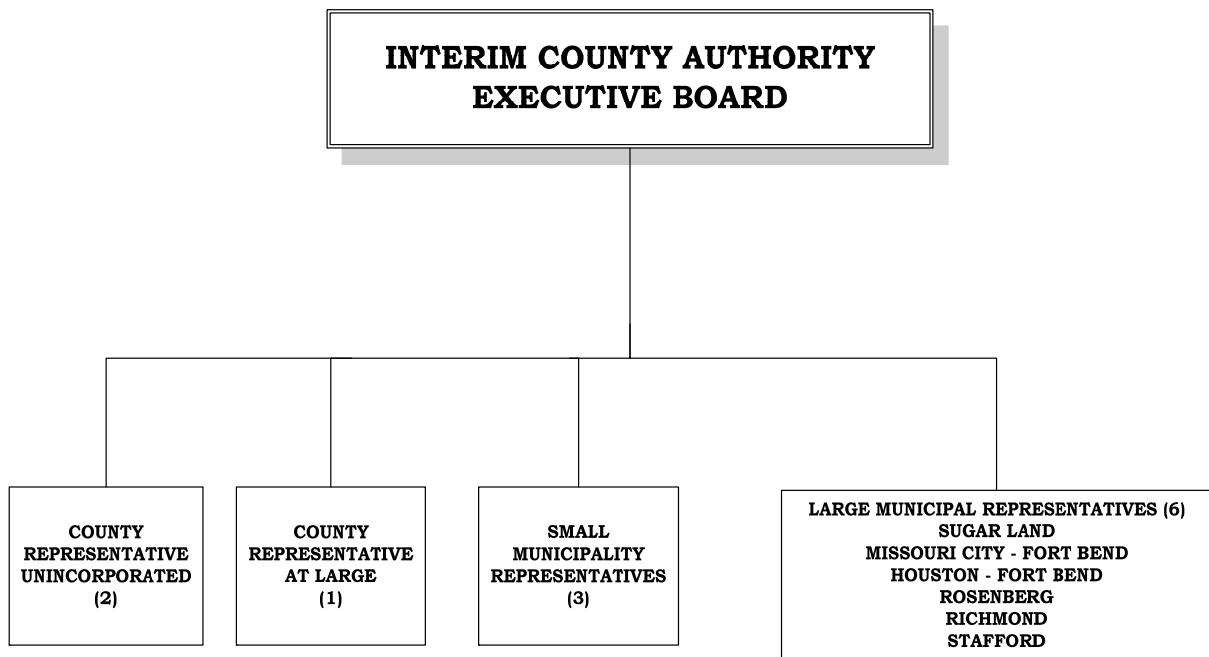
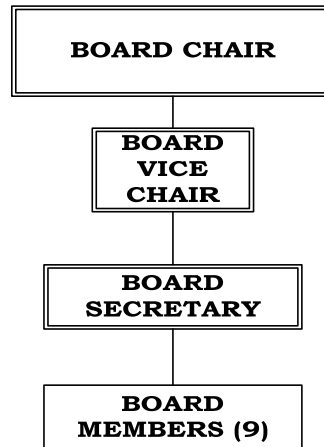


Figure 6.6 – Representation of Interim Executive Board



**INTERIM COUNTY  
AUTHORITY EXECUTIVE  
BOARD - OFFICERS**



*Figure 6.7 – Organization Structure of Interim Executive Board*

### **Creating a Practical Transit Organization**

Day-to-day operation of a transit agency will require at least some level of administrative staffing. The purpose of creation of an administrative apparatus for Fort Bend Transit **is not to create a new large or unwieldy bureaucracy**. Administrative staff at Fort Bend Transit will serve diverse roles, but service delivery, drivers, staffing of drivers, maintenance, and street supervision will be conducted by private providers.

Key tasks for a transit operation in Fort Bend County would include the following (items in *italics* are recommended for provision by a private provider and items in **bold** are recommended to be conducted by Fort Bend Transit employees):

- *Service delivery that provides mobility to customers or clients. Trained operators are needed to provide service;*
- *Vehicles and equipment must be properly maintained;*
- *Training and supervision of operators must be developed;*
- **Active communications between operators and an administrative/operational dispatch function needs to be implemented and maintained;**
- **Trips and/or routes need to be scheduled and monitored;**
- Marketing and information regarding service availability needs to be disseminated;
- Administrative work involving budgets, managing grants, complying with federal, state and local regulations needs to be conducted in a timely manner;

- Planning for future service needs to be an ongoing effort; and
- Contractual oversight of providers involves monitoring and auditing providers to ensure transit service is provided in an effective and efficient manner in accordance with contractual obligations.

The organizational model recommended for Fort Bend Transit is defined as the hybrid model of transit operations. Advantages of the models include the following:

- Cost savings can be similar to the complete outsourcing model since two of the primary cost areas operator labor and maintenance are delivered by a private provider;
- Better ability to manage service and productivity through control of travel information, dispatch and scheduling. A disadvantage of the complete outsourcing model is the lack of information and understanding that transit agency staff often have regarding day-to-day operations. This data disconnect often weakens the ability of transit staff to effectively monitor the service provider. Also, the provider rather than the agency is producing and normally processing the primary operating data.

“Controlling the operating data” as well as setting up and monitoring trips through dispatch allows transit staff to maintain a better handle of what is occurring on the street without incurring the costs that direct agency operation normally entails. The desired positive outcomes of this approach are: higher service productivity, lower operating costs, and assurance of service quality.

- Ability to better address operational, performance and customer service problems directly and rapidly.
- Operational information and experience is directly known by the transit agency rather than relying almost exclusively on the data and statements of the provider.

### **Purpose of Fort Bend Transit Administration and Operational Support**

Under the proposed organizational model Fort Bend Transit administration will:

- Develop the initial transit organization;
- Conduct planning activities;
- Set organizational and operational policies and procedures;
- Prepare all Requests for Proposals;
- Oversee all contracts to ensure compliance;
- Prepare and report on all grant applications;
- Work with Transit Executive Board in the development of direction and agency policy;
- Prepare annual budgets and financial reports;

- Assure adherence to performance standards;
- Provide information on transit and other services;
- Develop daily trip itinerary for demand-response services;
- Set and modify trip schedules for demand-response services;
- Promote county vanpool efforts;
- Lead the development of capital projects including:
  - Procurement of vehicles
  - Development of park & ride facilities

The private service provider(s) for Fort Bend Transit will provide:

- General demand-response service awarded through competitive bidding in a Request For Proposals (RFP) process;
- Subsidized taxi service through a Request for Qualifications (RFQ) Process with eligible taxi providers; and
- Commuter transit service through competitive bidding in an RFP process.

The provider's operating responsibilities will include the following:

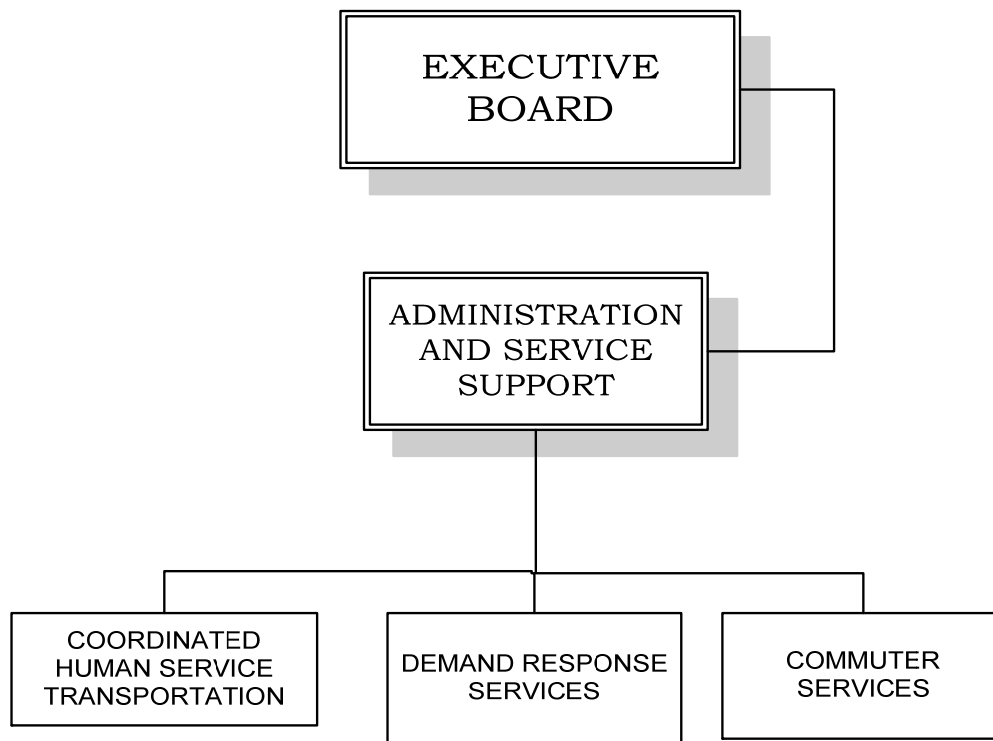
- Hiring of all vehicle operators;
- Maintaining all vehicles;
- Training of all provider staff;
- Assuring adherence by drivers to proper safety and defensive driving techniques;
- Administering FTA drug and alcohol testing to all staff and drivers;
- Training and assuring adherence to sensitivity and customer service training as it relates to persons with disabilities and the elderly;
- Adhering to performance standards and guidelines set in the RFP and provider contract; and
- Managing day-to-day operations including assurance that sufficient operators and vehicles are available in a timely manner so that service can be delivered as scheduled.

The possibility exists that a provider may deliver one or more of the three services mentioned above if it should qualify and be selected through the competitive bid process.

Different scenarios will be shown for the potential operational and financial levels of Fort Bend Transit. All scenarios will include the following:

- Executive Board
- Administrative Structure
- Dispatch/operating Support
- Private Provider(s)
- Human Service Transportation

Figure 6.8 shows the recommended base organizational structure for Fort Bend Transit across all operational scenarios.



**Figure 6.8 – General Organizational Structure of Fort Bend Transit**

Appendix A contains Section 460 of the Texas Transportation Code.

## TRANSPORTATION COORDINATION

Human service and community transportation services within Fort Bend County have struggled to meet the mobility needs of transportation-disadvantaged individuals in the area such as the following:

- Persons with a mobility-based disability or a disability that prevents them from using an automobile;
- Older adults who are unable to drive and have reduced mobility alternatives; and
- Economically disadvantaged individuals who do not have access to a personal vehicle or a reliable vehicle to meet their mobility needs.

Lacking a unified transit agency in Fort Bend County, a patchwork of different service providers provide some level of transportation service, often in concert with other agencies, but just as often operating autonomously. *Table 7.1* shows the different agencies and the services they provide.

<i>Agency</i>	<i>City</i>	<i>Trips</i>	<i>Annual Trips</i>	<i>Vehicles in Service</i>	<i>Available to General Public</i>
Greater Houston Red Cross – Fort Bend County	Rosenberg	Medical (especially for dialysis), shopping, & personal	11,000	5	Yes
Fort Bend County Parks & Recreation + Social Service Department	Rosenberg	Recreation, shopping, & personal	200	2	Yes
Fort Bend County Senior Citizens, Inc.	Rosenberg	Meals on Wheels & day centers	39,000	14	No
Texana MHMR Center	Sugar Land/ Missouri City	Medical, shopping, Job training, & other	40,000	18	No
Association of Retarded Citizens (ARC)	Missouri City	Recreation	1,200	1	No
Connect Transportation	Galveston	Medicaid	6,000	3	No
<i>Total</i>			<b>97,400</b>	<b>43</b>	

More than 85 percent of the trips provided are client specific and are not open to the general public (*see Table 7.1*). Texana MHMR Center and Fort Bend County Senior Citizens, Inc., are the largest providers of human service transportation in Fort Bend County and serve their agency’s clients exclusively. The Greater Houston Red Cross – Fort Bend County provides limited transportation service to the public. However, it is able to accommodate only approximately one-third of its requests for transportation services.



## **Financial Advantages of Coordination**

Coordination among human service and social service agencies has been promoted nationally since the 1980s. Increasing transportation costs and budgetary constraints have resulted in coordination emerging as a viable option. Coordination offers tangible benefits to agencies if performed in an effective manner.

Financial benefits of coordinating services include the following:

- Ability to access a larger, broader range of funding sources;
- Achieving economies of scale and limiting overlapping services that allow improvement in efficiency such as cost per vehicle mile or cost per vehicle hour;
- Improving service productivity with respect to the number of passengers transported per hour;
- Allowing more trips and services with same amount of resources;
- Providing individuals with a larger, broader range of mobility options; and
- Achieving community economic benefits resulting from the ability of individuals with a mobility disability to go to work, school, etc.

According to “Transit Cooperative Research Project (TCRP) Report 91 – Economic Benefits of Coordinating Human Service Transportation and Transit Services,” successful coordination could generate a cost savings of up to \$700 million per year for human service and transit agencies nationwide.

Strategically, coordination can meet several potential policy goals, as follows:

- Increase service levels with existing available levels (more trips for the same money);
- Maintain the existing service levels at a reduced cost (the same amount of trips); and
- Significantly increase service levels in an efficient manner so that additional service costs result in a larger ridership (measured on a cost per passenger or cost per mile basis) for the existing trip.

Coordination is an aid to improve transportation resources, but it is not a panacea. Demand-response transportation has limitations on the maximum practical level of efficiency and productivity that can exist. Additionally, productivity and service quality are not synonymous. Substantial increases in productivity can often occur at the expense of service quality including outcomes such as the following:

- Excessively long ride times;
- Frequent trips arriving late;
- Denials of trips based on logistical considerations; and

- Safety concerns for operators who are required to meet unrealistically “tight schedules.”

However, increases in productivity that can be achieved through coordination result in enhanced service for passengers and an ability to provide more service efficiently for the agency/provider.

### **Other Advantages of Coordination**

Social service agencies experience challenges when providing transportation services for the transportation-disadvantaged population. Most agencies are proficient at providing services for their client. Transportation services often develop as a necessary component of getting clients to the service site. Resources are diverted, in terms of staff time, money, and expertise, when developing a transportation service and can dilute the efforts of a human service agency’s primary mission.

There are additional advantages of coordinating human services and transit agencies, including the following:

- Higher quality of operators through safety and sensitivity training;
- Coordinated dispatch operations which can utilize a variety of technological tools including: scheduling software, mapping software, integrated databases, and (even for smaller systems) Automated Vehicle Location/Mobile Data Terminals (AVL/MDT) that allow a quantum improvement in the ability to manage multiple vehicles and enhance service quality;
- Increased availability of transit services to individuals who have little or no access to available transportation services;
- Centralized oversight and management of transportation;
- Effectively compiled and reviewed reporting costs; and
- Effectively disseminated transportation information from one central administration/coordinator. Providing clients and individuals with available transportation information is often one of the most under-recognized, but most important, functions a transportation provider can perform.

Both the Federal government and the State of Texas have recognized the fiscal advantages of coordination and have provided incentives for coordination to occur. Most notable is the emerging reorganization of the Texas Department of Transportation funding allocations that will require social service and transit agencies to coordinate their services and funding.

### **Absence of Coordination**

Lacking coordination, many agencies in a single area are providing multiple overlapping services. Inadequacies associated with this approach include the following:

- Agencies provide services to their clients in their own vehicles;
- Dispatching and scheduling are fragmented at each agency;

- Significant resources are underutilized, in terms of vehicles, etc.;
- Services are duplicated with persons having similar origins and destinations using different vehicles;
- Per trip costs tend to be higher; and
- Information regarding service availability tends to be fragmented.

## **Challenges to Coordination**

Coordination for community transportation is not easy to accomplish. Considerable effort is needed first to develop and implement the coordination effort. Substantial additional effort is vital to maintain the coordination effort through the changes, challenges and conflicts that are inevitable in this environment. Key challenges to coordination include the following:

- *Turf Issues* – Agencies can better assure service quality if they “control” transportation services. Client information must be provided to the coordinating agency and agencies must be comfortable the information will be handled confidentially and transportation service will be provided in a manner that will result in the maintenance of a similar or better level of client services.
- *Funding Issues* – Different funding sources have different levels of accountability and program requirements. Accommodating each source and the applicable guidelines can often be a significant challenge.
- *Continual Maintenance of Arrangement* – Developing a coordination arrangement can often be exceptionally challenging. However, there are often unexpected challenges due to changing agency needs, staff changes, or other factors that can undermine arrangements.
- *Results are Disappointing* – Expectations can be raised and often the improvements are less than expected.
- *Accountability Issues* – Accountability for logistical or communication issues can often cause problems with coordination services.

Coordination of transportation typically is based on a series of contractual arrangements. While abiding by the contractual arrangements is essential, *understanding* and *responding* to the changing operational, organizational, and fiscal services are vital.

## **Background of Current Coordination**

Coordination efforts have existed among Fort Bend County social service agencies in the realm of transportation and other areas. Human and social service organizations perceive that transportation services for persons with disabilities, older adults, and economically disadvantaged individuals are severely inadequate in Fort Bend County. As a result, agencies have worked at pooling existing resources through cooperative efforts. The following are some of the cooperative efforts that have occurred.

- Red Cross and Fort Bend Social Services have shared resources and vehicles to meet client needs, with the Red Cross providing medical trips;

- Red Cross has used the Fort Bend County 20-passenger vans to transport both Fort Bend Social Services and Red Cross passengers;
- Formation of a Transit Advisory Committee to serve as the governing Board of Connect Transportation;
- Connect Transportation and Fort Bend County have signed an agreement to make the Gulf Coast Center of Galveston (Connect Transportation) the federal transit grantee for Fort Bend County, which expires in 2004. Extension of the agreement would be required;
- The Red Cross has worked with Texana MHMR Center on medical transportation; and
- Red Cross, Texana MHMR Center, and Association of Retarded Citizens of Fort Bend County (ARC) have worked to provide trips for different client groups.

Another area where agency coordination is particularly evident is in the ongoing Fort Bend Alliance. Founded in 2000, the Fort Bend Alliance meets monthly to provide professional support, assistance and networking to all social service agencies within Fort Bend County.

### **Possible Coordination Approaches**

A review of recent efforts in Fort Bend County indicates several factors favorable to the development of more successful transportation coordination in Fort Bend County. Factors include the following:

- Apparent consensus that transportation services are inadequate for clients and that cooperation and coordination can successfully benefit all clients;
- Efforts among individual agencies to coordinate transportation services;
- Development of the Fort Bend Alliance to provide a forum for cooperative and coordination efforts on a wide range of social service efforts;
- Leadership through the advisory committee and political leadership in Fort Bend County for a coordinated approach to transportation needs; and
- Ability to leverage additional federal funding to provide increased services in a coordinated approach can increase the level of service provided (over any benefits emerging from coordination).

While potential coordination obstacles do exist (turf issues, organizational approach, and implementation), current circumstances may be favorable for coordination and cooperative efforts to overcome many of the transportation challenges within Fort Bend County. Implementing existing coordination efforts is an important ingredient for successful transit implementation in Fort Bend County.

## TRANSIT GAPS AND INDICES

The underlying assumption of this transit plan is that Fort Bend County is underserved by transit. Existing services do not adequately meet demand for service, especially for individuals with limited mobility options who have considerable difficulty traveling to critical destinations. Commuters have limited alternatives and often drive alone to work traveling substantial distances since it is typically viewed as the only practical alternative. This chapter seeks to identify gaps in these areas and attempts to measure the significance of the need or the appropriateness of service.

### Gaps Identified in Public Meetings

Based on the first five community outreach meetings, the following gaps were identified in transit and transportation service in Fort Bend County:

Access to Texas Medical Center.....	Needville, Cinco Ranch, Rosenberg
Demand-Response Services to County locations.....	Needville
Shuttle Services to Hobby & Bush Airports.....	Needville, Cinco Ranch, Rosenberg
Park & Ride Express Services from Fairgrounds.....	Needville
Services for Special Needs Population.....	Cinco Ranch, Sugar Land
Access to Jobs - Lack of Transportation.....	Cinco Ranch
Commuting Alternatives during Katy Freeway Reconstruction.....	Cinco Ranch
Examine Commuter Services along Westpark Corridor.....	Cinco Ranch
Need for Seamless Transportation.....	Cinco Ranch
Improved Access to County Seat.....	Cinco Ranch
More Information on Transportation Services.....	Cinco Ranch
Commuter Services along new Fort Bend Parkway Toll Road and SH 6.....	Rosenberg
Commuter service FM521/Alameda.....	Rosenberg
Fixed-route Services to Richmond/Rosenberg.....	Rosenberg
Access to Jobs from Arcola and Fresno.....	Missouri City
Access to Shopping from Arcola and Fresno.....	Missouri City



More Transportation for Seniors and Minors.....	Missouri City
Improved Sidewalks and Signage.....	Missouri City
Express Bus Services to Downtown for Arcola/Fresno/Sienna Plantation.....	Missouri City
Express Bus Services to Texas Medical Center for Arcola/Fresno/Sienna Plantation.....	Missouri City
Commuter Rail along FM 521.....	Missouri City
Transportation between the UH Campus and Sugar Land’s Town Square.....	Sugar Land

**Gaps Identified in Interviews**

Interviews were conducted with service providers, human service agency managers, and other stakeholders to understand some of the community’s transportation needs. Most of the identified need focuses on demand-response services.

- MHMR clients are often on a waiting list for transportation to job training;
- MHMR clients can rarely get transportation to jobs after completing training;
- Approximately two-thirds of the requests for service from the American Red Cross are denied;
- Lack of transportation is the number one issue for many seniors, persons with disabilities, and those without reliable automobiles;
- Transportation needs are particularly great among the Richmond and Rosenberg populations;
- Demand exists for The Galleria - Sugar Land service, however, funding currently does not exist;
- Association of Retarded Citizens services cannot be used due to lack of transportation;
- Lack of weekend and evening services makes mobility very difficult for transportation-disadvantaged individuals; and
- Present demand-response services are inadequate to meet existing needs.

**Transit Needs Index – Basic Transit/Mobility Services**

Can the need for basic transit service be prioritized to determine where the need is greatest? Certain groups tend to rely on alternatives to transit including:

- Persons with disabilities
- Older adults
- Individuals in households with lower incomes
- Individuals in households without access to an automobile

Even in communities with higher incomes and near-universal automobile usage, the need for demand-response transit service still exists. Individuals and households within the community have significant unmet mobility needs. This transit plan seeks to identify a means to address those needs. However, in communities where high levels of need for basic transit services exist, the lack of alternative transportation creates greater difficulties for a larger percentage of the community. In all cities, towns, and villages, the lack of mobility leads to isolation from jobs, training, shopping, and recreation and other social activities.

The Project Team developed a basic Transit Need Index for the communities of Fort Bend County based on the following five factors:

1. Density
2. Household Income
3. Percentage of Household Incomes Below \$30,000 Annually
4. Percentage of Households Without an Automobile
5. Existing Use of Carpools

### ***Factor 1 – Density***

Communities with higher densities respond favorably to a variety of mobility solutions such as fixed-route transportation, demand-response transportation, and others.

*Table 8.1* indicates the density level for each service mode. Communities with less than 4 dwelling units (DU) per acre are considered **low** density. A density of 4 to 7 DU per acre within the community is considered **medium** density. More than 7 DU per acre is considered **high** density. Given the lack of high-density development in Fort Bend County, the high-density label is not assigned to any community. Only Richmond and Rosenberg have density levels that are conducive to local bus service. Future (long-range) increases in density levels may make local bus service feasible in Stafford/Meadows Place or in Sugar Land near Town Square.

<b>Table 8.1 – Appropriate Densities for Different Transit Modes</b>			
<b>Mode</b>	<b>Service</b>	<b>Minimum Residential Densities (dwelling units/acre)</b>	<b>Remarks</b>
Dial-a-Bus	Many origins to many destinations	6	Only if labor costs are not more than twice those of taxicabs
Dial-a-Bus	Fixed destination or subscription service	3.5 to 5	Lower figure if labor costs twice those of taxis; higher if thrice those of taxicabs
Local Bus	<i>Minimum</i> ½-mile route spacing, 20 buses per day	4	Average, varies as function of downtown size and distance from residential area to downtown
Local Bus	<i>Intermediate</i> ½-mile route spacing, 40 buses per day	7	
<i>Source: Urban Densities For Public Transportation, Tri-State Regional Planning Commission, U.S. Department of Transportation, Ford Foundation and Rockefeller Foundation, Re-affirmed Urban Transportation Perspectives and Prospects, 1982, Rubashev and Zapan.</i>			

**Factor 2 - Household Income**

Persons with income levels significantly lower than the median income for Fort Bend County are considered to have a greater need for transit services. Communities with household incomes well above the median income are viewed as having a lower critical need for basic transit.

Communities with household incomes below \$47,873 are considered **high** need. Communities with household incomes that are at least \$47,873 but no more than \$79,789 per household (within 25% of the County median income) are considered **medium** need. Communities with household incomes above \$79,789 (more than 25% above the County median income of \$63,831) are considered **low** need. *Tables 8.2 and 8.3* show Median Household Income ranges in Fort Bend County communities.

**Table 8.2 – Median Household Income Per Year – Large Communities in Fort Bend County**

<i>Fort Bend County, City, or Development over 10,000</i>	Richmond	Rosenberg	<i>Sienna Plantation</i>	Stafford	Katy
<i>Median Household Income</i>	<b>\$34,888</b>	<b>\$35,510</b>	<b>\$106,543</b>	<b>\$50,323</b>	<b>\$1,111</b>
<i>Fort Bend County, City, or Development over 10,000</i>	<b>Fort Bend County</b>	Missouri City	Sugar Land	New Territory	Cinco Ranch
<i>Median Household Income</i>	<b>\$63,831</b>	<b>\$72,434</b>	<b>\$81,767</b>	<b>\$96,863</b>	<b>\$111,517</b>
<i>Source: U.S. Census 2000</i>					

**Table 8.3 – Median Household Income Per Year - Rural Communities in Fort Bend County**

<i>Fort Bend County, City, Town, or Village under 2,500</i>	<i>Arcola</i>	<i>Beasley</i>	<i>Fairchilds</i>	<i>Fulshear</i>	<i>Kendleton</i>
<i>Median Household Income</i>	<b>\$31,607</b>	<b>\$35,000</b>	<b>\$52,500</b>	<b>\$44,375</b>	<b>\$21,563</b>
<i>Fort Bend County, City, Town, or Village under 2,500</i>	<b>Fort Bend County</b>	<i>Needville</i>	<i>Orchard</i>	<i>Pleak</i>	<i>Thompsons</i>
<i>Median Household Income</i>	<b>\$63,831</b>	<b>\$41,202</b>	<b>\$47,000</b>	<b>\$52,188</b>	<b>\$32,083</b>
<i>Source: U.S. Census 2000</i>					

**Factor 3 - Percentage of Household Incomes Below \$30,000 Per Year**

Communities with a higher percentage of households having incomes below \$30,000 per year are more likely to have less access to reliable transportation and need alternate transportation. Communities with less than 8.06% of their households with incomes below \$30,000 per year are deemed as having a lower need for transit. Conversely, communities with 8.06% to 13.38% of households with incomes below \$30,000 are deemed as having a medium need for transit. Communities that have over 13.38% of households with income below \$30,000 are considered to have a high need for transit. Countywide, 10.70% of all households have incomes under \$30,000. A variance of 25% above average is considered to require a high need for transit and a variance of 25% below the County average is considered to require a lower need for transit. Communities can have a high median income yet still have a significant percentage of households with lower income.

Tables 8.4 and 8.5 show the percentage of median household incomes below \$30,000 per year.

**Table 8.4 – Fort Bend County Communities Over 2,500 Population  
Percent of Households Under \$30,000 Per Year**

<i>Community</i>	<i>Income Under \$30,000</i>	<i>Total Households</i>	<i>Percent Under \$30,000</i>
Rosenberg	1,374	7,970	17.24%
Sugar Land	930	20,560	4.52%
Missouri City	898	17,003	5.28%
Stafford	617	5,857	10.53%
Richmond	582	3,398	17.13%
Katy	431	3,886	11.09%
New Territory	90	11,583	0.78%
Meadows Place	73	1,631	4.48%
Cinco Ranch	70	3,377	2.07%
Sienna Plantation	35	670	5.22%
<b>Fort Bend County</b>	<b>11,894</b>	<b>111,164</b>	<b>10.70%</b>

*Source: U.S. Census 2000*

**Table 8.5 – Percentage of Household Incomes Under \$30,000 Per Year  
Among Rural Communities in Fort Bend County**

<i>City, Town, or Village</i>	<i>Income Under \$30,000</i>	<i>Total Households</i>	<i>Percent Under \$30,000</i>
Needville	25	700	16.14%
Kendleton	20	123	30.08%
Arcola	15	222	26.58%
Fulshear	10	180	20.00%
Beasley	7	157	17.20%
Fairchilds	3	185	2.70%
Pleak	3	264	9.09%
Orchard	2	123	8.94%
Thompsons	0	65	27.69%
<b>Fort Bend County</b>	<b>11,894</b>	<b>111,164</b>	<b>10.70%</b>

*Source: U.S. Census 2000*

**Factor 4 - Percentage of Households Without an Automobile**

Households lacking an automobile in Fort Bend County are significantly challenged with respect to mobility options throughout the county. While the vast majority of households in Fort Bend County (96.58%) have at least one automobile, 4,280 households do not have at least one vehicle. Households without a car are not evenly distributed throughout the county. Communities with fewer than 2.57% of all households without an automobile are considered to have a lower transit need. Communities averaging between 2.57% to 4.28% of all households without automobiles are considered to have a medium transit need. Communities

with more than 4.28% of households without automobiles are considered to have a high transit need. *Tables 8.6 and 8.7* show the percentage of households in communities without an automobile.

***Table 8.6 – Availability of Automobiles in Households Among Communities Over 2,500 Population in Fort Bend County***

<b><i>Community</i></b>	<b><i>1+ Car</i></b>	<b><i>0 Car</i></b>	<b><i>Total</i></b>	<b><i>Percent 0 Car</i></b>
Rosenberg	6,651	1,319	7,970	16.55%
Richmond	2,974	424	3,398	12.48%
Sugar Land	249	275	20,560	1.34%
Katy	3,647	233	3,886	6.00%
Missouri City	16,846	157	17,003	0.92%
Stafford	5,720	137	5,857	2.34%
New Territory	11,533	50	11,583	0.43%
Sienna Plantation	627	12	639	1.88%
Meadows Place	1,743	12	1,755	0.68%
Cinco Ranch	3,368	9	3,377	0.27%
<b>Fort Bend County</b>	<b>120,612</b>	<b>4,280</b>	<b>124,892</b>	<b>3.43%</b>

*Source: U.S. Census 2000*

***Table 8.7 – Availability of Automobiles in Households Among Communities Under 2,500 Population in Fort Bend County***

<b><i>City, Town, or Village</i></b>	<b><i>1+ Car</i></b>	<b><i>0 Car</i></b>	<b><i>Total</i></b>	<b><i>Percent 0 Car</i></b>
Needville	1,029	76	1,105	6.88%
Arcola	190	32	222	14.41%
Fulshear	250	30	280	10.71%
Kendleton	158	25	183	13.66%
Beasley	231	24	255	9.41%
Pleak	463	12	475	2.53%
Thompsons	95	8	103	7.77%
Simonton	249	2	251	0.80%
Orchard	212	2	214	0.93%
Fairchilds	343	0	343	0.00%
<b>Fort Bend County</b>	<b>120,612</b>	<b>4,280</b>	<b>124,892</b>	<b>3.43%</b>

*Source: U.S. Census 2000*

***Factor 5 - Existing Use of Carpools***

Carpools are used more frequently than transit across the United States and are in many respects “the primary alternate mode of travel” to the single-occupancy vehicle (SOV). High usage of carpools is generally indicative of a higher-than-average need for alternate transportation. High levels of carpools often exist in areas of limited mobility options.



Approximately 12.56% of all work trips in Fort Bend County are by carpool. Communities in which the percentage of car pools is more than 25% above the average for Fort Bend County (15.70%) are considered to have a high need for transit. Having a percentage of persons who carpool to work within 25% of the Fort Bend County average is considered medium need (9.42% to 15.70%). Low need for transit based on carpools is in communities where less than 9.42% of all persons traveling to work utilize carpooling. *Tables 8.8 and 8.9* show the percentage of persons who carpool to work. *Table 8.10* shows the overall percentage to determine scoring.

**Table 8.8 – Percentage of Individuals Carpooling to Work from Fort Bend County Communities with More Than 2,500 Population**

<i>City or Planned Community</i>	<i>Carpool</i>	<i>Total Households</i>	<i>Percent Carpool</i>
Missouri City	3,019	26,500	11.39%
Sugar Land	2,841	30,510	9.31%
Rosenberg	1,998	10,246	19.50%
Stafford	1,097	8,193	13.39%
Richmond	975	4,408	22.12%
Katy	703	5,385	13.05%
New Territory	573	5,763	9.94%
Cinco Ranch	486	4,998	9.72%
Meadows Place	271	2,651	10.22%
<b>Fort Bend County</b>	<b>11,963</b>	<b>98,654</b>	<b>12.13%</b>

*Source: U.S. Census 2000*

**Table 8.9 – Percentage of Individuals Carpooling to Work from Fort Bend County Communities with Less Than 2,500 Population**

<i>City, Town, or Village</i>	<i>Carpool</i>	<i>Total Households</i>	<i>Percent Carpool</i>
Needville	134	1,105	12.13%
Pleak	102	475	21.47%
Arcola	74	316	23.42%
Beasley	38	255	14.90%
Kendleton	36	183	19.67%
Fairchilds	35	343	10.20%
Orchard	23	214	10.75%
Fulshear	17	290	5.86%
Thompsons	12	103	11.65%
<b>Fort Bend County</b>	<b>11,963</b>	<b>98,654</b>	<b>12.13%</b>

*Source: U.S. Census 2000*

**Table 8.10 – Overall Scoring Levels on Basic Mobility/Transit Need Index**

<i>Measure</i>	<i>Average Density</i>	<i>Median* Household Income</i>	<i>Percent Lower Income Levels (under 30,000)*</i>	<i>% No Car*</i>	<i>Existing Use of Carpools*</i>
<b>Low</b> (1 Point)	Below 4 DU	Over \$79,789	Under 8.06 %	Under 2.57%	Under 9.42%
<b>Medium</b> (2 Points)	4-7 DU per acre	Between \$47,873 - \$79,789	Between 8.06 – 13.38%	Between 2.57% - 4.28%	Between 9.42 – 15.7%
<b>High</b> (3 Points)	Over 7 DU per acre	Under \$47,873	Over 13.38%	Over 4.28%	Over 15.7%

*\* Based on 25% variance with county median or average*

**Scoring Method**

Each of the measures is defined as **low** (1 point), **medium** (2 points), or **high** (3 points). Score totals are designed to aid in decisions regarding the allocation of transit resources based on the need for transit. Priorities in the basic transit need index reflect the level of transit mobility needed within a community. The lowest possible composite score is 5 and the highest possible composite score is 15. *Tables 8.11 and 8.12* show transit needs for selected Fort Bend County communities.

*Communities scoring between 5 and 8* have the need for basic transportation, but only for a relatively small percentage of individuals within the community. In a large community such as Sugar Land, the ratio of households without a car represents a total of only 1.34% but resulted in a transit need index total of 275, the third highest in Fort Bend County behind only Richmond and Rosenberg (where 40% of all Fort Bend County households without automobiles reside). Therefore, transit mobility need is significant in Sugar Land even with a low transit need index score.

*Communities scoring between 9 and 12* have a significant need for transit. Many individuals and households within the community have limited mobility options.

*Communities scoring between 13 and 15* have a high need for transit. A large percentage of individuals and households within the community have limited mobility options. Given the level of need, local bus service can be a practical option.

**Table 8.11 – Basic Transit Mobility Need Index for Fort Bend County Communities with Over 2,500 Population**

<i>City or Planned Community</i>	<i>Average Density</i>	<i>Household Income</i>	<i>Percent Lower Income Levels (under \$30,000)</i>	<i>% No Car</i>	<i>Existing Use of Carpools</i>	<i>Total</i>
Richmond	2	3	3	3	3	<b>14</b>
Rosenberg	2	3	3	3	3	<b>14</b>
Katy	1	2	2	3	2	<b>10</b>
Missouri City	1	2	1	1	2	<b>8</b>
Stafford	1	2	2	1	2	<b>8</b>
Meadows Place	2	2	1	1	2	<b>8</b>
Sugar Land	1	1	1	1	1	<b>5</b>
Cinco Ranch	1	1	1	1	1	<b>5</b>
New Territory	1	1	1	1	1	<b>5</b>
<b>Fort Bend County</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>9</b>

**Table 8.12 – Basic Transit Mobility Need Index for Fort Bend County Communities with Under 2,500 Population**

<i>City</i>	<i>Average Density</i>	<i>Household Income</i>	<i>Percent Lower Income Levels (under \$30,000)</i>	<i>% No Car</i>	<i>Existing Use of Carpools</i>	<i>Total</i>
Arcola	1	3	3	3	3	<b>13</b>
Kendleton	1	3	3	3	3	<b>13</b>
Beasley	1	3	3	3	2	<b>12</b>
Thompsons	1	3	3	3	2	<b>12</b>
Fulshear	1	3	3	3	1	<b>11</b>
Needville	1	3	3	2	2	<b>11</b>
Pleak	1	2	2	3	3	<b>11</b>
Orchard	1	3	2	1	2	<b>9</b>
Fairchilds	1	2	1	1	2	<b>7</b>
<b>Fort Bend County</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>9</b>

The transit need index provides insight into the transit needs of Fort Bend County communities. Based on this index, Fort Bend County requires a basic level of transit service to address unmet needs to portions of the populations and households who need service to travel to work, shopping, medical appointments, and to participate in community life. Certain communities including Richmond, Rosenberg, Arcola, Beasley, Kendleton, and Thompsons have a moderate to high need for transit service. While the intention of this countywide transit service plan is to meet the needs of all Fort Bend County communities, the cities identified above as having more serious needs should be addressed further.

## **Transit Feasibility Index For Commuter Service To Large Employment Centers**

Commuter-oriented service has a substantially different emphasis and outlook than transit service that is designed to meet basic mobility needs. Individuals who have a high need for transit also may use commuter services to meet their transportation needs, but these services generally target individuals who have a variety of travel options and who travel a substantial distance to work. Commuter service is designed to provide a desirable alternative to this target group.

Characteristics of this service include the following:

- Improved travel time
- Additional travel advantages over the individual automobile
- Adequate level of ridership
- Sufficiently large number of individuals residing near the origin
- Destination that is a large employment center includes those with more than 2,000 daily trips from Fort Bend County to the large employment center, such as the following:
  - Central Business District (CBD)
  - Texas Medical Center
  - Uptown/The Galleria
  - Greenway Plaza
  - Energy Corridor
  - Westchase

Gauging the potential feasibility of commuter service resulted in the analysis of the following six potential areas:

- Sugar Land
- New Territory
- Stafford/Meadows Place
- Arcola/Sienna Plantation
- Richmond/Rosenberg
- Cinco Ranch/Katy

The following five factors were used to determine the feasibility of commuter service in Fort Bend County:

1. Existing Transit Use
2. Trips to Large Business Centers
3. Convenience of Destination
4. Accessibility to HOV Lanes
5. Distance to Employment Centers

**Factor 1 - Existing Transit Use**

Although Fort Bend County transit use is low, transit service is used primarily for work trips (1.64%) to Harris County. Areas with a greater propensity to use transit (more than 25% above the county average) indicate more use may occur if additional commuter service is provided. The addition of TREK Express service with one route to Greenway Plaza added 150 daily work trips of increased transit use in Fort Bend County for work trips. As a result transit for work trips from Fort Bend County has increased by approximately 10%. Communities in Fort Bend County with transit use of more than 1.96% are considered *high* transit use. Transit use between 1.18% and 1.96% is considered close to the county average and is rated as *medium* transit use. Transit use of less than 1.18% of work trips is considered *low* transit use. Note that the consideration is for commuter service. *Table 8.13* shows transit usage by community.

<b>City or Planned Community</b>	<b>Public Transit Trips</b>	<b>Total Households</b>	<b>Public Transit</b>
Missouri City	446	26,500	1.68%
Sugar Land	440	30,510	1.44%
Cinco Ranch/Katy	289	10,383	2.78%
Stafford/Meadows Place	218	10,844	2.01%
New Territory	106	5,763	1.84%
Richmond/Rosenberg	53	10,246	0.52%
Arcola/Sienna Plantation	13	1,224	1.06%
<b>Total</b>	<b>1,565</b>	<b>95,470</b>	<b>1.64%</b>
<i>Source: U.S. Census 2000</i>			

**Factor 2 - Trips to Large Business Centers**

The volume of trips from a specific community to a business center is important since only a fraction (10%, at best) will ride commuter services to the destination. As a result large volumes of travel are needed from a residential community to a large employment area. Communities with more than 400 trips to a business center are considered *high*. Communities with 200 to 400 trips to an employment area are considered *medium*. Areas with fewer than 200 employment trips are considered *low*. Areas considered low may be

appropriate for services such as vanpooling. Commuter service that can pick up or drop off in more than one area (i.e., New Territory and Stafford/Meadows Place) is also a possible means of generating additional ridership.

***Factor 3 - Convenience of Destination***

This factor considers the qualitative convenience of the employment center destination. It could be logistically easy to access and travel within the corridor, or travel to and within the corridor could be difficult. Stops could be designed to accommodate most employment trips within the corridor. Convenience of destination is a subjective determination. Each destination is given a rating. Greenway Plaza is rated *high*. The CBD, Galleria/Uptown, and Texas Medical Center are rated *medium*. The Energy Corridor and Westchase (less compact, suburban-style developments) are rated *low*.

***Factor 4 - Accessibility to HOV Lanes***

HOV lanes provide a travel advantage to commuter transit over mixed traffic lanes since travel in the HOV lane is typically faster. If travel for a majority of the route utilizes *mixed traffic lanes* along tollways, freeways, or arterials, then the travel time advantage is negated. Potential routes in which a *majority* of the trips utilizes HOV lanes are rated as *high*; where a *portion* of the trips utilizes HOV lanes the rating is *medium*; and where there is *no* travel on the HOV lanes the rating is *low*.

***Factor 5 - Distance to Employment Center***

Commuter transit service is typically most desirable when travel is between 10 to 25 miles on congested corridors. Trips of that length are rated *high*. Trips over 25 miles are rated *medium*. Trips rated as *low* are less than 10 miles where auto travel is more likely to be a convenient option.

Tables 8.14 through 8.19 show the desirability of 42 potential commuter travel corridors based on the five factors listed above.

<i>City</i>	<i>Current Use of Transit</i>	<i>Trips to CBD</i>	<i>Destination Convenience</i>	<i>Access to HOV lanes</i>	<i>Distance to Employment Center</i>	<i>Total</i>
Stafford/Meadows Place	3	3	2	3	3	<b>14</b>
Sugar Land	2	3	2	3	3	<b>13</b>
Missouri City	2	3	2	2	3	<b>12</b>
Sienna Plantation /Arcola	1	2	2	2	3	<b>10</b>
New Territory	2	2	2	2	2	<b>10</b>
Cinco Ranch/Katy	2	2	2	2	2	<b>9</b>
Richmond/ Rosenberg	2	1	2	2	2	<b>9</b>



**Table 8.15 – Commuter Transit Trips From Fort Bend County to Uptown/Galleria**

<i>City</i>	<i>Current Use of Transit</i>	<i>Trips to Galleria</i>	<i>Destination Convenience</i>	<i>Access to HOV Lanes</i>	<i>Distance to Employment Center</i>	<i>Total</i>
Stafford/Meadows Place	3	3	2	3	3	<b>14</b>
Sugar Land	2	3	2	3	3	<b>13</b>
Missouri City	2	3	2	2	3	<b>12</b>
Cinco Ranch/Katy	3	1	2	2	3	<b>11</b>
Sienna Plantation /Arcola	1	2	2	2	3	<b>11</b>
New Territory	2	2	2	2	2	<b>10</b>
Richmond/Rosenberg	1	1	2	2	2	<b>8</b>

**Table 8.16 – Commuter Transit Trips From Fort Bend County to Texas Medical Center**

<i>City</i>	<i>Current Use of Transit</i>	<i>Trips to Texas Medical Center</i>	<i>Destination Convenience</i>	<i>Access to HOV Lanes</i>	<i>Distance to Employment Center</i>	<i>Total</i>
Stafford/Meadows Place	3	3	2	2	3	<b>13</b>
Sugar Land	2	3	2	2	3	<b>12</b>
Missouri City	2	3	2	1	3	<b>11</b>
New Territory	2	2	2	2	3	<b>11</b>
Sienna Plantation/ Arcola	1	2	2	2	3	<b>10</b>
Cinco Ranch/Katy	3	1	2	1	2	<b>9</b>
Richmond/Rosenberg	1	2	2	2	2	<b>9</b>

**Table 8.17 – Commuter Transit Trips From Fort Bend County to Greenway Plaza**

<i>City</i>	<i>Current Use of Transit</i>	<i>Trips to Greenway Plaza</i>	<i>Destination Convenience</i>	<i>Access to HOV Lanes</i>	<i>Distance to Employment Center</i>	<i>Total</i>
Stafford/Meadows Place	3	3	3	3	3	<b>15</b>
Sugar Land	2	3	3	3	3	<b>14</b>
Missouri City	2	3	3	2	3	<b>13</b>
New Territory	2	1	3	3	3	<b>12</b>
Cinco Ranch/Katy	3	1	3	2	2	<b>11</b>
Sienna Plantation/Arcola	1	2	3	2	3	<b>11</b>
Richmond/Rosenberg	1	1	3	3	2	<b>10</b>

**Table 8.18 – Commuter Transit Trips From Fort Bend County to Westchase**

<i>City</i>	<i>Current Use of Transit</i>	<i>Trips to Westchase</i>	<i>Destination Convenience</i>	<i>Access to HOV Lanes</i>	<i>Distance to Employment Center</i>	<i>Total</i>
Sugar Land	2	2	1	1	3	<b>9</b>
Missouri City	2	2	1	1	3	<b>9</b>
Stafford /Meadows Place	3	3	1	1	1	<b>9</b>
Cinco Ranch/Katy	3	2	1	1	3	<b>9</b>
New Territory	2	1	1	1	3	<b>8</b>
Sienna Plantation/ Arcola	1	1	1	1	3	<b>7</b>
Richmond/ Rosenberg	1	1	1	1	3	<b>7</b>

**Table 8.19 – Commuter Transit Trips From Fort Bend County to Energy Corridor**

<i>City</i>	<i>Current Use of Transit</i>	<i>Trips to Energy Corridor</i>	<i>Destination Convenience</i>	<i>Access to HOV Lanes</i>	<i>Distance to Employment Center</i>	<i>Total</i>
Sugar Land	2	2	1	1	3	<b>9</b>
Stafford/ Meadows Place	3	2	1	1	3	<b>9</b>
Cinco Ranch/Katy	3	3	1	1	1	<b>9</b>
Sienna Plantation/ Arcola	1	1	1	1	3	<b>9</b>
Missouri City	2	1	1	1	3	<b>8</b>
New Territory	2	1	1	1	3	<b>8</b>
Richmond/ Rosenberg	1	1	1	1	3	<b>7</b>

## Scores

The possible total score is a minimum of 5 and a maximum of 15. Potential commuter routes should be considered as follows:

<i>Score</i>	<i>Definition</i>
<b>13 - 15</b>	Highly promising for commuter service
<b>10 - 12</b>	Possible for commuter service, combining origins or employment centers should be considered for marginal service
<b>Below 10</b>	Marginal, at best, for commuter service. Unless other compelling factors exist, it may be better to consider marketing vanpool service for these corridors

Results show that six routes rate as “highly promising for commuter service.” Twelve routes rate as “possible for commuter service.” Twenty-six routes are considered “marginal”; however, conditions may change to improve the viability of these routes. At this time, successful commuter service will be highly challenging.

<i>Possible Routes</i>	<i>Rating</i>
<b>6</b>	Highly promising
<b>12</b>	Possible
<b>26</b>	Marginal

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## PEER REVIEW

### Introduction

Several transit scenarios in the short- and long-term are appropriate for providing service to urban and rural areas within Fort Bend County. These services include fixed-route, demand-response, express, circulators, and potentially high-speed transit. The only transit providers currently available in Fort Bend County include TREK Express, VPSI vanpool, Greyhound, and various local senior and human/social transportation services. These services focus largely on commute situations to the Houston area. For purposes of the peer review, a comparison was conducted of Texas transit systems operating demand-response and fixed-route services in cities or counties with similar demographics as Fort Bend County to determine their operating performance and cost-effectiveness. Results from the top performing transit agency can serve as an example for potential future Fort Bend Transit operators to achieve. The demand-response analysis compares rural services provided in the Brazos Transit District region (The District), Galveston and Brazoria County (The Gulf Coast Center - Connect Transportation), Montgomery County (The Friendship Center), and Colorado County (Colorado Valley Transit). The fixed-route analysis focuses on small urban transit systems serving Galveston (Island Transit) and Beaumont (Beaumont Transit System), and the regional system the District. Data is provided through the National Transit Database (NTD) System and the Texas Department of Transportation's annual transit statistics reports for the FY1997-FY2001 period. In addition, an analysis of park & ride lots operated by Houston METRO and The District was performed. The Houston METRO park & ride lots include a location in Missouri City, Kingwood, and the West Belt area. The two Woodlands District lots under study include The Research Forest and Spring locations.

This analysis utilizes data relating to operating expense, operating revenue, annual passenger miles, revenue miles, trips, and other data to determine how the peer transit systems compare in terms of service efficiency, cost effectiveness, and service effectiveness. The following provides a description of each performance measure:

- **Service Efficiency** is analyzed from the perspective of operating expense per vehicle revenue mile and operating expense per vehicle revenue hour. The relevance of these two categories is to demonstrate how the difference between the two reflects on system manpower allocation efficiency and maintenance burden.
- **Cost Effectiveness** measures the system's operating expense on a per-passenger basis. The expense is a reflection of system cost related to the number of passengers carried. These two categories enable the effective measurement of a system's efficiency comparing more trips per passenger mile versus fewer trips per passenger mile. Systems requiring longer distances to serve passengers will be less effective.
- **Service Effectiveness** is based on the number of passengers per vehicle mile and the number of passenger trips per vehicle hour. This is particularly important where transit services must traverse extensive distances to serve passengers. In these cases, service effectiveness would indicate fewer passengers per vehicle mile, as opposed to systems serving denser areas. However, where longer distances capture dense ridership (i.e., park & ride operations), effective measurement may improve even though distances are longer.

## Demand-Response Services

Demand-response services, commonly referred to as Dial-a-Ride or Paratransit, is a curb-to-curb transportation service that requires advance scheduling for passenger pick-up. Travel patterns are not fixed with this type of service. Typically, persons with disabilities or the elderly who demonstrate eligibility utilize this type of transit service. However, depending on the agency, demand-response services may not require eligibility and are instead open to the general public. Additionally, passenger rides can be shared with other passengers for more efficient operations. Demand-response transportation service is available in Fort Bend County through human/social and local senior service providers. The following reveals the demand-response peer group performance in terms of service efficiency, cost effectiveness, and service effectiveness. *Table 9.1* provides a complete demand-response peer group comparison<sup>1</sup>.

**The District** began operating in 1974 and provided transportation service to seven counties in Brazos Valley. The agency currently serves 16 central and west Texas counties, including Angelina, Brazos, Burlison, Grimes, Houston, Leon, Liberty, Madison, Montgomery, Nacogdoches, Polk, Robertson, San Jacinto, Trinity, Walker, and Washington. The District's demand-response services are restricted to eligible passengers only. In comparison to the peer systems reviewed, it yields the lowest annual trips for the period examined. In terms of service efficiency, it experienced the highest operating expense per vehicle revenue mile from \$1.76 to \$2.35 between FY1997 to FY2001, with the exception of FY1998 where it ranked in the middle of the peer group. Similarly, from a cost-effectiveness standpoint, The District has one of the highest operating expenses per unlimited passenger trip between FY1998 to FY2001 resulting in a cost of \$11.21 to \$16.92, respectively. Service effectiveness measures the ability of the system to serve passenger trips per vehicle mile and vehicle hour and reflects the system's ability to provide routes and schedules that effectively meet demand. Of the entire peer group, its passenger trips per vehicle mile show much improvement from 0.11 in FY1997 to 0.14 in FY2001, the highest of the peer group.

**Connect Transportation's** demand-response transportation services are available to Galveston County and Brazoria County residents through The Gulf Coast Center (GCC). Seniors, community service organizations, GCC patrons, and the general public can utilize this service. Services are developed according to individual or organizational requests. In comparison to the peer systems, Connect Transportation produced the highest annual trips from 112,798 to 100,706 between FY1998 to FY2001. Accordingly, it has the highest total operating expenses of the peer group. By FY2001 Connect Transportation experienced a gradual increase in operating expense to \$1,891,602. The performance of Connect Transportation services from FY1997 to FY2001, in terms of service efficiency, is in the middle range of the peer group with operating expense per vehicle revenue mile ranging from \$1.05 to \$1.87. In contrast, Connect Transportation's operating expense per unlimited passenger trip is the highest of the peer group with the exception of FY1997 when it ranked second to The District. From a service-effectiveness standpoint, it remains in the middle

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<sup>1</sup> The Colorado Valley Transit, Friendship Center, and Connect Transportation data are based on TxDOT Annual Transit Statistics and, therefore, does not provide annual passenger miles, annual vehicle revenue hours, operating expense per vehicle revenue hour, operating expenses per passenger mile, or unlinked passenger trips per vehicle hour, as demonstrated in the NTD Section 15 reporting.

range of the peer group for unlinked passenger trips per vehicle mile with 0.08 to 0.10 from FY1997 to FY1998.

**Colorado Valley Transit** provides demand-response services to residents of Colorado County, Waller County, and Wharton County. The performance of Colorado Valley Transit's demand-response services, in terms of operating expense, is the second highest against other peer cities in this analysis. A comparison of its service efficiency with the peer group indicates its operating expense per vehicle revenue mile is average at \$1.18 to \$1.21 from FY1997 to FY2001. However, the demand-response services experienced the lowest operating expense per unlimited passenger trip from \$9.92 to \$9.73 between FY1997 to FY2001, making it the most cost-effective of the peer group. Similarly, it excels in service effectiveness with some of the highest unlinked passenger trips per vehicle mile averaging 0.12 to 0.14.

**Friendship Center** is a nonprofit organization that provides a range of services for Montgomery County seniors. One service is demand-response transportation limited to eligible seniors and/or persons with disabilities. A comparison of the Friendship Center's demand-response services indicates it experienced the second lowest operating expense for FY1998 to FY2001. In a similar way, the operating expense per vehicle revenue mile is one of the lowest of the peer groups from \$1.09 in FY1997 to \$1.26 in FY2001. From a service-efficiency standpoint, this demonstrates the service performs well. Similarly, it is one of the most cost effective of the peer groups studied with operating expense per unlimited passenger trip ranging from \$6.21 to \$12.37 between FY1997 to FY2001. In terms of service effectiveness, the Friendship Center's demand-response service alternates in the number of unlinked passenger trips per vehicle mile. For example, in FY1997 it experienced the highest unlinked passenger trips per vehicle mile and slowly dropped to 0.12 and 0.10 between FY1998 to FY2001, making it one of the least service effect services of the peer groups.

### **Demand-Response Peer Group Conclusion**

In reviewing the peer systems for the FY1997 to FY2001 period, the following was determined:

- The District demand-response services experienced the lowest annual trips and the highest operating expense per vehicle revenue mile of the peer systems.
- Connect Transportation experienced the highest annual ridership of the peer systems between FY1998 and FY2001, in addition to the second highest operating expense per vehicle revenue mile.
- The Colorado Valley Transit demand-response services had the highest number of unlinked passenger trip per vehicle mile and ranks the highest in terms of service-effectiveness performance.
- The Friendship Center demand-response services experienced the lowest operating expense per vehicle revenue mile between FY1997 and FY2000. Additionally, it is the most cost-effective of the peer groups.



**Table 9.1 – Demand-Response Peer Review Comparison FY1997-FY2001**

<b>Demand-Response FY1997</b>						
<i>Available Fleet</i>	<i>Operating Expense</i>	<i>Annual Passenger Miles</i>	<i>Annual Vehicle Revenue Miles</i>	<i>Annual Trips</i>	<i>Annual Vehicle Revenue Hours</i>	<i>Average Fleet Age in Years</i>
The District	\$429,728	244,290	244,538	26,040	14,588	4
Connect Transportation	\$432,360	N/A	410,860	33,440	N/A	N/A
Colorado Valley Transit	\$464,823	N/A	392,450	46,840	N/A	N/A
Friendship Center	\$243,240	N/A	223,540	39,156	N/A	N/A

<b>Performance Measures FY1997</b>						
	<i>Service Efficiency</i>		<i>Cost Effectiveness</i>		<i>Service Effectiveness</i>	
	<i>Operating Expense Per Vehicle Revenue Mile</i>	<i>Operating Expense Per Vehicle Revenue Hour</i>	<i>Operating Expense Per Passenger Mile</i>	<i>Operating Expense Per Unlimited Passenger Trip</i>	<i>Unlinked Passenger Trips per Vehicle Mile</i>	<i>Unlinked Passenger Trips per Vehicle Hour</i>
The District	\$1.76	\$29.46	\$1.76	\$16.50	0.11	1.79
Connect Transportation	\$1.05	N/A	N/A	\$12.93	0.08	N/A
Colorado Valley Transit	\$1.18	N/A	N/A	\$9.92	0.12	N/A
Friendship Center	\$1.09	N/A	N/A	\$6.21	0.18	N/A

<b>Demand-Response FY1998</b>						
<i>Available Fleet</i>	<i>Operating Expense</i>	<i>Annual Passenger Miles</i>	<i>Annual Vehicle Revenue Miles</i>	<i>Annual Trips</i>	<i>Annual Vehicle Revenue Hours</i>	<i>Average Fleet Age in Years</i>
The District	\$290,300	274,476	237,432	25,894	10,587	4.6
Connect Transportation	\$1,515,972	1,651,363	1,151,974	112,798	51,692	3.1
Colorado Valley Transit	\$565,739	N/A	458,767	62,611	N/A	N/A
Friendship Center	\$404,859	N/A	344,319	42,769	N/A	N/A

<b>Performance Measures FY1998</b>						
	<i>Service Efficiency</i>		<i>Cost Effectiveness</i>		<i>Service Effectiveness</i>	
	<i>Operating Expense Per Vehicle Revenue Mile</i>	<i>Operating Expense Per Vehicle Revenue Hour</i>	<i>Operating Expense Per Passenger Mile</i>	<i>Operating Expense Per Unlimited Passenger Trip</i>	<i>Unlinked Passenger Trips per Vehicle Mile</i>	<i>Unlinked Passenger Trips per Vehicle Hour</i>
The District	\$1.22	\$27.42	\$1.06	\$11.21	0.11	2.45
Connect Transportation	\$1.32	\$29.33	\$0.92	\$13.44	0.10	2.18
Colorado Valley Transit	\$1.23	N/A	N/A	\$9.04	0.14	N/A
Friendship Center	\$1.18	N/A	N/A	\$9.47	0.12	N/A

<b>Demand-Response FY1999</b>						
<i>Available Fleet</i>	<i>Operating Expense</i>	<i>Annual Passenger Miles</i>	<i>Annual Vehicle Revenue Miles</i>	<i>Annual Trips</i>	<i>Annual Vehicle Revenue Hours</i>	<i>Average Fleet Age in Years</i>
The District	\$355,487	269,282	219,857	25,404	8,974	5.6
Connect Transportation	\$1,746,244	1,697,321	1,080,804	111,250	48,510	4.1
Colorado Valley Transit	\$698,576	N/A	531,215	75,805	N/A	N/A
Friendship Center	\$488,353	N/A	426,334	37,716	N/A	N/A

<b>Performance Measures FY1999</b>						
	<i>Service Efficiency</i>		<i>Cost Effectiveness</i>		<i>Service Effectiveness</i>	
	<i>Operating Expense Per Vehicle Revenue Mile</i>	<i>Operating Expense Per Vehicle Revenue Hour</i>	<i>Operating Expense Per Passenger Mile</i>	<i>Operating Expense Per Unlimited Passenger Trip</i>	<i>Unlinked Passenger Trips per Vehicle Mile</i>	<i>Unlinked Passenger Trips per Vehicle Hour</i>
The District	\$1.62	\$39.61	\$1.32	\$13.99	0.12	2.83
Connect Transportation	\$1.62	\$35.99	\$1.03	\$15.69	0.10	2.29
Colorado Valley Transit	\$1.32	N/A	N/A	\$9.22	0.14	N/A
Friendship Center	\$1.15	N/A	N/A	\$12.95	0.09	N/A

<b>Demand-Response FY2000</b>						
<i>Available Fleet</i>	<i>Operating Expense</i>	<i>Annual Passenger Miles</i>	<i>Annual Vehicle Revenue Miles</i>	<i>Annual Trips</i>	<i>Annual Vehicle Revenue Hours</i>	<i>Average Fleet Age in Years</i>
The District	\$419,642	250,698	186,182	25,146	12,954	4.4
Connect Transportation	\$1,690,609	1,413,228	954,737	92,523	39,721	4.1
Colorado Valley Transit	\$660,319	N/A	682,635	88,592	N/A	N/A
Friendship Center	\$583,279	N/A	443,397	39,641	N/A	N/A

<b>Performance Measures FY2000</b>						
	<i>Service Efficiency</i>		<i>Cost Effectiveness</i>		<i>Service Effectiveness</i>	
	<i>Operating Expense Per Vehicle Revenue Mile</i>	<i>Operating Expense Per Vehicle Revenue Hour</i>	<i>Operating Expense Per Passenger Mile</i>	<i>Operating Expense Per Unlimited Passenger Trip</i>	<i>Unlinked Passenger Trips per Vehicle Mile</i>	<i>Unlinked Passenger Trips per Vehicle Hour</i>
The District	\$2.25	\$32.39	\$1.67	\$16.69	0.14	1.94
Connect Transportation	\$1.77	\$45.56	\$1.19	\$18.27	0.10	2.33
Colorado Valley Transit	\$1.00	N/A	N/A	\$7.45	0.13	N/A
Friendship Center	\$1.32	N/A	N/A	\$14.71	0.09	N/A

<b>Demand-Response FY2001</b>						
<i>Available Fleet</i>	<i>Operating Expense</i>	<i>Annual Passenger Miles</i>	<i>Annual Vehicle Revenue Miles</i>	<i>Annual Trips</i>	<i>Annual Vehicle Revenue Hours</i>	<i>Average Fleet Age in Years</i>
The District	\$319,723	180,684	135,912	18,900	7,560	7.8
Connect Transportation	\$1,891,602	1,540,418	1,009,035	100,706	41,200	4.1
Colorado Valley Transit	\$823,371	N/A	682,635	84,634	N/A	N/A
Friendship Center	\$603,909	N/A	477,633	48,838	N/A	N/A

<b>Performance Measures FY2001</b>						
	<i>Service Efficiency</i>		<i>Cost Effectiveness</i>		<i>Service Effectiveness</i>	
	<i>Operating Expense Per Vehicle Revenue Mile</i>	<i>Operating Expense Per Vehicle Revenue Hour</i>	<i>Operating Expense Per Passenger Mile</i>	<i>Operating Expense Per Unlimited Passenger Trip</i>	<i>Unlinked Passenger Trips per Vehicle Mile</i>	<i>Unlinked Passenger Trips per Vehicle Hour</i>
The District	\$2.35	\$42.29	\$1.77	\$16.92	0.14	2.50
Connect Transportation	\$1.87	\$45.91	\$1.23	\$18.78	0.10	2.44
Colorado Valley Transit	\$1.21	N/A	N/A	\$9.73	0.12	N/A
Friendship Center	\$1.26	N/A	N/A	\$12.37	0.10	N/A

### **Fixed-Route Services**

Fixed-route services are operated locally along a planned route normally several miles in length. Services can be in the form of circulators, feeders, trolleys, buses, or shuttles. Fort Bend County currently does not support any form of fixed-route transit services. The following reveals the fixed-route peer group performance in terms of service efficiency, cost effectiveness, and service effectiveness (*see Table 9.2 for a complete fixed-route peer group comparison*).

The **Beaumont Transit System** serves Beaumont’s urbanized area, which is comprised of 122,841 people based on U.S. Census data provided from the most recent NTD report. The fixed-route system operates seven routes and has the highest operating expense and passenger trips of the peer groups for the FY1997 to FY2001 period. From a service efficiency standpoint, the Beaumont Transit System experienced, on average, the highest operating expense per vehicle revenue mile from \$3.51 to \$3.65 between FY1997 to FY2001. Additionally, the system’s operating expense per vehicle revenue mile increased 20% from \$44.72 to \$53.78 resulting again in one of the highest of the peer groups. In contrast, the system is the most cost effective of the peer groups in terms of operating expense per passenger mile and per unlimited passenger trip with costs ranging from \$0.36 to \$0.45 and \$1.27 to \$1.74, respectively. This system also demonstrates positive figures from a service-effectiveness standpoint. Of all the peer groups, it experienced, on average, the highest number of unlinked passenger trips per unlimited vehicle mile with 2.76 to 2.10 between FY1997 and FY2001. In addition, the number of unlinked passenger trips per vehicle mile is the highest with 35.09 to 30.94 during the same period.

**The District** offers a total of 18 fixed routes that serve the cities of Bryan/College Station, Lufkin, and Nacogdoches. Eight of these routes operate in Bryan/College Station while the remaining ten are evenly distributed between Lufkin and Nacogdoches. The District has managed to maintain the lowest operating cost of the peer groups for the FY1997 to FY2001 period. While its operating expense per vehicle revenue mile is the lowest, ranging from \$2.92 to \$2.81, the system’s operating expense per vehicle revenue hour fluctuates from the lowest to the second highest of the peer groups. From a service efficiency standpoint, it ranks the highest. However, from a cost-effectiveness perspective, the system performs poorly, comparatively. The operating expense per passenger mile and the operating expense

per unlimited passenger trip are the highest from \$2.02 to \$1.60 and \$5.86 to \$5.07, respectively. In the same respect the system performs poorly in terms of service effectiveness. The number of unlinked passenger trips per vehicle mile was 0.50 to 0.55 from FY1997 to FY2001 and the number of unlinked passenger trips per vehicle hour was 7.06 to 8.73 for that same period, which is far below the other two transit systems.

**Island Transit** operates seven fixed-routes on Galveston Island. The cost to operate the service from FY1997 to FY2001 was \$1,679,890 to \$1,879,909, placing it in the middle cost range of the peer groups. Additionally, it performed average, from a service-efficiency standpoint, with an operating expense per vehicle revenue mile cost of \$3.36 to \$3.23 and an operating expense per vehicle revenue hour cost of \$41.33 to \$46.99 for the FY1997 to FY2001 period. Another area where the system performs well, in terms of cost effectiveness, is in operating expense per passenger mile and per unlimited passenger trip, which is just below Beaumont at \$0.63 to \$1.60 and \$1.28 to \$2.39, respectively. Similarly, from a service-effectiveness standpoint, the number of unlinked passenger trips per vehicle mile (2.62 to 1.45) and per vehicle hour (34.53 to 15.72) is above average compared to the peer groups.

### **Fixed-Route Peer Group Conclusion**

In reviewing the peer systems for the FY1997 to FY2001 period, the following was determined:

- The District experienced the lowest annual operating expense and lowest operating expense per vehicle revenue mile of the peer systems. It performed the highest in terms of service efficiency.
- Beaumont's fixed-route transit system performed the best of the peer groups from a cost effectiveness and service effectiveness standpoint. The system, on average, experienced the lowest operating expense per passenger mile and operating expense per unlimited passenger trip. In addition, the system experienced the highest annual passenger miles.
- Island Transit's fixed-route service operates competitively against Beaumont's system. It is both cost effective and provides effective service. Both the operating expense per passenger mile and operating expense per unlimited passenger trip are low.

**Table 9.2 - Fixed-Route Peer Review Comparison FY1997-FY2001**

<b>Fixed-Route FY1997</b>						
<i>Available Fleet</i>	<i>Operating Expense</i>	<i>Annual Passenger Miles</i>	<i>Annual Vehicle Revenue Miles</i>	<i>Annual Trips</i>	<i>Annual Vehicle Revenue Hours</i>	<i>Average Fleet Age in Years</i>
Beaumont	\$1,856,863	5,111,209	528,877	1,457,065	41,519	7.4
The District	\$1,250,775	619,495	428,249	213,619	30,266	3.8
Island Transit	\$1,679,890	2,658,592	500,463	1,310,841	37,960	4.9

<b>Performance Measures FY1997</b>						
	<i>Service Efficiency</i>		<i>Cost Effectiveness</i>		<i>Service Effectiveness</i>	
	<i>Operating Expense Per Vehicle Revenue Mile</i>	<i>Operating Expense Per Vehicle Revenue Hour</i>	<i>Operating Expense Per Passenger Mile</i>	<i>Operating Expense Per Unlimited Passenger Trip</i>	<i>Unlinked Passenger Trips per Vehicle Mile</i>	<i>Unlinked Passenger Trips per Vehicle Hour</i>
Beaumont	\$3.51	\$44.72	\$0.36	\$1.27	2.76	35.09
The District	\$2.92	\$41.33	\$2.02	\$5.86	0.50	7.06
Island Transit	\$3.36	\$44.26	\$0.63	\$1.28	2.62	34.53

<b>Fixed-Route FY1998</b>						
<i>Available Fleet</i>	<i>Operating Expense</i>	<i>Annual Passenger Miles</i>	<i>Annual Vehicle Revenue Miles</i>	<i>Annual Trips</i>	<i>Annual Vehicle Revenue Hours</i>	<i>Average Fleet Age in Years</i>
Beaumont	\$1,912,099	4,685,487	541,417	1,217,891	42,334	8.4
The District	\$920,939	688,701	429,701	237,483	24,726	4.8
Island Transit	\$1,719,508	3,383,070	525,314	1,252,989	37,497	7.0

<b>Performance Measures FY1998</b>						
	<i>Service Efficiency</i>		<i>Cost Effectiveness</i>		<i>Service Effectiveness</i>	
	<i>Operating Expense Per Vehicle Revenue Mile</i>	<i>Operating Expense Per Vehicle Revenue Hour</i>	<i>Operating Expense Per Passenger Mile</i>	<i>Operating Expense Per Unlimited Passenger Trip</i>	<i>Unlinked Passenger Trips per Vehicle Mile</i>	<i>Unlinked Passenger Trips per Vehicle Hour</i>
Beaumont	\$3.53	\$45.17	\$0.41	\$1.57	2.25	28.77
The District	\$2.14	\$37.25	\$1.34	\$3.88	0.55	9.60
Island Transit	\$3.27	\$45.86	\$0.51	\$1.37	2.39	33.42



<b>Fixed-Route FY1999</b>						
<i>Available Fleet</i>	<i>Operating Expense</i>	<i>Annual Passenger Miles</i>	<i>Annual Vehicle Revenue Miles</i>	<i>Annual Trips</i>	<i>Annual Vehicle Revenue Hours</i>	<i>Average Fleet Age in Years</i>
Beaumont	\$2,188,795	5,855,128	664,645	1,520,230	49,822	9.4
The District	\$1,235,197	737,748	435,666	254,518	24,794	5.8
Island Transit	\$1,875,881	839,193	469,534	768,523	34,199	12

<b>Performance Measures FY1999</b>						
	<i>Service Efficiency</i>		<i>Cost Effectiveness</i>		<i>Service Effectiveness</i>	
	<i>Operating Expense Per Vehicle Revenue Mile</i>	<i>Operating Expense Per Vehicle Revenue Hour</i>	<i>Operating Expense Per Passenger Mile</i>	<i>Operating Expense Per Unlimited Passenger Trip</i>	<i>Unlinked Passenger Trips per Vehicle Mile</i>	<i>Unlinked Passenger Trips per Vehicle Hour</i>
Beaumont	\$3.29	\$43.93	\$0.37	\$1.44	2.29	30.51
The District	\$2.84	\$49.82	\$1.67	\$4.85	0.58	10.27
Island Transit	\$3.99	\$54.85	\$2.24	\$2.44	1.64	22.47

<b>Fixed-Route FY2000</b>						
<i>Available Fleet</i>	<i>Operating Expense</i>	<i>Annual Passenger Miles</i>	<i>Annual Vehicle Revenue Miles</i>	<i>Annual Trips</i>	<i>Annual Vehicle Revenue Hours</i>	<i>Average Fleet Age in Years</i>
Beaumont	\$2,306,149	5,881,705	694,733	1,527,944	49,730	10.4
The District	\$1,404,889	785,368	499,110	261,620	29,972	6.4
Island Transit	\$1,815,084	1,188,800	590,155	838,973	44,644	12

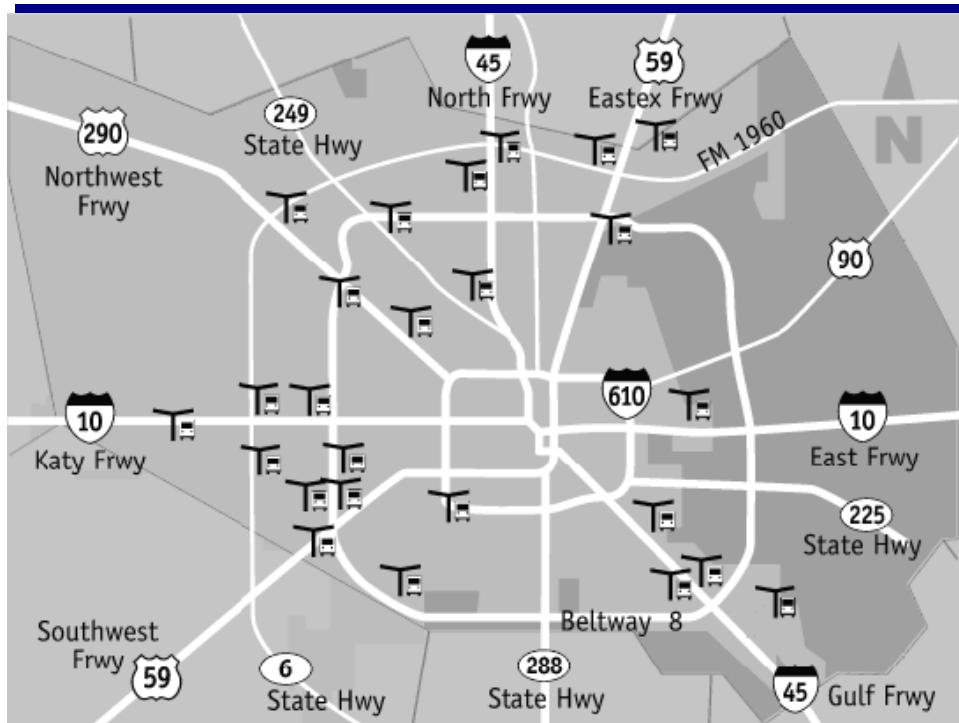
<b>Performance Measures FY2000</b>						
	<i>Service Efficiency</i>		<i>Cost Effectiveness</i>		<i>Service Effectiveness</i>	
	<i>Operating Expense Per Vehicle Revenue Mile</i>	<i>Operating Expense Per Vehicle Revenue Hour</i>	<i>Operating Expense Per Passenger Mile</i>	<i>Operating Expense Per Unlimited Passenger Trip</i>	<i>Unlinked Passenger Trips per Vehicle Mile</i>	<i>Unlinked Passenger Trips per Vehicle Hour</i>
Beaumont	\$3.32	\$46.37	\$0.39	\$1.51	2.20	30.72
The District	\$2.81	\$46.87	\$1.79	\$5.37	0.52	8.73
Island Transit	\$3.07	\$40.66	\$1.53	\$2.16	1.42	18.79

<b>Fixed-Route FY2001</b>						
<i>Available Fleet</i>	<i>Operating Expense</i>	<i>Annual Passenger Miles</i>	<i>Annual Vehicle Revenue Miles</i>	<i>Annual Trips</i>	<i>Annual Vehicle Revenue Hours</i>	<i>Average Fleet Age in Years</i>
Beaumont	\$2,649,077	5,869,411	725,240	1,524,021	49,254	11.4
The District	\$1,278,890	800,856	454,356	252,000	27,216	7
Island Transit	\$1,879,909	1,155,186	581,408	787,161	50,079	10

<b>Performance Measures FY2001</b>						
	<i>Service Efficiency</i>		<i>Cost Effectiveness</i>		<i>Service Effectiveness</i>	
	<i>Operating Expense Per Vehicle Revenue Mile</i>	<i>Operating Expense Per Vehicle Revenue Hour</i>	<i>Operating Expense Per Passenger Mile</i>	<i>Operating Expense Per Unlimited Passenger Trip</i>	<i>Unlinked Passenger Trips per Vehicle Mile</i>	<i>Unlinked Passenger Trips per Vehicle Hour</i>
Beaumont	\$3.65	\$53.78	\$0.45	\$1.74	2.10	30.94
The District	\$2.81	\$46.99	\$1.60	\$5.07	0.55	9.26
Island Transit	\$3.23	\$37.54	\$1.63	\$2.39	1.35	15.72

## Park & Rides

Park & rides are facilities that enable commuters to park their vehicles and access another mode of transportation, typically bus or light rail and, in some cases, carpools, to travel to the inner city or major employee destinations. The most efficient park & rides are (1) situated downstream of highly populated residential areas and (2) located along major highways, preferably with direct access to high-occupancy vehicle (HOV) lanes. Park & rides are a major benefit to the environment and for commuters reluctant to drive during peak-hour traffic.



*Figure 9.1 – Houston METRO Park & Ride Lots*

In Houston, the Metropolitan Transit Authority of Harris County (METRO) has implemented 25 park & ride lots in various locations throughout the city (*see Figure 9.1*). Since there are no official park & ride facilities being operated by METRO in Fort Bend County, residents can utilize the outlying West Belt and Missouri City locations. The West Belt Park & Ride is located on north West Belt Drive between I-10 and Hammerly Boulevard, with commuter service to the Houston CBD. Residents commuting from the Katy area are most likely to utilize this lot. Based on FY2003 data provided by METRO, the average monthly ridership per route is 256. The Missouri City lot is located on Fondren Road south of Main Street, with commuter service to the Houston CBD and Texas Medical Center. Residents living in the west Fort Bend County areas (Richmond, Rosenberg, and Sugar Land) can access this lot. The average monthly ridership per route is double that of the West Belt Park & Ride, with 508. METRO's Kingwood lot is an example of how successful a park & ride facility could be if it were to meet all necessary criteria. Initially developed as a temporary lot in 1979 for

Kingwood area residents, it established permanency in 1981 due to its popularity. By 1992 the lot had expanded to accommodate three bus bays and 1,034 parking spaces. The average monthly ridership per month for this route is an impressive 1,358. *Table 9.3* provides an overview of the West Belt, Missouri City, and Kingwood Park & Rides.

	<b>West Belt</b>	<b>Missouri City</b>	<b>Kingwood</b>
Implemented <sup>(1)</sup>	Jan 1985	Nov 1981	Nov 1979 (Temporary) Jan 1981 (Permanent) Dec 1992 (Expansion)
Bus Bays <sup>(1)</sup>	2	2	3
Parking Capacity <sup>(1)</sup>	1,175	779	1,034
FY2003 Monthly Ridership <sup>(2)</sup>	256	508	1,358
<sup>(1)</sup> Source: METRO Facilities Reference Book, 1998			
<sup>(2)</sup> Monthly Ridership by Route ride checks			

The District has experienced heavy demand for its two park & ride facilities in Montgomery County, the Research Forest Park & Ride and the Sawdust Park & Ride, and is currently undergoing planning for a third installation in the western portion of The Woodlands along The Woodlands Parkway. The two existing facilities are located in or near The Woodlands. The Research Forest Park & Ride is located in The Woodlands between Research Forest Drive and Highway 242, off Gosling Road. The Sawdust Park & Ride is located off the Rayford/Sawdust exit of Interstate 45 at Westridge Road, near The Woodlands, in Spring (see *Figures 9.2 and 9.3*). Both facilities have been developed to accommodate the increased demand for express park & ride services to destinations such as downtown Houston, Texas Medical Center, and The Galleria area. Based on discussions with The District, the Research Forest Park & Ride regularly exceeds the level of parking spaces available, while the Sawdust Park & Ride typically is occupied at full capacity.

Both facilities have the capacity to accommodate approximately 640 vehicles.

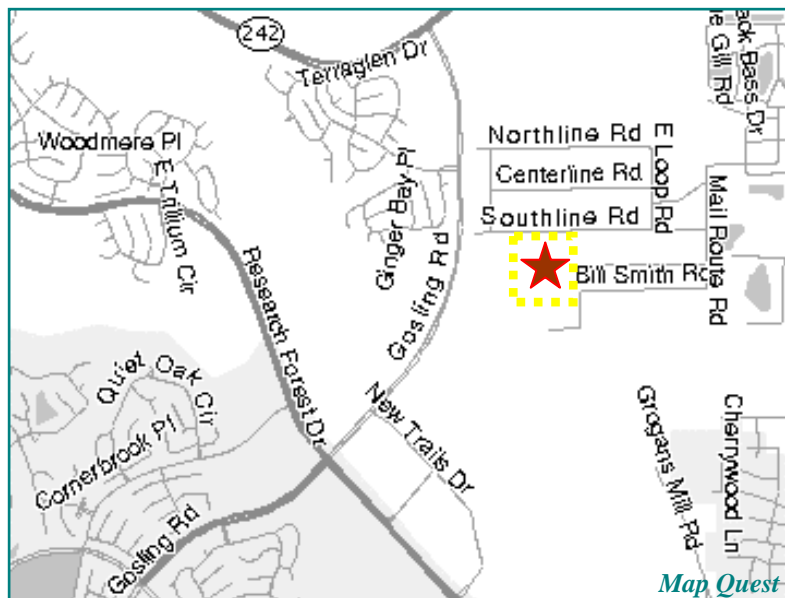


Figure 9.2 – Research Forest Park & Ride



Figure 9.3 - Sawdust Park & Ride

Ridership of the two existing park & ride lots has increased significantly in the last several years. The Sawdust Park & Ride facility recorded ridership of 18,886 in January 2001. This ridership increased to 20,768 in January 2002. The Research Forest Park & Ride facility recorded ridership of 25,039 in January 2001. This ridership increased to 30,031 in January 2002. *Tables 9.4 and 9.5* show these increases.

<b>Month</b>	<b>The Research Forest</b>	<b>Sawdust</b>	<b>Total</b>
Jan	25,039	18,866	<b>47,524</b>
Feb	22,203	16,901	<b>42,388</b>
Mar	24,410	18,142	<b>45,859</b>
Apr	23,226	17,722	<b>43,969</b>
May	26,452	20,242	<b>50,165</b>
Jun	25,992	18,676	<b>47,458</b>
Jul	26,525	19,148	<b>48,960</b>
Aug	30,822	21,634	<b>56,121</b>
Sep	28,105	18,517	<b>46,622</b>
Oct	33,278	22,301	<b>55,579</b>
Nov	27,467	18,764	<b>46,231</b>
Dec	20,817	14,353	<b>35,170</b>

**Table 9.5 – The Research Forest and Sawdust Park & Rides 2002 Profiles**

<i>Month</i>	<i>The Research Forest</i>	<i>Sawdust</i>	<i>Total</i>
Jan	30,031	20,768	<b>50,799</b>
Feb	26,654	18,107	<b>44,761</b>
Mar	24,997	18,204	<b>43,201</b>
Apr	29,299	20,507	<b>49,806</b>
May	28,873	19,230	<b>48,103</b>
Jun	26,720	17,539	<b>44,259</b>
Jul	28,001	18,736	<b>46,737</b>
Aug	28,696	19,437	<b>48,133</b>
Sep	25,965	18,139	<b>44,104</b>
Oct	29,398	20,777	<b>50,175</b>
Nov	22,937	15,878	<b>38,815</b>
Dec	20,896	13,783	<b>34,679</b>

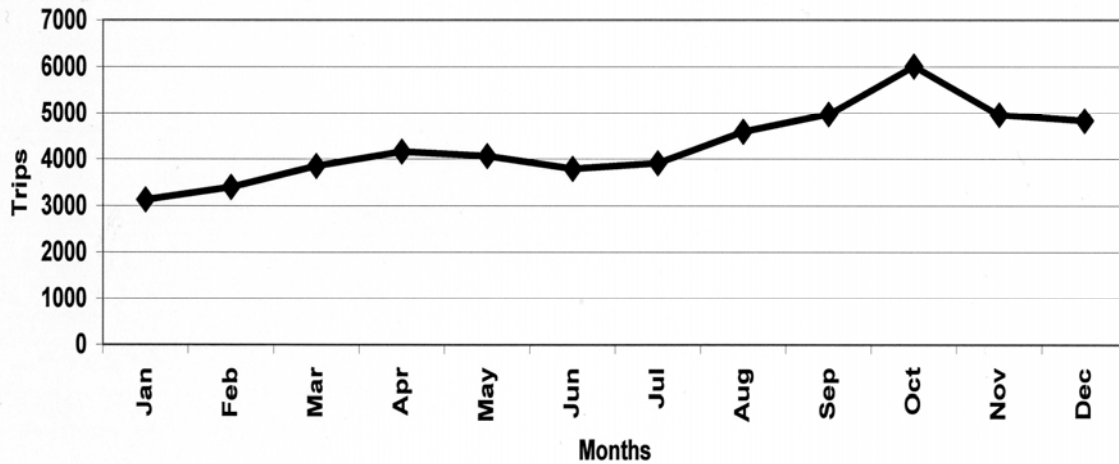
Two park & ride facilities are located within Fort Bend County. One is located in Sugar Land off of US 59 (SW Freeway) and is fully operational. Commuters can access express shuttles provided by TREK Express, a transportation management organization in Houston, from the Sugar Land Park & Ride to the Greenway Plaza and Galleria/Uptown area. Based on TREK Express' FY2003 ridership report, ridership along the Greenway Plaza route has increased from 3,128 trips in January to 4,833 in December (*see Figure 9.4*). The second facility is located in Rosenberg near the Fort Bend County Fairgrounds and, although not fully constructed, is slated for future park & ride operations. To date the facility is being utilized as a park & pool location. Additional park & pool locations can be accessed in the cities of Kendleton, Fulshear, and Richmond.



**2003 TREKEXPRESS Ridership Report - Greenway Plaza Route**

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Trips</b>	3128	3397	3848	4159	4065	3788	3912	4594	4974	6007	4956	4833
<b>Cost Per Revenue Mile ( \$ )</b>	2.61	2.74	2.73	2.74	2.63	2.74	2.62	2.74	2.74	2.74	2.74	2.82
<b>Cost Per Passenger Trip ( \$ )</b>	11.52	9.69	8.90	8.70	8.35	9.12	9.24	7.52	6.95	6.30	6.51	8.67
<b>Fare Revenue ( \$ )</b>	4234.80	6212.00	6231.00	8394.00	1938.00	9009.00	5111.50	7795.74	5715.00	10266.50	5576.50	7991.00

**2003 Ridership Graph**



*Figure 9.4 – 2003 TREK Express Ridership Greenway Plaza Route*

## PUBLIC INVOLVEMENT

### Fort Bend County Public Transportation Community Workshops – 1<sup>st</sup> Series

This section presents a summary of community input and discussion items from the 1<sup>st</sup> series of community workshops that were conducted in the following Fort Bend County locations:

- Needville High School ..... November 18, 2003
- UH Cinco Ranch (Room 118)..... November 20, 2003
- Rosenberg Civic and Convention Center (Room C).. November 24, 2003
- Hightower High School (Commons)..... December 2, 2003
- UH Sugar Land (Room 102)..... December 4, 2003

Most of these workshops were advertised in local print media and covered by the Texas Department of Transportation (TxDOT) Dynamic Message Sign (DMS) system along major freeway corridors. In addition, all of the meetings were videotaped. Sign-in sheets were made available and the information from these sheets was recorded for future workshop notices. Workshop summaries by meeting location and date are shown next.

**Needville - November 18, 2003** - There were approximately 13 people present at the meeting including TGC and A&R staff. Meeting attendees included Fort Bend County, Precinct 1, Commissioner Tom Stavinoha; Needville Mayor Tom Wendt; and Pleak Mayor Margie Krenek.

Other notable attendees included Linda Harris (Fort Bend County, Precinct 4); Paulette Shelton (Connect Transportation); Earl Washington (H-GAC); and Ron Drachenberg (Fort Bend County Engineer).

### Primary Community Concerns

The primary community need identified in the meeting was access to Texas Medical Center (TMC). Specifically, the ability to access Texas Medical Center for treatment is especially high for the elderly and cancer patients within Fort Bend County and its more rural areas. Although Connect Transportation provides four Medicaid vans, many residents with medical needs do not qualify for these services. For communities similar to Needville, demand-response services could provide much needed access to the County Seat and Sugar Land. A need for shuttle service to Bush Intercontinental Airport and Hobby International Airport was also a high priority for meeting attendees.

Continuation of current services such as the TREK Express pilot project and the expansion of express services from new park & ride lots (Fort Bend County Fairgrounds location, etc.)

were also discussed. Internal circulators/fixed route and Federal Transit Administration (FTA) Livable Communities Initiative (LCI) improvements in Richmond, Rosenberg, and Sugar Land's Town Square areas were discussed conceptually.

An explanation of the differences between park & pools and park & rides occurred. For example park & pools have more minimal improvements, include an asphalt surface, and usually serve carpools and vanpools. Park & rides typically include lighting, wheelchair stops, concrete paving, security, and landscaping. Note that, with sufficient usage, park & pools such as those that exist along US 59 (SW Freeway) could be utilized to support park & ride services and transitioned into park & rides.

A general discussion on Commuter Rail and the current Feasibility Study occurred.

***UH Cinco Ranch - November 20, 2003*** - There were approximately 17 people present at the meeting including TGC, Texas Southern University (TSU), and A&R staff. Meeting attendees included Fort Bend County, Precinct 3, Commissioner Andy Meyers; Ann Werlein (County Judge's Office); Linda Harris (Fort Bend County, Precinct 4); Paulette Shelton (Connect Transportation); Ron Drachenberg (Fort Bend County Engineer); and Dr. Carol A. Lewis (TSU, METRO Board Member).

### **Primary Community Concerns**

The primary community need identified in the meeting was services for special needs populations. A representative of the ARC of Texas (Association of Retarded Citizens) noted that services to respite homes (on Wednesdays and Fridays) and the behavior treatment center are needs. Access to jobs, specifically to the Katy Mills area from various locations across the county (even on weekends) was also a high-priority need. The team will also review the previous H-GAC Job Access project which operated to Katy Mills Mall. Access to Texas Medical Center and Bush Intercontinental and Hobby International Airports were also high priorities for meeting attendees. High priorities for the Katy-Cinco Ranch areas were additional commute alternatives during the reconstruction of IH 10 West Katy Freeway. To alleviate some of the associated congestion, several METRO park & rides within western Harris County are scheduled for expansion, as are services from these lots. Additionally, the construction of the Westpark Tollway will provide a corridor of opportunity for future Houston CBD access from developing areas of Fort Bend County west of SH 6 (Weston Lakes, Fulshear, Simonton, etc). As Katy is located within Harris, Fort Bend, and Waller counties, issues of intergovernmental coordination and "seamless" connections were also discussed. Access to the Richmond County Seat was also discussed. Improving the information flow (internet and other methods) on available transportation services in the County was also recommended.

A brief discussion during the workshop centered on the distance and where people commute to and from each day. The responses varied greatly in terms of destinations; however, most attendees traveled a minimum of 20 miles round trip. Many travel 30 or 40 miles round trip per day. This informal audience Weekday Trip "poll" elicited the following eight responses:

1. Harris County to Fort Bend County..... 40 miles
2. West to East across Fort Bend County..... 30 miles
3. Richmond to Sugar Land..... 24 miles
4. Beasley to Rosenberg..... 8 miles
5. All over Fort Bend County..... 50 to 150 miles
6. All over Fort Bend County..... 1,000 miles per month
7. Fort Bend County to North Harris County... 3,000 miles per month
8. East of Rosenberg to west of Rosenberg..... 10 miles

Although the responses varied in terms of origins and destinations, almost all members of the audience had significant weekday commutes.

**Rosenberg - November 24, 2003** - There were approximately 18 attendees at the meeting including TGC, TSU, and A&R staff. Meeting attendees included Fort Bend County, Precinct 3, Commissioner Tom Stavinoha; Richmond Mayor Hilmar Moore; Ann Werlein (County Judge’s Office); Linda Harris (Fort Bend County, Precinct 4); Paulette Shelton (Connect Transportation); Ron Drachenberg (Fort Bend County Engineer); and Earl Washington (H-GAC).

**Primary Community Concerns**

One of the primary topics of discussion included elderly and disabled access to Texas Medical Center. In addition to a route along US 59 (SW Freeway) to Texas Medical Center, a route from the Fort Bend Parkway Toll Road/SH 6 area also was suggested. Potential commuter services from SH 6 to Houston CBD and to FM 521/Alameda were also discussed. Fixed-route services along SH 6 from Missouri City to First Colony were discussed, as were fixed-route services to Rosenberg and Richmond. Consolidation of overall service management and improved coordination of social transportation services were topics of extended discussion. Ms. Paulette Shelton (Connect Transportation) described which services that Connect is currently providing and which other providers within the community are operating. Access to Bush Intercontinental Airport and Hobby International Airport was also a significant issue to the meeting attendees. Team members also discussed how capital improvements are necessary to facilitate successful transit services, including park & ride construction, HOV lane extensions, etc.

Another topic of discussion was the potential application of federal LCI streetscape and transit access improvements in areas such as Richmond, Rosenberg, or Sugar Land’s Town Square, in conjunction with circulator or fixed-route services. For instance, an historic-style trolley operating in Richmond and Rosenberg, plus traditional pedestrian street lighting, wider sidewalks, and brick pavers at intersections, might encourage more transit use and walking trips and, thereby, fewer single-occupancy vehicle (SOV) trips. Regarding roadway expansions, one attendee was particularly interested in the future widening of FM 1093 and the corresponding construction schedule.

***Hightower High School (Missouri City) – December 2, 2003*** - Approximately 17 people were present at the meeting including TGC, TSU, and A&R staff. Meeting attendees included Arcola Mayor Roy Jackson; Gracie Garres with State Representative Dora Olivo’s Office; Manuel Zamora of the Advisory Committee; Linda Harris (Fort Bend County, Precinct 4); Paulette Shelton (Connect Transportation); and Ron Drachenberg (Fort Bend County Engineer).

### **Primary Community Concerns**

The meeting held at Hightower High School featured probably the most engaged and detailed discussion from the public. Citizens and elected official representatives were very astute on local transportation issues and had several comments and suggestions. Some of the topics discussed at the meeting included access to jobs for citizens of the Arcola-Fresno area. Similarly, transportation access to shopping was also a concern, as the nearest grocery store is more than five miles away at the intersection of FM 1092 and SH 6. For Arcola residents the task of picking up packages from the U.S. Postal Service requires some to drive 15 miles to Rosharon to the south. Transportation for the elderly and young was also a theme. With many high school-age children not yet of driving age and no local bus services (other than school bus service), parents often are relied upon for transportation. Similarly, the elderly in lower-income areas of the county rely on friends and relatives for trips to the doctor’s office and the grocery store. Capital improvements such as sidewalks and signage in areas where children often walk to school or wait for school buses also were identified needs. Arcola Mayor Jackson noted that many local communities previously might have been opposed to local bus services for various reasons; however, he was also optimistic that such services could be considered if presented and explained properly to community leaders and citizens.

The need for express bus service was discussed, as Houston METRO’s closest park & ride lot is near Fondren Road at US 90A, more than 10 to 15 miles away from residents in the Sienna Plantation and Arcola-Fresno area. Express services to both the Houston CBD and Texas Medical Center were mentioned as needs. The Fort Bend Parkway Toll Road between SH 6 and Beltway 8 will provide an additional access point to US 90A and downtown. The H-GAC Master Transportation Plan (MTP) also identifies a park & ride at the intersection of SH 6 at the Fort Bend Parkway Toll Road. Several attendees also noted that direct access to the Houston CBD and Texas Medical Center could be made via FM 521 (on the east side of Sienna Plantation), especially if roadway improvements (grade separations) are included. Several citizens also noted that roadway drainage improvements are needed for safe access along facilities such as FM 521, SH 6, and SH 288 (Brazoria County).

It also was suggested that the potential does exist for commuter rail along FM 521 utilizing the existing freight rail line that parallels FM 521. There also was extensive discussion about the METROVan and VPSI programs and how to start up a new vanpool. Project team members also distributed materials on the METROVan program to meeting attendees.

The informal “trip survey” of the attendees included the following responses:

<i>One-way Commute</i>	<i>One-way Trip Time</i>
• Westheimer at IH 610.....	70 minutes
• Texas Medical Center 17 miles (Route 521/288).....	55 minutes
• From McKeever Road to I-610 at I-10 (approximately 25 miles)...	1 hour, 20 minutes
• Downtown (via 288).....	35 minutes
• Dairy Ashford at I-10.....	35 minutes via Dairy Ashford
• Five attendees utilize Flex hours in order to avoid longer commute times	

Like the meeting held at UH Cinco Ranch, responses varied regarding destinations; however, trip lengths and times were significant.

***UH Sugar Land – December 4, 2003*** - Approximately 10 people were present at the meeting including TGC, TSU, and A&R staff. Meeting attendees included Fort Bend County, Precinct 4, Commissioner James Patterson; Dale Rudick (Sugar Land City Engineer); Paulette Shelton (Connect Transportation); and Ron Drachenberg (Fort Bend County Engineer). Although the TxDOT DMS was in operation prior to and on the day of the meeting, attendance was surprising low. The meeting was also advertised in *The Herald-Coaster* and an article also appeared in *The Houston Chronicle* that detailed the community outreach effort.

### **Primary Community Concerns**

At least one member of the audience initially had thought that transportation between the various UH campuses would have been the main topic of discussion, and she suggested that it be considered. She also was not in favor of expanding US 90A through old Sugar Land, and also thought that the signal timing along 90A and SH 6 should be improved. Similarly, the same individual was opposed to any commuter rail along US 90A that increased traffic congestion at grade crossings or contributed to additional noise. She also was opposed to the use of brick pavers in streetscape projects.

Dale Rudick with the City of Sugar Land (City) noted that the City has taken over signal maintenance from TxDOT in many locations and has improved operations in many respects. Additionally, he noted that the City Mayor has stated that unless noise abatement is fully addressed in accordance with newly adopted Federal Rail Administration (FRA) rules, he would not support passenger rail along the US 90A Corridor. The Mayor also is concerned with mobility being hindered as a result of the ever-increasing number of trains at local at-grade crossings.

Another member of the audience was interested in seeing the Westpark Tollway constructed into the County and the corresponding potential for express bus services via the Tollway.

There also was some discussion regarding the need for Fort Bend County to access FTA Section 5307 funds and be able to utilize them for transit service operations. Currently, “large urban” Formula funds cannot be utilized to support operating costs.

Addressing transportation needs for the disabled was also a point of discussion. Improving coordination and better use of existing resources between existing social service providers will be a first step. Pending state grant applications for demand-response funding may also provide support. There are four Medicaid vans currently operating in the County by Connect Transportation. Connect has applied for funding in order to expand services to persons other than Medicaid recipients. Commissioner Patterson emphasized that the disabled individual’s need to have adequate access to public transportation services is in order to maintain a job and obtain a higher personal level of independence and mobility. Transit for disabled employees should accommodate various hours and more flexibility in scheduling.

## **Fort Bend County Public Transportation Community Workshops – 2<sup>ND</sup> Series**

### **Background**

The community workshops/public meetings held throughout the county were intended to serve as a mechanism for citizens, community leaders, and the general public to identify transit and transportation needs, provide suggestions and recommendations for improvements, voice concerns, and ask questions. During the 1<sup>st</sup> series of meetings held in late 2003, the project team sought to elevate the community’s interest in transit, provide general information on the various types of transit services, and, most importantly, to receive public comments on perceived community needs.

The 2<sup>nd</sup> series of meetings held in early 2004 was intended to present a summary of the community needs presented in the 1<sup>st</sup> series, technical data (origins and destinations) regarding Fort Bend County trip patterns, and to present a draft transit plan to address community needs and trip patterns. This included explanations on how various service types would generally operate, capital facility needs, an overview on capital and operating costs, as well as a discussion on local and federal funding participation.

The 2<sup>nd</sup> series of Community Meetings were held at the following locations:

- George Memorial Library, Richmond, Texas ..... March 29, 2004
- Needville Fire Station, Needville, Texas..... March 30, 2004
- Bob Lutts Fulshear/Simonton Library, Fulshear, Texas.. April 1, 2004
- Sugar Land Community Center, Sugar Land, Texas..... April 5, 2004
- Missouri City Library, Missouri City, Texas..... April 6, 2004



## **Summary of Public Outreach - 2<sup>ND</sup> Series Presentation**

The following overview represents a summary of the presentation that was given in the 2<sup>nd</sup> series of community workshops/public meetings:

### ***PROJECT GOALS***

- *Assess transit needs countywide*
- *Enhance existing services through coordination*
- *Create cost-effective solutions for new services*
- *Identify capital & operating funding sources*
- *Design consensus-driven transit strategy for future*

### ***PUBLIC OUTREACH – 1<sup>ST</sup> SERIES***

#### ***Community Workshops Held Nov–Dec 2003***

- *Needville High School*
- *UH Cinco Ranch*
- *Rosenberg Civic Center*
- *Hightower High School*
- *UH Sugar Land*

### ***Major Themes/Areas of Interest by Public in 1<sup>st</sup> Series of Meetings included:***

- *Access to Texas Medical Center*
- *Access to Regional Commercial Airports*
- *Access to Jobs*
- *Express Park & Ride/Commuter Services*
- *Vanpool/Ridesharing Programs*
- *Smooth Operation of County-to-County Services*
- *Improved Mobility within Fort Bend County*
- *Enhanced Elderly-Disabled Services*

### ***Origins & Destinations for Inter-County Trips***

*A discussion of “home-to-work” trips from the following Fort Bend County communities as “origins” included:*

- *Missouri City*
- *Sugar Land*
- *Richmond*
- *Rosenberg*
- *Stafford*
- *Katy*

**Work “Destinations” Analyzed for each City include the following Major Activity Centers:**

- *Greenway Plaza*
- *Texas Medical Center*
- *The Galleria*
- *Hobby Airport*
- *Intercontinental Airport*
- *NASA*
- *Westchase*
- *The Energy Corridor*
- *Central Business District (CBD)*

***DRAFT TRANSIT PLAN***

***ADDRESSING COMMUNITY NEEDS – PRESENT***

*Coordination of Existing Human Services*

- *MHMR to Job Training Facilities in Sugar Land & Missouri City*
- *FBC Senior Citizens, Inc., to 5 sites for Seniors Midday Program*
- *Connect Transportation Medicaid Trips*

*Countywide Demand-Response (schedule 24 hours in advance)*

*Job Access-Reverse Commute (JARC)*

- *Arcola/Fresno – Missouri City*
- *Kendleton/Beasley – Richmond/Rosenberg*
- *Needville/Pleak – Richmond/Rosenberg*
- *Thompsons – Richmond/Rosenberg*
- *Richmond/Rosenberg – Fulshear/Katy Mills*
- *Richmond/Rosenberg – Sugar Land*

**DRAFT TRANSIT PLAN**  
**ADDRESSING COMMUNITY NEEDS – NEAR TERM**

*Internal Fixed-Route Circulator (Connector Service) in Richmond – Rosenberg*

*Sugar Land Circulator (Town Square)*

*Feeder Service to Express Park & Ride*

- *Arcola-Fresno*
- *Richmond – Rosenberg*

*Expanded Express Park & Ride Services from Existing and Planned Facilities*

*Shuttles to Bush and Hobby Airports*

*Intercity Services within Fort Bend County (Shopping Shuttles)*

- *Arcola/Fresno – Missouri City*
- *Kendleton/Beasley – Richmond/Rosenberg*
- *Needville/Pleak – Richmond/Rosenberg*
- *Thompsons – Richmond/Rosenberg*
- *Richmond/Rosenberg – Sugar Land*

*Subsidized Taxi Service*

- *Sugar Land*
- *Missouri City*
- *Stafford – Meadows*
- *Richmond/Rosenberg*
- *Katy*

**DRAFT TRANSIT PLAN**  
**ADDRESSING COMMUNITY NEEDS – FUTURE**  
**LONG-RANGE**

*Fixed-Route (where supported by population & density)*

*Operations/Maintenance Facility (US 59/SH 36 Fairgrounds)*

*Commuter or Light Rail along US 90A & FM521*

**COSTS**

*Examples of Annual Capital & Operating Costs*

*Discussion of Need for Operating Funding Support & Need for Local Participation*

## Comments and Questions Received During 2<sup>nd</sup> Series of Meetings

### ***George Memorial Library, Richmond, Texas – March 29, 2004***

Approximately seven people were present at the meeting including TGC, TSU, and A&R staff. Potential services that apply to the Richmond-Rosenberg area include the following:

- Demand-Response Services
- Subsidized Taxi Services
- Connector/Fixed-Route Circulator Services
- Feeder Services to Park & Ride Lots
- Job Access
- Shopping Shuttles
- Commuter/Light Rail (Long-Range)

### **Questions and Comments**

Q: Would the transit services discussed be accessible to mobility impaired persons?

A: *Yes.*

Q: What are the TREK Express routes?

A: *Currently, UH Sugar Land to Greenway Plaza.*

Q: Would transit services involve several transfers (i.e., from Fort Bend County Fairgrounds to another location)?

A: *Potentially, additional transfers may be required in early years of service.*

Q: Where does the funding for the Subsidized Taxi service come from?

A: *Federal, state, and local funds would be required. Local governments would need to provide required matching funds.*

Q: Where can someone see tonight's power point presentation?

A: [www.fortbendtransit.com](http://www.fortbendtransit.com)

Q: What is the timeline for implementation?

A: *Continue existing services, improve coordination (immediately);  
County-wide Demand-Response Services, 1-2 years;  
Expanded Express Services (Fort Bend County Fairgrounds) 1 year;  
New Park & Ride lots and Services 3-5 Years;  
Shopping Shuttles 2-3 years;  
Circulators 2-3 years;  
Subsidized Taxi, 1-2 years;  
Job Access, 1-2 years;  
Park & Ride Expansions (of existing and committed lots), 5-10 years;  
Commuter/Light Rail, 10-20 years.*

Q: When is the employee survey going to be available?

A: By late May, early June 2004.

Q: Are the meetings that are being videotaped on the website?

A: They will be posted after being downloaded. Probably by late May.

Q: What are the shuttle services to the airports?

A: Currently, Airport Shuttles operate from Greenway Plaza Transit Center.

### ***Needville Fire Station – March 30, 2004***

Approximately 12 people were present at the meeting including TGC, TSU, and A&R staff. Potential services that would apply to Needville include the following:

- Demand-Response Services
- Job Access
- Shopping Shuttles

### **Questions and Comments**

Q: Will services be ADA accessible?

A: *Yes.*

Q: What would be a typical cost to commute from the Park & Ride?

A: *Realistically, probably at least the \$5 round trip range. Costs could vary depending on the actual cost per trip along the route in question.*

Q: What is the source for Local Match (county/city)?

A: *Match for Countywide services, such as demand response, would be the County Express.*

Q: Interest in serving seniors to Polly Ryan Hospital?

A: *Demand-Response services, subsidized taxi, and Medicare services could all provide access to area hospitals.*

Q: Survey availability?

A: *The survey will be available on-line, at [www.fortbendtransit.com](http://www.fortbendtransit.com). Results will be given on-line and in the final report.*

Comment card: Recommend future marketing of meetings and information in the *Gulf Coast Tribune* article.

Comment card: Nice presentation, knowledgeable on information; a much-needed service.

## **Bob Lutts Fulshear/Simonton Library – April 1, 2004**

There were approximately 15 people present at the meeting including TGC, TSU, and A&R staff. Potential services that would apply to the Fulshear-Simonton area include the following:

- Demand-Response Services
- Job Access

## **Questions and Comments**

Q: What is the Job Access/Reverse Commute Program?

*A: This federal program is designed to bring persons (including those who are considered low income, lack an auto, and are either unemployed or underemployed) to major employment centers. This program also seeks to provide transportation in “non-traditional” commute, or “reverse commute” scenarios. This program also is tied to federal “Welfare to Work” initiatives. H-GAC previously funded a pilot program that brought employees from Houston to Katy Mills Mall.*

Q: How does population and housing density affect transit planning?

*A: Traditionally, the minimum threshold for traditional fixed-route transit is generally accepted as at least four dwelling units per acre. An average of seven or more units per acre is considered more favorable for transit. Although these are general guidelines, there are also other considerations, including percent of auto ownership, income, presence of major trip generators/attractors, etc.*

Q: If density is essential to transit, how would commuter rail’s success be affected?

*A: Commuter rail, much like Express Park & Ride Commuter Bus service is not necessarily subject to the same density requirements as traditional fixed-route (urban) bus operations. In both commuter bus and rail examples, most riders drive to the station or park & ride to board the vehicle. Although commuter bus and rail rely on users “coming to it,” commuter rail often induces increased densities and property values in and around rail stations. As a result, increased densities lead to more pedestrian and compacted environments near the rail line.*

Q: Will there ever be commuter rail in the Houston area?

*A: There are several initiatives in the greater Houston area investigating the feasibility of commuter rail. This includes Harris County (US 290), Galveston (SH 3), Fort Bend County, and Houston METRO (US 90A). Whether any or all of these initiatives can be successful depends upon several factors, including, but not limited to, existing freight rail/passenger rail*

*capacity, available right-of-way, federal and local funding availability, and the ability for multi-jurisdictional issues to be addressed.*

Q: What is planned for the Westpark Tollway?

*A: The draft plan includes a proposed Westpark Tollway (@ SH 99) Park & Ride. This facility is realistically three to five years away in construction timing. No funds are currently programmed. Right-of-way would need to be set aside for this facility.*

Q: Is rail or light rail along FM 1093 or the Westpark Tollway being considered?

*A: There has been some discussion of this as a long-range alternative by the County and Houston METRO.*

Q: What is the construction schedule for Katy-Fulshear Road?

*A: This is a county roadway facility. The Fort Bend County Engineer's office will address this item directly.*

Q: Is a widening of FM 1093 also planned?

*A: Yes. The facility will be widened. The exact schedule should be available through TxDOT and/or the County Engineer's office.*

Q: When will Westpark be extended to SH 99?

*A: 2005.*

### **Sugar Land Community Center – April 5, 2004**

There were approximately 18 attendees present at the meeting including TGC, TSU, and A&R staff. Potential services that would apply to the Sugar Land area include the following:

- Demand-Response Services
- Subsidized Taxi
- Job Access/Reverse Commute
- Shopping Shuttles
- Lunchtime/Event Circulator
- Commuter/Light Rail (Long Range)



## Questions and Comments

Q: For airport trips, how big of an area was analyzed?

A: *The Traffic Analysis Zones (TAZ) for the Bush Intercontinental Airport was inclusive of some of the adjacent nearby commercial properties and offices. H-GAC can provide additional details on the specific TAZ makeup.*

Q: Is (reinstating) TREK Express service to The Galleria a near-term planning goal?

A: *Yes.*

Q: Regarding downtown Houston trips, is forecasting of future growth utilized?

A: *Future growth and trip patterns are forecast by H-GAC. This data was used to support plan development.*

Comment (Commissioner Patterson (summarized): This plan was precipitated, in part, due to the need to coordinate social services and attract additional funding sources. Additionally, FTA Section 5307 federal funding support is necessary for both capital, planning, and operating. We have requested that the 5307 program be revised to allow Fort Bend County to use these funds to support up to 50% of operating costs. Houston METRO could provide service outside its service area through an interlocal agreement, but so far hasn't been willing to do so.

Q: Is there a reason the federal law is written the way it is now?

A: *To a degree, yes. It favors the large urban providers, which have sales tax revenues to support operations. However, the problem was not as pronounced in the past (15-20 years ago), prior to rapid suburban development around large cities such as Houston, beyond the large transit authority boundaries.*

Comment (Paulette Shelton (summarized): Two big issues. First, almost all of the cities in Fort Bend County are already "maxed" out on their sales tax and cannot, therefore, opt into Houston METRO. Second, the State law also needs to be addressed to allow for state funding support within large urban areas, such as eastern Fort Bend County.

Q: How can citizens help get the 5307 rule changed? Contact elected officials?

A: *We can provide a draft letter outlining the federal language change that is required and e-mail it to the meeting attendees.*

Q: For airport transportation, tying in bus transit to airport shuttles would be a good idea. Is that planned?

A: *Yes. For example, the TREK Express service could link up with airport shuttles at Greenway Plaza.*

Comment: The demographic data being used doesn't appear to be consistent with actual growth in Fort Bend County.

*A: H-GAC provided the demographic/growth data.*

*A: Commissioner Patterson – The Fort Bend Economic Development Council is also working with H-GAC to ensure that the growth projections are up-to-date with current trends within Fort Bend County.*

Comment: This effort must address the negative perception that METRO and mass transit has in this region.

Comment: This plan appears to address only some community needs.

*A: This plan attempts to address rural, urban, social service, commuter, low income, and other potential transit needs within Fort Bend County, for both the short term and the long term.*

Q: How can citizens keep up to date with the planning effort?

*A: The project website, [www.fortbendtransit.com](http://www.fortbendtransit.com), and the County transportation voicemail system, 281-633-7595.*

Q: Is the extension of rail into Fort Bend County a real possibility?

*A: At this point rail is a medium- to long-range alternative. Several issues, including Union Pacific's preferences, grade separations, and FRA Quiet Zone standards will need to be addressed.*

Q: The plan will be ready in June or so. Is it up to the County or cities to implement the plan?

*A: Although the County has been working on this effort for the last few years, the County, cities, and citizens will all need to have continued input for the proposals in the plan to be implemented.*

### **Missouri City Library – April 6, 2004**

There were approximately 11 people present at the meeting including TGC, TSU, and A&R staff. Potential services that would apply to Missouri City include the following:

- Demand-Response Services
- Subsidized Taxi
- Job Access/Reverse Commute
- Shopping Shuttles
- Commuter/Light Rail (Long Range)

## Questions and Comments

Q: Will local governments be required to pay local share?

A: *For Countywide Demand-Response services, local share would likely be paid by the County. For services specific to a particular City, then the local government would most likely be required to provide all, or part, of the local share.*

Q: If the current operating prohibition is lifted through legislation and FTA 5307 funds could be used for operations, would that in anyway affect Missouri City's 1 cent sales tax paid to Houston METRO?

A: *No. Missouri City's 1-cent contribution to Houston METRO is a local funding source. FTA 5307 is a federal funding resource.*

Q: Are services planned to Greenway Plaza from the new Fort Bend County Fairgrounds Park & Ride?

A: *New services from the Fort Bend County Fairgrounds Park & Ride will likely be proposed as a pilot project through H-GAC.*

Q: Are the services proposed in the draft plan "set in stone"?

A: *No. The Plan is intended to be flexible and to provide a template for services to respond to the needs of the community. The plan probably would need to be updated every five years or so. Additionally, input from the community and elected officials will be necessary to design localized transit services such as circulators, shopping shuttles, etc.*

Q: What is the timeframe for implementation?

A: *Continue existing services, improve coordination (immediately);  
County-wide Demand-Response Services, 1-2 years;  
Expanded Express Services (Fort Bend County Fairgrounds) 1 year;  
New Park & Rides and Services 3-5 Years;  
Shopping shuttles 2-3 years;  
Circulators 2-3 years;  
Subsidized Taxi, 1-2 years;  
Job Access, 1-2 years;  
Park & Ride Expansions (of existing and committed lots), 5-10 years;  
Commuter/light rail, 10-20 years.*

## **TRANSPORTATION TOPIC OF MEETINGS**

A coordinated public transportation plan for Fort Bend County will be the topic of discussion at meetings scheduled from 6 p.m. to 7:30 p.m. Monday at the Rosenberg Civic and Convention Center on US 36 South and Tuesday, December 2<sup>nd</sup> at Hightower High School, 3333 Hurricane Lane in Missouri City.

Similar meetings were held last week at The University of Houston-Sugar Land campus, Needville High School and The University of Houston-Cinco Ranch campus.

Proponents of the plan say as the county continues to develop, transportation must be convenient and flexible, and an effective transit service plan will require a diverse family of transit services designed to meet the wide range of needs within Fort Bend County.

The plan is in the development stage, with meetings slated to address project goals, identify project areas, discuss financing options, and explain how interested stakeholders and the general public can be involved.

Fort Bend County, the Houston-Galveston Area Council, Connect Transportation, the Texas Department of Transportation, local governments, and residents are working together to develop the transit plan.

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## FORT BEND COUNTY MAJOR EMPLOYERS SURVEY

### Survey Design

The Fort Bend County Major Employers Survey was designed to assess employee travel patterns. The data from this survey served as one of several reference tools used to determine transportation needs and alternatives for the Fort Bend Transit Plan.

According to the Greater Fort Bend Economic Development Council, Fort Bend County's 26 major companies employ approximately 29,000 workers. Initially, for the Fort Bend County Major Employers Survey, 17 companies with 430 or more employees were selected. After careful review, school districts, hospitals, and correctional institutions were eliminated from the survey due to their varied work hours/shifts. Of the remaining companies, six employers agreed to participate. Listed below are the participating companies and their assigned company number.

1. Richmond State School
2. Fort Bend County
3. Hines Nursery
4. City of Sugar Land
5. Fluor Corporation
6. Schlumberger Companies

Initially, the number of employees surveyed (or sample size) varied based on the total number of employees at each company (for example, Fort Bend County employs 1,576; its sample size is 275). Nonetheless, five employers exceeded their predetermined sample size, with Fluor greatly exceeding its original goal. Only Schlumberger's participants were slightly lower than originally determined<sup>1</sup>.

Next, each company received an eight-question or nine-question survey. The participants receiving the eight-question survey are known as Group 1 (*see Figure 11.1*). This group includes Richmond State School and Fort Bend County. These recipients were allowed to make multiple responses to Questions 5 and 7. In addition, the wording of Questions 4, 5, and 7 varies slightly from the wording in Group 2's survey.

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<sup>1</sup> Survey results are for informational purposes only. The statistical validity of the survey was altered to allow residents, employees, and service providers an opportunity to offer their input.

SN# \_\_\_\_\_

### Fort Bend County Transit Survey

*Fort Bend County, Houston-Galveston Area Council (H-GAC), and Texas Department of Transportation (TxDOT) are currently studying the potential for implementation of transit services in Fort Bend County. As an employee or resident within Fort Bend County, your input is essential in determining which services, if any, are preferred. Thank you for taking the time to participate in this important survey.*

1. My employer is \_\_\_\_\_

2. My home ZIP Code is \_\_\_\_\_

3. I typically arrive at work in the following manner (check one):

- ① Drive alone                       ④ Bus  
 ② Carpool                               ⑤ Other (describe) \_\_\_\_\_  
 ③ Vanpool

4. During my trips to and from work, I regularly make the following side trip (check one):

- ① Drop off/pick up child  
 ② Drop off/pick up spouse/friend  
 ③ Other (describe) \_\_\_\_\_

5. I would consider using transit to travel to work if... (check all that apply):

- ① It saved me time  
 ② It saved me money  
 ③ My employer paid for transit  
 ④ Other (describe) \_\_\_\_\_

6. If a new transit service were available that traveled to and from my workplace, I typically would use this service (check one):

- ① Daily  
 ② One time per week  
 ③ Several times per week  
 ④ Never

7. During a typical day, I travel outside my workplace to... (check all that apply and write in # of times):

- ① Eat - # of times per week \_\_\_\_\_  
 ② Shop - # of times per week \_\_\_\_\_  
 ③ Personal Business - # of times each week \_\_\_\_\_  
 ④ Company Business - # of times each week \_\_\_\_\_  
 ⑤ Other (describe) \_\_\_\_\_

8. If my employer offered a carpool or vanpool program... (check one):

- ① I would participate  
 ② I would not participate  
 ③ Comment \_\_\_\_\_

*Thank for your participation.*

*Figure 11.1 – Group 1 Survey*

- | <b><i>Group 1</i></b>    | <b><i>Group 2</i></b>     |
|--------------------------|---------------------------|
| 1. Richmond State School | 3. Hines Nursery          |
| 2. Fort Bend County      | 4. City of Sugar Land     |
|                          | 5. Fluor Corporation      |
|                          | 6. Schlumberger Companies |

Group 2 recipients included Hines Nursery, City of Sugar Land, Fluor Corporation, and Schlumberger Companies. These employers received a nine-question survey, which did not allow for multiple responses on Questions 6 and 8 (*see Figure 11.2*).

### **Survey Distribution and Participation**

This study uses two distribution methods: web-based and paper. These methods are used to provide maximum ease to the employers and their employees. Company contacts from the human resources, information technology, payroll, and public/community relations departments determined which method worked best for each company.

#### ***Web-Based Survey***

Company contacts from the human resources, information technology, or public/community relations departments used broadcast email to announce the timeframe for the survey. Employees were directed to an area on the Fort Bend Transit website according to company. After the employee answered the survey and submitted their responses, their results were stored and tallied by company.

Web-based users include the Fluor Corporation, City of Sugar Land, and Schlumberger Companies. Total employees accessing the survey via the internet included 817 at Fluor Corporation, 182 at the City of Sugar Land, and 155 at Schlumberger Companies.

#### ***Paper Survey***

The paper survey was used to reach employees who do not have routine access to a computer. Company contacts from the human resources, information technology, payroll, and public/community relations departments distributed the survey via either department director/managers or through payroll distribution.

Companies completing paper surveys included Fort Bend County and Richmond State School from Group 1 and Hines Nurseries from Group 2. When tallied, 299 Fort Bend County employees, 104 Richmond State School employees, and 295 Hines Nurseries employees returned the survey. Seventy-one percent of all paper survey participants completed the survey in English. All surveys completed in Spanish were from Hines Nurseries where more than 69% (or 205) of its respondents completed the surveys in Spanish.



## Fort Bend County Transit Survey

*Fort Bend County, Houston-Galveston Area Council (H-GAC), and Texas Department of Transportation (TxDOT) are currently studying the potential for implementation of additional transit services in Fort Bend County. As an employee/resident within Fort Bend County, your input is essential in determining which services, if any, are preferred.*

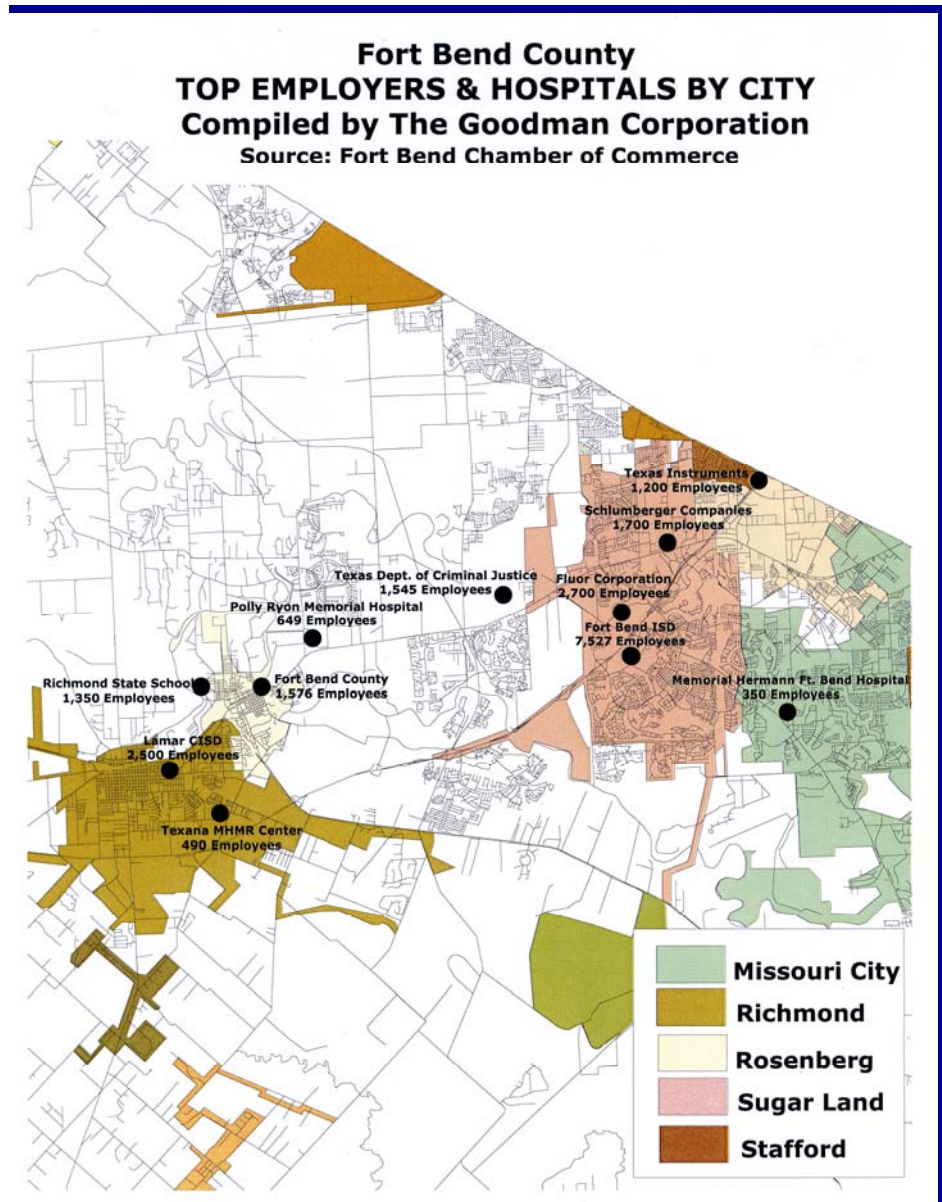
1. My employer is \_\_\_\_\_
2. My home ZIP Code is \_\_\_\_\_  
(Optional: One completed survey will be chosen to win \$50 Harry & David gift certificate. Fill in your Name \_\_\_\_\_ to be eligible.)
3. I typically arrive at work in the following manner (check one):  
 ① Drive alone       ③ Vanpool       ⑤ Other (describe) \_\_\_\_\_  
 ② Carpool       ④ Bus
4. During my trips to and from work, I regularly make "side trips" (run errands, etc.).  
 ① Yes     ② No
5. If "Yes" to #4 above, check the side trip that most applies (check one):  
 ① Drop off/pick up child  
 ② Drop off/pick up spouse/friend  
 ③ Grocery store/Laundry  
 ④ Other (describe) \_\_\_\_\_
6. I would consider using transit to travel to work if... (check one):  
 ① It saved me time  
 ② It saved me money  
 ③ Other (describe) \_\_\_\_\_  
 ④ I would never consider using transit to travel to work (skip to #8).
7. If a new transit service were available that traveled to and from my workplace, I typically would use this service (check one):  
 ① Daily  
 ② One time per week  
 ③ Several times per week  
 ④ Never
8. If I travel outside my workplace I usually...(check one):  
 ① Eat lunch  
 ② Shop  
 ③ Personal business  
 ④ Company business  
 ⑤ Other (describe) \_\_\_\_\_
9. If my employer offered a carpool or vanpool program... (check one):  
 ① I would participate  
 ② I would not participate  
 ③ Comment \_\_\_\_\_

*Thank you for your participation.*

*Figure 11.2 – Group 2 Survey*

## Data Compilation

After all surveys were returned, all data from the completed surveys was tabulated by group and by company. Group data offers valuable insight to TxDOT, H-GAC, and Fort Bend County officials. Company data allows the employer to review the information and identify transit options for its employees. These options could include company-organized vanpools and/or carpools. *Figure 11.3* shows the major employers within Fort Bend County.



*Figure 11.3 – Fort Bend County Major Employers*

## **Survey Findings and Results**

This section examines the findings and results from the surveys for Groups 1 and 2 (*see Figures 11.4 and 11.5*). General observations are noted first, followed by a more detailed examination by group and by company. For detailed data refer to the group and company profiles found in *Appendix B*.

## Group 1 Profile

### Question 1

Company	Percent	Number
Richmond State School (1)	25.8	104
Fort Bend County (2)	74.2	299
Total	100	403

### Question 2

Top 5 Zip Codes	Percent	Number
77461	9.9	40
77469	24.1	97
77471	18.9	76
77478	5	20
77479	3	12
Total	60.9	245

### Question 3

Arrive at work	Percent	Number
Drive alone	94.3	380
Carpool	4.7	19
Vanpool		
Bus		
Other	0.8	3
Skipped/no answer	0.2	1
	100	403

### Question 4a

Make side trip	Percent	Number
Yes	70.5	284
No	17.1	69
Skipped/no answer	12.4	50
	100	403

### Question 4b

Type of side trip	Percent	Number
Drop off/pick up child	30.1	121
Drop off/pick up spouse/friend	5.7	23
Other	35.2	142
Skipped/no answer	29	117
	100	403

### Question 5<sub>1</sub>

It saved time	Percent	Number
Yes	38.7	156
No	52.6	212
Skipped/no answer	8.7	35
	100	403

### Question 7<sub>3</sub>

Travel outside work for personal business	Percent	Number
Yes	54.6	220
No	42.2	170
Skipped/no answer	3.2	13
	100	403

### Question 7<sub>4</sub>

Travel outside work for company business	Percent	Number
Yes	27.1	109
No	69.7	281
Skipped/no answer	3.2	13
	100	403

### Question 5<sub>2</sub>

It saved money	Percent	Number
Yes	54.8	221
No	36.7	148
Skipped/no answer	8.5	34

### Question 5<sub>3</sub>

My employer paid for transit	Percent	Number
Yes	34	137
No	57.1	230
Skipped/no answer	8.9	36
	100	403

### Question 5<sub>4</sub>

Other	Percent	Number
Yes	21.1	85
No	75.4	304
Skipped/no answer	3.5	14
	100	403

### Question 6

Would ride new transit service	Percent	Number
Daily	27.8	112
1 time per week	4.7	19
Several times per week	34	137
Never	31.5	127
Skipped/no answer	2	8
	100	403

### Question 7<sub>1</sub>

Travel outside work to eat lunch	Percent	Number
Yes	67	270
No	29.8	120
Skipped/no answer	3.2	13
	100	403

### Question 7<sub>2</sub>

Travel outside work to shop	Percent	Number
Yes	42	169
No	54.8	221
Skipped/no answer	3.2	13
	100	403

### Question 7<sub>5</sub>

Travel outside work for other	Percent	Number
Yes	10.9	44
No	85.9	346
Skipped/no answer	3.2	13
	100	403

### Question 8

Participate in vanpool/carpool	Percent	Number
Would	40.4	163
Would not	44.4	179
Comment	14	56
Skipped/no answer	1.2	5
	100	403

Figure 11.4 – Group 1 Survey Results

## Group 2 Profile

### Question 1

Company	Percent	Number
Hines (3)	20.4	295
Sugar Land (4)	12.6	182
Fluor (5)	56.4	817
Schlumberger (6)	10.7	155
Total	100.1	1449

### Question 2

Top 5 Zip Codes	Percent	Number
77417	9.2	134
77459	3	43
77469	12.8	186
77478	34.8	504
77479	10.7	155
Total	70.5	1022

### Question 3

Arrive at work	Percent	Number
Drive alone	87.4	1264
Carpool	9.1	132
Vanpool	1.4	21
Bus	0.1	2
Other	1.7	25
Skipped/no answer	0.3	5
	100	1449

### Question 4

Make side trip	Percent	Number
Yes	55.8	807
No	42.5	616
Skipped/no answer	1.7	26
	100	1449

### Question 5

Type of side trip	Percent	Number
Drop off/pick up child	12.9	187
Drop off/pick up spouse/friend	1.7	25
Grocery store/laundry	31.5	456
Other	10.9	158
Skipped/no answer	43	623
	100	1449

### Question 6

Would consider transit if	Percent	Number
It saved time	30.5	442
It saved money	29.8	432
Other	15.3	223
Never use	23.7	343
Skipped/no answer	0.7	9
	100	1449

### Question 7

Would ride new transit service	Percent	Number
Daily	31.8	461
1 time per week	6.1	88
Several times per week	35.4	513
Never	23.2	336
Skipped/no answer	3.5	51
	100	1449

### Question 8

Travel outside workplace to	Percent	Number
Eat lunch	36.2	525
Shop	7.8	114
Personal business	39.5	572
Company business	9	130
Other	6	87
Skipped/no answer	1.5	21
	100	1449

### Question 9

Participate in vanpool/carpool	Percent	Number
Would	46.5	674
Would not	51.3	744
Comment	1.4	20
Skipped/no answer	0.8	11
	100	1449

Figure 11.5 – Group 2 Survey Results



## General

In most instances, paper survey participants left more questions unanswered than web-based participants. Note also that, when web-based participants show a high number of skipped questions, it is usually a result of either answering “no” to the previous question or following instructions that directed them to skip to the next question (*see Question #4*). This differs from the respondents in Group 1 who elected not to select a reply to the question. Upon examining the survey results for Group 1 and Group 2, the following is generally true:

### *Group 1 and Group 2*

- Most trips to the six workplaces originated from zip codes 77469, 77478, and 77479.
- Most employees arrived at work by driving alone.
- Most employees made “side trips.”
- The “side trips” selected the most were “drop/pick up child,” “grocery store/laundry,” and “other.”
- Employees would consider using transit if it saved them time and/or money.
- Employees indicated they would ride a new transit service.
- When traveling outside of their workplace, most employees shopped, ate, or conducted personal business.
- If an employer offered vanpool or carpool options, employee participation could range from 36% (Fort Bend County employees) to 71% (Hines Nursery employees).

## Specific

This section provides a more detailed look at each group and company individually. Highlights for Group 1 are shown followed by the highlights for each company.

### *Group 1*

- More than 74% of all Group 1 participants work for Fort Bend County.
- Approximately 43 % of all employees live in two ZIP Codes: 77469 and 77471.
- More than 94% of respondents drive to work alone.
- At least 70% of employees make side trips.
- The most common side trips were “drop off/pick up child” and “other.” When asked to explain, respondents stated grocery/store, cleaners, and retail centers. (*Note: Grocery store/laundry was not an option on this group’s questionnaire.*)
- Participants selected “saved money,” “saved time,” and “if the company paid for it” as reasons for considering transit. (*Note: Multiple responses were allowed on this group’s questionnaire.*)
- Over 66% of respondents indicated they would ride a new transit service.

- When traveling outside of their workplace, most employees ate out, conducted personal business, and shopped. (*Note: Multiple responses were allowed on this group's questionnaire.*)
- If their employer offered a vanpool or carpool, about 40% would participate.

#### *Richmond State School*

- About 57 % of all participating employees live in two ZIP Codes: 77469 and 77471.
- More than 89% of respondents drive to work alone.
- At least 73% of employees make side trips.
- The most common side trips were “drop off/pick up child” and “other.” When asked to explain, respondents stated grocery/store, cleaners, and retail centers. (*Note: Grocery store/laundry was not an option on this group's questionnaire.*)
- Participants selected “saved money” and “if the company paid for it” as reasons for considering transit. (*Note: Multiple responses were allowed on this group's questionnaire.*)
- More than 76% of respondents indicated they would ride a new transit service.
- When traveling outside of their workplace, most employees ate out, conducted personal business, or shopped. (*Note: Multiple responses were allowed on this group's questionnaire.*)
- If their employer offered a vanpool or carpool, over 51% would participate.

#### *Fort Bend County*

- Over 37 % of Fort Bend County employees responded they live in two ZIP Codes: 77469 and 77471.
- Approximately 90% of respondents drive to work alone.
- Almost 70% of employees make side trips.
- The most common side trips were “other” and “drop off/pick up child.” When asked to explain, respondents stated grocery/store, cleaners, and retail centers. (*Note: Grocery store/laundry was not an option on this group's questionnaire.*) About 30% of all respondents left the entire question blank.
- Participants selected “saved money” and “saved time” as reasons for considering transit. (*Note: Multiple responses were allowed on this group's questionnaire.*)
- More than 62% of respondents indicated they would ride a new transit service.
- When traveling outside of their workplace, most employees ate out, conducted personal business, or shopped. (*Note: Multiple responses were allowed on this group's questionnaire.*)
- If their employer offered a vanpool or carpool, over 36% would participate.



## *Group 2*

- More than 56% of all Group 2 participants work for Fluor Corporation.
- Over 47% of all employees live in two ZIP Codes: 77478 and 77469.
- More than 87% of respondents drive to work alone.
- Almost 56% of employees make side trips.
- The most common side trip was “grocery store/laundry.”
- Participants selected “saved money” and “saved time.” (*Note: Multiply selections were not offered on this group’s questionnaire.*)
- Over 73% of respondents indicated they would ride a new transit service.
- When traveling outside of their workplace, most employees ate out or conducted personal business. (*Note: Multiply selections were not offered on this group’s questionnaire.*)
- If their employers offered a vanpool or carpool, overall, about 46% of all employees would participate; however, at Hines Nursery, about 72% would participate.

## *Hines Nursery*

- Over 69% of all Hines employee respondents live in two ZIP Codes: 77471 and 77469.
- More than 60% of respondents drive to work alone, 28% carpool and 6% vanpool. (This company used more modes of transportation than any other company.)
- Approximately 56% of employees make side trips.
- The most common side trip was “grocery store/laundry” and “drop off/pick up child.” (*Note: More than 40% [120] of Hines respondents left this question blank.*)
- Participants selected “saved money” and “saved time.” (*Note: Multiply selections were not offered on this group’s questionnaire.*)
- Over 80% of respondents indicated they would ride a new transit service.
- When traveling outside of their workplace, most respondents (56%) conducted personal business. (*Note: Multiply selections were not offered on this group’s questionnaire.*)
- If their employer offered a vanpool or carpool, about 72% Hines Nursery would participate.

## *City of Sugar Land*

- Over 62% of all responding City of Sugar Land employees live in two ZIP Codes: 77478 and 77479.
- Approximately 95% of respondents drive to work alone.
- More than 62% of employees make side trips.

- The most common side trips were “grocery store/laundry” and “drop off/pick up child.” *(Note: The large number of skipped/no answer in this category is determined by the number of individuals that replied, “no” to Question #4 (side trips). A “no” response allowed the participant to skip this question.)*
- Participants selected “saved money” and “saved time.” However, over 42% indicated they would never transit. *(Note: Multiply selections were not offered on this group’s questionnaire.)*
- Over 56% of respondents indicated they would ride a new transit service.
- When traveling outside of their workplace, respondents conducted personal business, ate out, and conducted company business. *(Note: Multiply selections were not offered on this group’s questionnaire.)*
- If their employer offered a vanpool or carpool, only 38% of the employees would participate. This is the lowest potential participation rate among all six companies.

#### *Fluor Corporation*

- Over 56% of all responding Fluor employees live in two ZIP Codes: 77478 and 77487.
- Approximately 94% of respondents drive to work alone.
- More than 54% of employees make side trips.
- The most common side trips were “grocery store/laundry” and “drop off/pick up child”. *(Note: The large number of skipped/no answer in this category is determined by the number of individuals that replied, “no” to Question #4 (side trips). A “no” response allowed the participant to skip this question.)*
- Participants selected “saved time” and “saved money.” *(Note: Multiply selections were not offered on this group’s questionnaire.)*
- Over 72% of respondents indicated they would ride a new transit service.
- When traveling outside of their workplace, respondents ate out and conducted personal business. *(Note: Multiply selections were not offered on this group’s questionnaire.)*
- If their employer offered a vanpool or carpool, over 39% of the employees would participate. This is the second lowest potential participation rate among the six companies.

#### *Schlumberger Companies*

- Over 56% of all responding Schlumberger employees live in two ZIP Codes: 77478 and 77479.
- More than 92% of respondents drive to work alone.
- Approximately 52% of employees make side trips.

- The most common side trips were “grocery store/laundry” and “other.” (*Note: The large number of skipped/no answer in this category is determined by the number of individuals that replied, “no” to Question #4 (side trips). A “no” response allowed the participant to skip this question.*)
- Participants selected “saved money” and “other.” A closer examination of “other” revealed the following comments: decreased traffic, less pollution, if it were convenient, etc. (*Note: Multiply selections were not offered on this group’s questionnaire.*)
- Over 81% of respondents indicated they would ride a new transit service.
- When traveling outside of their workplace, respondents ate out and conducted personal business. (*Note: Multiply selections were not offered on this group’s questionnaire.*)
- If their employers offered a vanpool or carpool, more than 41% of the employees surveyed stated they would participate.

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# OPERATING PLAN

## Introduction

Several key issues that need to be addressed in the Operating Plan include the following:

- Countywide general demand-response service;
- Operating rules for demand-response service
- Role of subsidized taxi service (user-side subsidies) in operations;
- Incorporation of human service transportation into transit operations;
- Continuation of TREK Express after expiration of three-year funding by the Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant in August 2005;
- Additional locations and timeframe for commuter service; and
- Role of connector service(s) in Richmond/Rosenberg and Sugar Land's Town Square.

The capital projects needed to allow operational initiatives to be realized are included in Chapter 1. Financial issues regarding operating expenses and capital projects will be discussed in greater detail in Chapter 13, which includes a financial plan.

## Initiation of Countywide Demand-Response Service

Demand-response trips are designed for service in areas of low density or where other transit alternatives are impractical. Individuals who are unable to walk or travel on their own any significant distance can be served by demand-response service. Given Fort Bend County's mix of relative low-density suburban and rural development, demand-response service is an appropriate modal choice. General demand-response service is expected to be needed primarily by three groups of individuals:

- Persons with significant mobility or cognitive disabilities;
- Older adults; and
- Individuals who are economically disadvantaged and have limited or no means of accessing individual automobiles.

Individuals in such groups are often referred to as "transit dependent." However, it may be more accurate to state that such individuals have fewer mobility options and demand-response service provides a relatively affordable option for transportation. General demand-response transportation has significant limitations (calling in advance, trips are not always direct, travel time) and is rarely used by individuals with ready access to personal vehicles.

Key characteristics of demand-response service include the following:

- Trips are arranged in advance and service provided from door to door;
- Rides are often shared to transport as many people as reasonably possible;
- Needed or desired for persons with disabilities and/or the elderly who have limited travel options;

- Reasonable service option for rural areas;
- Service is highly labor intensive; and
- Productivity and cost per trip tends is high.

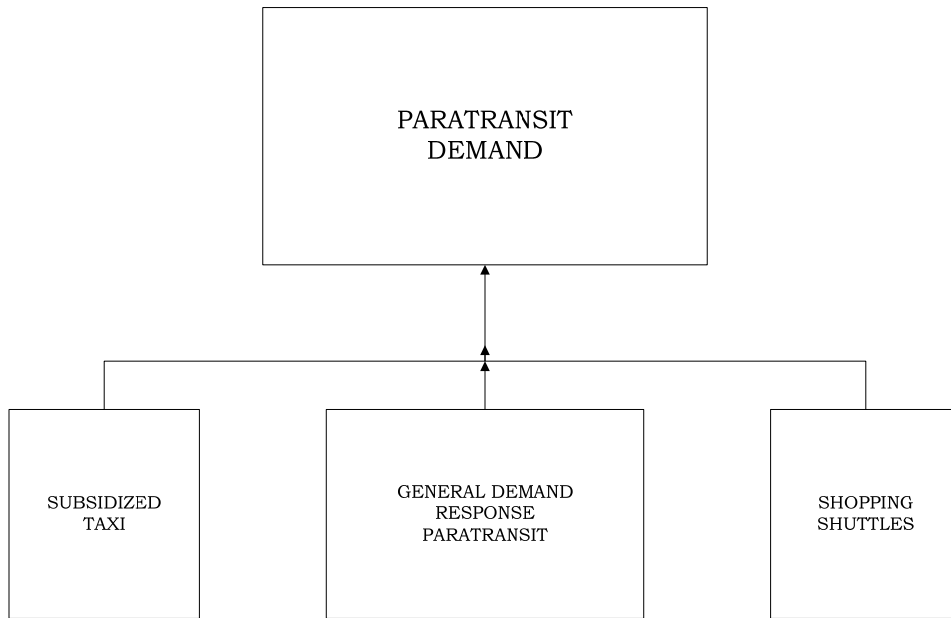
Providing all estimated demand within Fort Bend County would be cost prohibitive. Operating and capital costs for such a level of service would be several million dollars more than the high investment scenario. In considering how much service can be provided, given the cost of service, paratransit service needs to be limited. Many of the guidelines mentioned below are designed to recognize the financial constraints that Fort Bend Transit would have to operate under.

The Project Team recommends that Fort Bend County provide General Demand-Response Service available to any individual residing in Fort Bend County. Individuals with disabilities would need to be provided the same level of service as persons without disabilities. Fort Bend County would need to assure equal access to demand-response service. Since Fort Bend County would not be providing ADA Complementary Paratransit, guidelines and regulations surrounding that specific transportation program would not apply. Implications for service delivery are substantial. Options available for Fort Bend County with General Demand-Response Service that would be prohibited under ADA Complementary Paratransit include the following:

- Trips can be prioritized by purpose;
- The number of trips per passenger can be limited;
- Maximum number of daily trips can be limited;
- Trip requests can be denied; and
- Fares can be set at any level as long as fares for seniors and persons with disabilities are half the regular fare.

### **Alternate Means of Meeting Demand**

Paratransit service is viewed as the primary means of meeting demand but the operating plan includes two additional programs that can meet demand. One is subsidized taxis which provide an alternate mobility option for passengers. A second alternative is the use of shopping shuttles that can provide planned mobility for persons in smaller communities to larger communities with greater resources. Using all three means is envisioned within the operating plan. *Figure 12.1* shows the approach to meeting paratransit demand.



*Figure 12.1 – Means of Meeting Paratransit Demand*

### **Recommended Operating Guidelines for General Demand-Response Transit Service**

- Service hours 8 a.m. to 6 p.m. Monday through Friday;
- Trips limited to destinations within Fort Bend County;
- Trip fare is \$2 each way for adults and \$1 for persons under 18, over 65, and persons with disabilities;
- Round trips would be limited to 12 round trips per person per month;
- Service can be requested between one and three days in advance;
- Trips that are for medical purposes will be given priority;
- Demand-response service will be supported by scheduling software;
- Maintenance and service delivery will be contracted out to the best and most responsive bidder in a Request for Proposals.

### **Subsidized (User Side) Taxi Service**

Another less costly means of providing demand-response service is to subsidize taxi trips. Subsidized taxi trips will normally be restricted to persons with disabilities, older adults or persons who lack access to an automobile. Subsidized taxi is envisioned as a supplement to the demand-response paratransit program. Subsidized taxi service can be a valuable component of demand-response service for the following reasons:

- Service is normally requested the day of service, allowing greater flexibility of travel;

- Short trips are encouraged since longer trips require greater out-of-pocket expense by the passengers;
- Passengers can buy trip coupons and make their own arrangements for travel;
- Cost (after passenger fare) for subsidized taxi service is much lower for the transit agency than general demand-response service;
- Administrative costs are largely limited to preparing, overseeing, and auditing contracts;
- Capital expenses are minimal since rides are negotiated between the taxi company and the passenger; and
- Total available trips can be limited by the agency.

Subsidized taxi service is recommended. Each city or cities can choose to provide or not provide such service. Countywide service is also an option although the nature of the fare structure would limit long trips. If provided at the local level, the city should be willing to pay the local share not covered by fares and federal operating grants. Based on the fare structure – passenger fares should cover about 25 percent of operating costs; federal share should be 50%, leaving local communities responsibility for about 25 percent of total costs. Only cities that choose to contribute the local share could be part of the program.

Operating rules for user-side subsidies could include the following:

- Individuals can purchase up to ten trip coupons per month at \$2 per trip. Usage will likely need to be limited due to fiscal constraints.
- Passengers would be able to schedule trips on the day service is needed with taxi and other providers who are in the program;
- Cities and federal grants would provide up to \$6 of the cost of the trip - lengthy trips in which the fare was greater than \$8 would be borne by the passenger (*see Table 12.1*);
- Service would be restricted to the corporate boundaries of each city unless the community wished to allow a different policy;
- If the city chose to increase the subsidy to over \$6 per trip, 100 percent of the increase in the subsidy would be borne by the city;
- An RFQ would be issued by Fort Bend Transit that would allow only qualified service providers (taxi and other) to participate in the program. If more than one community opted for the subsidized taxi, providers could opt to participate in one or more communities.

Taxi subsidies are envisioned as a component of meeting service demand, and in a less costly manner than demand-response service. However, taxi service works less effectively for intercity or rural service; therefore, it is recommended only as a component of demand-response service.



<i>Cost</i>	<i>Sharing of Trip Costs</i>
Over \$8	Passenger must pay amount over \$8 out of pocket
Between \$8 and \$2	If trip costs up between \$2 and \$8, transit agency will reimburse provider for up to \$8
\$2	Passenger purchases trips tickets from transit agency for \$2

### **Coordination of Human Services Transit Service**

Coordination offers tangible benefits to the agencies that effectively coordinate transportation services. Transportation services among persons who are transportation-disadvantaged provide a difficult challenge for social service agencies. Most agencies are proficient at providing services for their client. Transportation services have a necessary component of getting clients to the service site. Resources in terms of staff time, money and expertise have been diverted to upon developing a transportation service, and can dilute efforts from the human service agency primary missions.

Achieving greater coordination in Fort Bend County should develop as an incremental approach. Coordination can take many forms and should be a cooperative effort between the transit agency and the human service agency. Key goals should be to create win-win situations that benefit the service delivery efforts of both agencies. Reviewing the means that transportation service is provided by human service agency clients for trips to specific sites includes primarily Texana MHMR and Fort Bend Seniors. In the case of Texana MHMR, staff professionals double as van drivers to transport clients in the morning and afternoon to the job training sites. As a result, costs are kept low. Transitioning to professional drivers may not be a cost effective means of reducing operating expenses; the outcome is likely to be an increase in operating costs.

Medicaid transportation is a different situation since it is provided by Connect Transportation at a substantially higher cost per trip (over \$30) than other human service transportation. Fort Bend Transit may be positioned to bid on a future contract once it has an operating infrastructure in place including: administration, service provider and dispatch system based in Fort Bend County.

Current coordination efforts include:

- Red Cross and Fort Bend Social Services have shared resources and vehicles to meet client needs with Red Cross providing medical trips.
- Red Cross has used the Fort Bend County van (20 passenger) and both Fort Bend Social Services and Red Cross passengers are transported;
- Formation of the Transit Advisory Committee to serve as the governing board of Connect Transportation services;

- Connect Transportation and Fort Bend County have signed agreement to make the Gulf Coast Center of Galveston (Connect Transportation), the federal transit grantee for Fort Bend County.
- Red Cross has worked with Fort Bend MMHR on medical transportation
- Red Cross, Fort Bend MHMR and ARC have worked providing trips for different client groups.

Future coordination efforts should involve Fort Bend Transit as the lead agency in coordination efforts. *Table 12.2* identifies Fort Bend Providers.

The Red Cross has expressed interest in no longer continuing to provide its transportation service. Demand-response service provided Fort Bend Transit should provide the service currently provided by the Red Cross. As part of the agreement, Fort Bend Transit needs to negotiate the maximum contribution available by Red Cross to assist in providing demand response service in Fort Bend County. Additionally, all vehicle operated in transit service by Red Cross should be evaluated to determine if they could be used as spare vehicles for demand response service. Individuals who are current drivers for the Red Cross may be the potential operators for whomever provides the service.

*Table 12.2* identifies Fort Bend Providers.

<b><i>Table 12.2 – Fort Bend County Human Service Transportation Providers</i></b>					
<b><i>Agency</i></b>	<b><i>City</i></b>	<b><i>Trips</i></b>	<b><i>Annual Trips</i></b>	<b><i>Vehicles in Service</i></b>	<b><i>Available to General Public</i></b>
Greater Houston Red Cross – Fort Bend County	Rosenberg	Medical (especially for dialysis), shopping, & personal	11,000	5	Yes
Fort Bend County Parks & Recreation + Social Service Department	Rosenberg	Recreation, shopping, & personal	200	2	Yes
Fort Bend County Senior Citizens, Inc.	Rosenberg	Meals on Wheels & day centers	39,000	14	No
Texana MHMR Center	Sugar Land/ Missouri City	Medical, shopping, Job training, & other	40,000	18	No
Association of Retarded Citizens (ARC)	Missouri City	Recreation	1,200	1	No
Connect Transportation	Galveston	Medicaid	6,000	3	No
<b><i>Total</i></b>			<b>97,400</b>	<b>43</b>	

Fort Bend County Senior Citizens and Texana MHMR run extensive client human service transportation. Coordination efforts should be done only in a manner if it enhances service or reduces costs for both human service agency and Fort Bend Transit. Specific coordination agreements could include the following:

- Providing transportation for passengers;
- Sharing of vehicles under a specific agreement; and
- Full integration of transportation with Fort Bend Transit.

### **Commuter Services**

While demand-response service is designed to meet a portion of the needs within Fort Bend County, they do not address transportation issues related to road congestion and commuting alternatives. Traffic congestion, especially during peak hours increases travel time, accidents and stress among drivers. Alternatives to travel in the single-occupant personal vehicle become increasingly desirable, especially when the potential for substantial cost savings are factored into the equation.

Fort Bend County residents are already using a variety of commuter services and options including:

- TREK Express from UH Sugar Land and AMC 24 Town Square parking lots;
- METROVan vanpools into Harris and Galveston Counties;
- Existing park & rides on the Harris/Fort Bend County boundary operated by METRO; and
- Informal carpools throughout Fort Bend County.

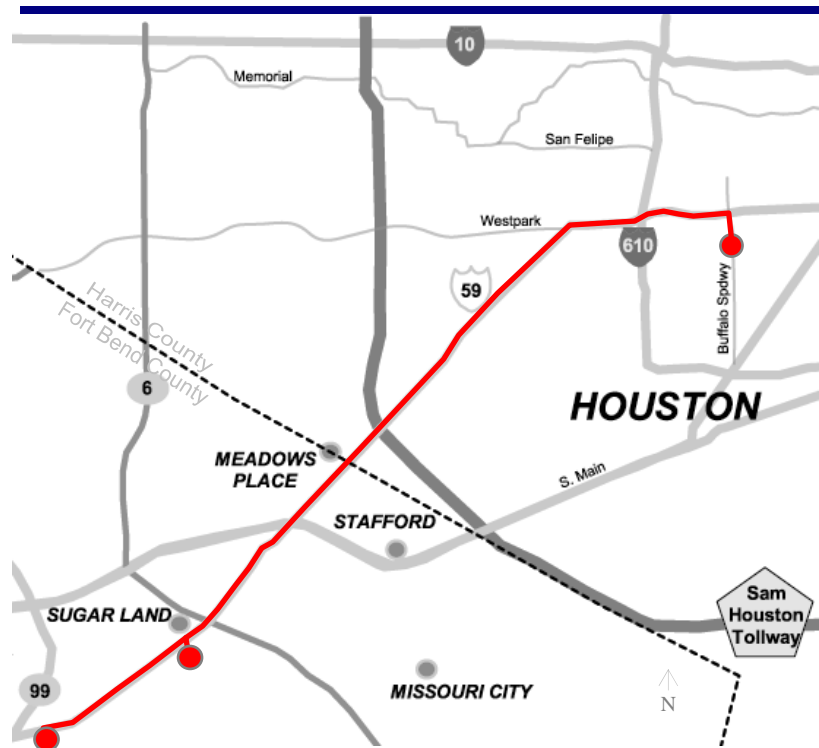
The operating plan for commuter service would include:

- Continuation TREK Express after the ending of CMAQ funding in August 2005;
- Cooperation with METRO in augmenting use of METROVan service for transportation within Fort Bend County, from Fort Bend County, and to Fort Bend County; and
- Development of additional park & ride facilities in Arcola, Sienna Plantation, Fort Bend Fairgrounds, and Cinco Ranch/Westpark. Park & rides are important for commuter service because for commuter service to work there must be limited stops including origins and destinations. Park & rides create origins for commuter bus service to begin. Large employment/activity centers are normal destinations for such trips.

While commuter rail along the US 90 corridor is a possibility for Fort Bend County, inclusion of commuter rail is not considered within the operating plan timeframe of five years.

## Transitioning TREK Express Service to Fort Bend Transit Commuter Service

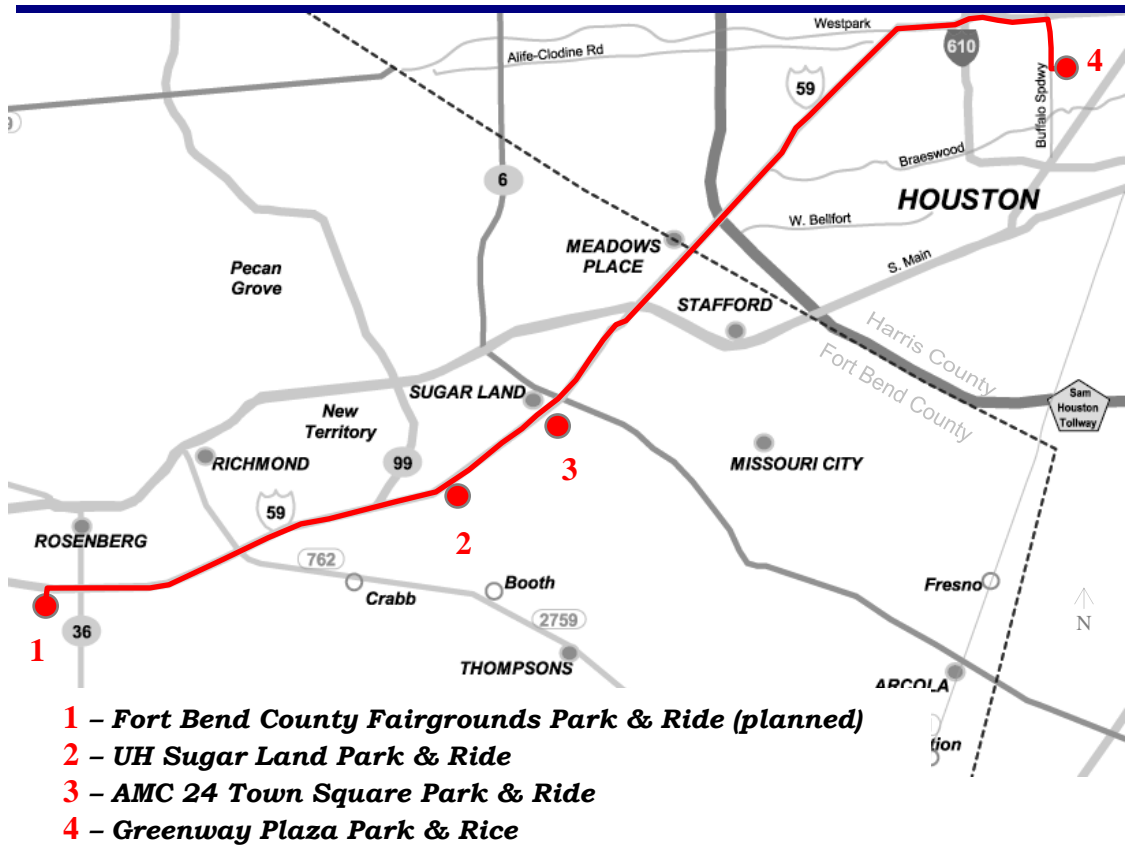
TREK Express service from Sugar Land to Greenway Plaza is funded by a three-year Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant. Funding ends on August 31, 2005. Fort Bend Transit should continue to provide service by coordinating with TREK and Greenway Plaza and Galleria/Uptown employers. Fort Bend Transit, in coordination with TREK, should issue a new Request for Proposals to continue express service after August 31, 2005. Significant changes should be possible within the RFP, but, initially, service should remain as it is. Extension of the TREK service to Richmond/Rosenberg could be considered as early as 2007. *Figure 12.2* shows the existing service route.



*Figure 12.2 – Existing TREK Express Sugar Land to Greenway Plaza*

## Extension of TREK Express Service

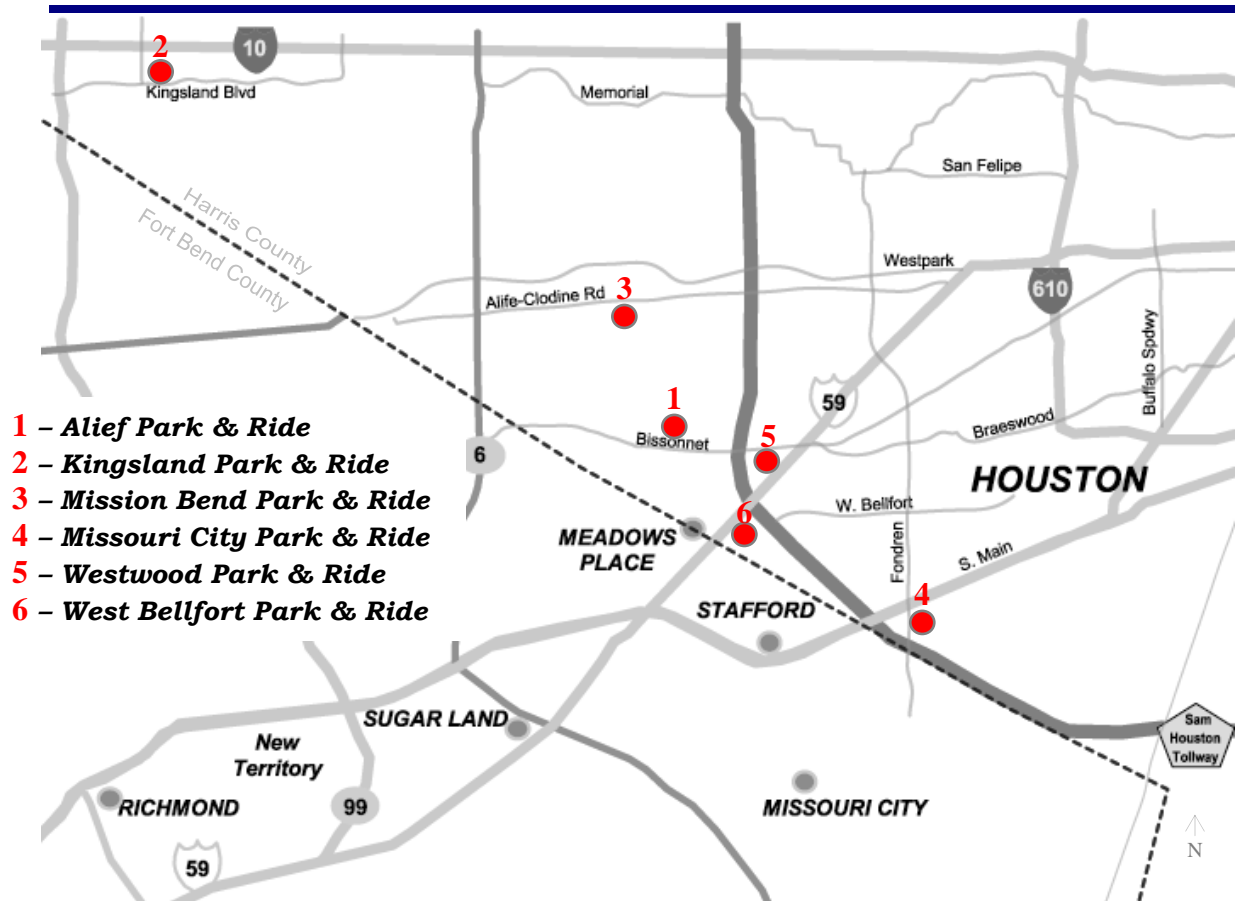
Future expansion of the TREK Express route is envisioned following completion of the 250-space Fort Bend Fairgrounds Park & Ride. Commuter service will be available between Rosenberg and Greenway Plaza. Service could begin as early as 2007. *Figure 12.3* shows the extended route.



*Figure 12.3 – Rosenberg to Greenway Plaza Potential Route*

## Additional Commuter Bus Service

Existing commuter service that services Fort Bend County includes TREK Express and existing METRO park & ride service adjacent to Fort Bend County. Providing overlapping service near existing park & rides is not a practical alternative. Development of two additional park & ride services in Fort Bend County will require construction of park & ride lots for commuter service. Service would not begin until 2008 or 2009. Two areas where park & ride service is not available but growth is rapid include: locations adjacent to Cinco Ranch and Sienna Plantation. *Figure 12.4* shows existing park & rides in Harris County.



*Figure 12.4 – METRO Park & Ride Lots Near Fort Bend County*

## Sienna Plantation Park & Ride

Commuter service serving Sienna Plantation and Missouri City is possible following completion of a 250-space park & ride facility envisioned near the entrance of Sienna Plantation. Given travel demand, service to Texas Medical Center is the likely primary destination, although subsequent service to the downtown is possible. Implementation of commuter service is likely to occur no earlier than 2009 or 2010. *Figure 12.5* shows the potential route for the park & ride.

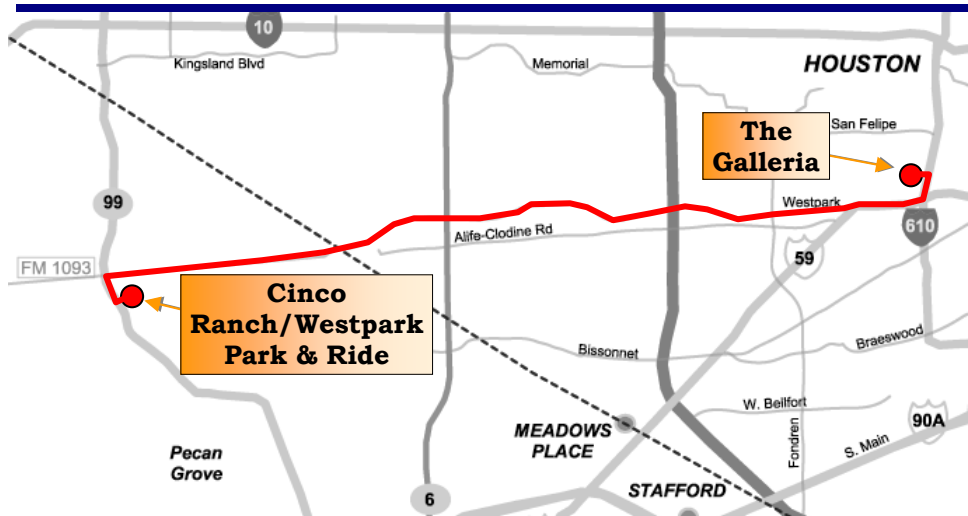


*Figure 12.5 – Sienna Plantation-Texas Medical Center Park & Ride*



## Cinco Ranch/Westpark - Galleria Park & Ride

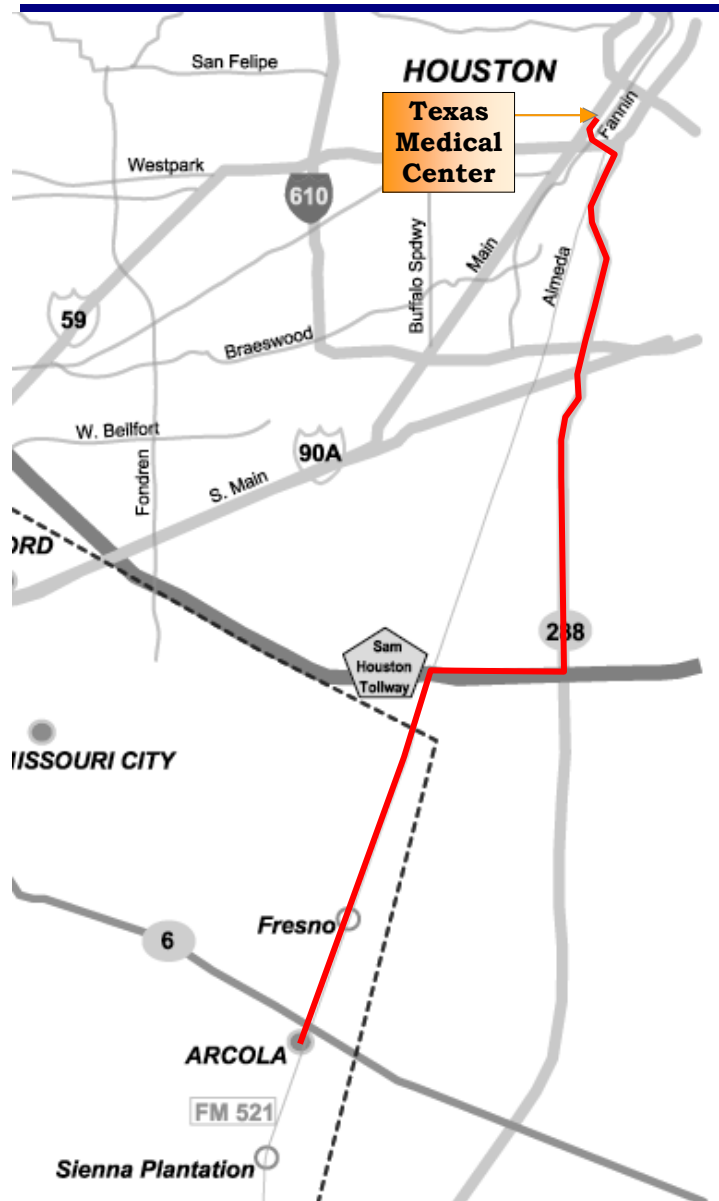
Commuter service serving Cinco Ranch along the Westpark Tollway is possible following completion of a 250-space park & ride facility envisioned near SH 99 and Westpark Tollway. Given travel demand, service to Texas Medical Center is the likely primary destination, although subsequent service to the downtown is possible. Implementation of commuter service is likely to occur no earlier than 2008 or 2009. *Figure 12.6* shows the potential route for the park & ride.



*Figure 12.6 – Cinco Ranch/Westpark – Galleria Park & Ride*

## Arcola Park & Ride

Commuter service serving Cinco Ranch along the Westpark Tollway is possible following completion of a 100-space park & ride facility envisioned near SH 6 and FM 527. Arcola will likely best serve as a park & pool since the number of spaces is too small to be exclusively a park & ride. Arcola could become a first stop on a commuter route that also stops at the Cinco Ranch Park & Ride. *Figure 12.7* shows the potential route for the park & ride.



*Figure 12.7 – Arcola Park & Ride Potential Route*

## Vanpool Service

Vanpool service exists currently within the entire Houston Metropolitan area. The current program is funded by H-GAC, administered and scheduled by Houston METRO and provided by a private van company. Regionally, the vanpool service can effectively utilize all of the envisioned park & rides as locations to develop vanpool service. Vanpools can provide transportation to employment centers not served by the commuter bus service.

## Connector Service

Fort Bend County currently has development or density patterns that are generally unfavorable for successful fixed-route transportation. Certain areas such as Richmond and Rosenberg have the potential for viable fixed-route service due to unique circumstances (population density and favorable demographics). Richmond and Rosenberg have the highest need for transit based on density and other factors (*see Chapter 6*).

Richmond and Rosenberg's demographics and relative density mean that fixed route service is viable between and within the two communities. Development of service connecting Richmond and Rosenberg is recommended to start as early as 2007 or 2008.

Recommended service characteristics include the following:

- Local fare is 50¢;
- Service runs from 6:00 a.m. to 7:00 p.m. Monday through Friday;
- Initial service would be two buses providing service every 45 minutes; and
- Service would connect with the Fort Bend County Fairgrounds Park & Ride.

Figure 12.8 shows a potential route for the Richmond-Rosenberg connector.

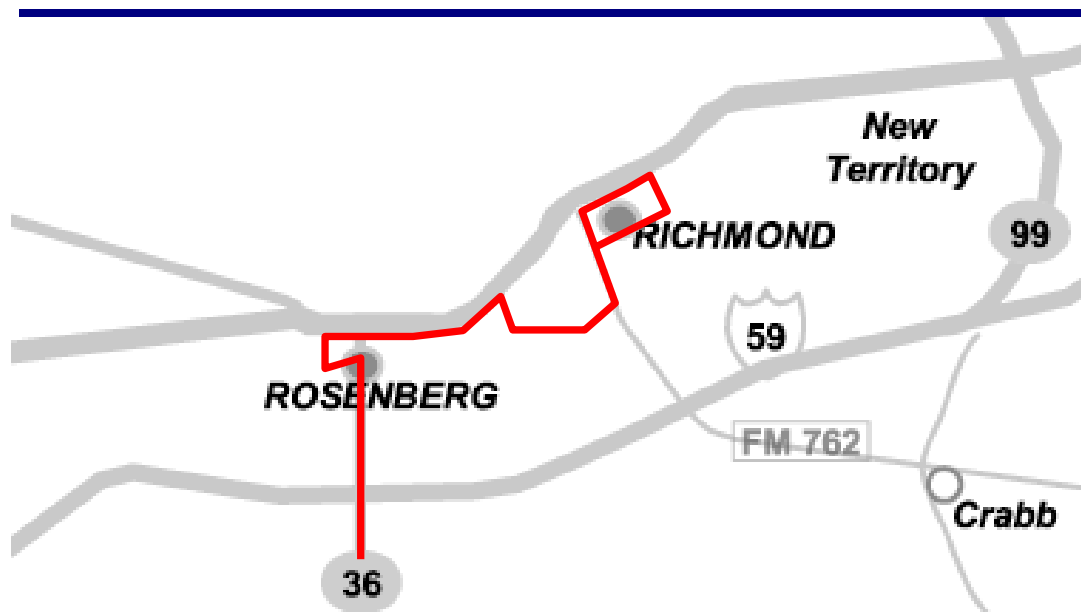


Figure 12.8 – Richmond-Rosenberg Connector

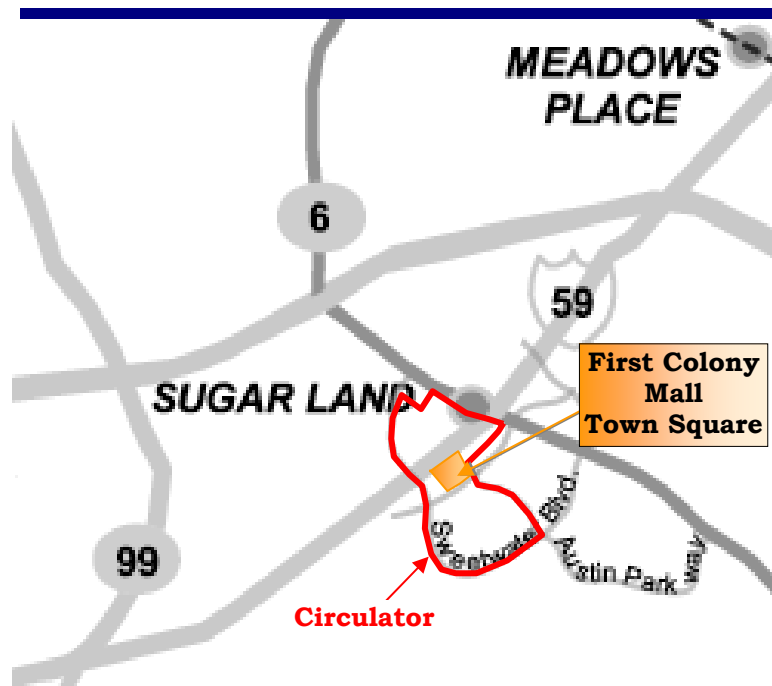
Elsewhere in Fort Bend County serious consideration of fixed-route service is more of a possible long-range option. Increasing densities of areas within the county, concentration of residences and employment, and the implementation of commuter rail are factors that would increase the feasibility of more extensive use of fixed-route transportation in the future.

### Circulator Service

Only one location within Fort Bend County shows potential for circulator service. Circulator bus service is normally a bus route relatively circular in design rather than linear, and is used for short distances. Characteristics of circulator service include the following:

- Bus travels on a relatively circular route beginning and ending at the same location;
- Circulator service is good for short range shuttles ½ mile to 2 miles;
- Used as shopping shuttles, large employers shuttles, and for large events; and
- Can also be used to get people to a commuter bus, airport shuttle or commuter rail line.

Circulator service can enhance mobility in small concentrated areas of significant density and traffic. Town Square, along with adjacent developments, is a strong candidate for circulator service. Among possible stops in the area are First Colony, Town Square, University of Houston – Sugar Land. Additionally, the circulator could serve as a future shuttle or feeder service for a commuter rail stop. Circulator service could begin at Town Square in 2009 or 2010 depending on funding availability. *Figure 12.9* shows a potential route for the Town Square circulator.



*Figure 12.9 – Sugar Land Town Square Circulator Potential Route*

## Sample Express Bus Schedules and Cost Summaries for Expanded Services

Tables 12.3 to 12.10 represent sample express bus schedules and cost summaries for expanded services. Prior to implementation all schedules and costs should be reevaluated for accuracy.

### UPTOWN/GREENWAY EXPRESS

<i>Table 12.3 – Uptown/Greenway Express Total AM/PM Vehicle Revenue Hours</i>					
<i>Bus</i>	<i>UHSL</i>	<i>Uptown-Galleria</i>	<i>Greenway Plaza Transit Center</i>	<i>24 Greenway Plaza</i>	<i>Total</i>
1	5:20am	5:50am	5:57am	6:03am	2.466
	6:45am	7:15am	7:22am	7:28am	
2	5:40am	6:10am	6:17am	6:23am	2.250
	7:10am	7:40am	7:47am	7:55am	
3	6:00am	6:30am	6:37am	6:43am	2.133
	7:25am	7:55am	8:02am	8:08am	
4	6:15am	6:45am	6:52am	6:58am	2.133
	7:40am	8:10am	8:17am	8:23am	
5	6:30am	7:00am	7:07am	7:13am	2.383
	8:00am	8:30am	8:37am	8:43am	
6	6:55am	7:25am	7:32am	7:38am	2.133
	8:20am	8:50am	8:57am	9:03am	
<b>Total AM Vehicle Revenue Hours</b>					<b>13.498</b>
<i>Bus</i>	<i>Greenway Plaza</i>	<i>Greenway Center</i>	<i>Uptown</i>	<i>UHSL</i>	<i>Total</i>
101	3:15pm	3:23pm	3:32pm	4:07pm	2.450
	4:50pm	4:58pm	5:07pm	5:42pm	
102	3:35pm	3:43pm	3:52pm	4:27pm	2.366
	5:20pm	5:28pm	5:37pm	6:12pm	
103	3:50pm	3:58pm	4:07pm	4:42pm	2.700
	5:40pm	5:48pm	5:57pm	6:32pm	
104	4:05pm	4:13pm	4:22pm	4:57pm	2.133
	6:00pm	6:08pm	6:17pm	6:52pm	
105	4:20pm	4:28pm	4:37pm	5:12pm	2.533
	6:30pm	6:38pm	6:47pm	7:22pm	
106	4:35pm	4:43pm	4:52pm	5:27pm	0.866
107	5:05pm	5:13pm	5:22pm	5:57pm	0.866
<b>Total PM Vehicle Revenue Hours</b>					<b>13.914</b>
<b>Total AM and PM Revenue Hours</b>					<b>27.412</b>

**Table 12.4 – Uptown/Greenway Express Vehicle Option and Associated Costs**

<i>Service Option</i>	<i>Number of Buses in Operation</i>	<i>Hours Billed</i>	<i>Total Daily Hours Purchased</i>	<i>Cost Per Hour</i>	<i>Daily Cost</i>	<i>Annual Cost (251 days)</i>
Over-the-Road Coach Option	7	28	28	\$116.70	\$3,734	\$937,326
Shuttle Bus Option	7	28	28	\$75	\$2,100	\$527,100

**TEXAS MEDICAL CENTER EXPRESS**

<b>Table 12.5 - TMC Express Total AM/PM Vehicle Revenue Hours</b>							
<b>Bus</b>	<b>UHSL</b>	<b>San Felipe/Rice</b>	<b>Richmond/Post Oak</b>	<b>Wheeler/Main</b>	<b>Fannin/MacGregor</b>	<b>TMC Transit Center</b>	<b>Total</b>
1	5:15am	5:50am	5:58am	6:15am	6:23am	6:30am	1.25
	7:30am	8:07am	8:15am	8:35am	8:43am	8:50am	1.33
2	5:45am	6:20am	6:28am	6:45am	6:53am	7:00am	1.25
	7:50am	8:27am	8:35am	8:55am	9:03am	9:10am	1.33
3	6:00am	6:37am	6:45am	7:05am	7:13am	7:20am	1.33
	8:15am	8:52am	9:00am	9:20am	9:28am	9:35am	1.33
4	6:15am	6:52am	7:00am	7:20am	7:28am	7:35am	1.33
5	6:30am	7:07am	7:15am	7:35am	7:43am	7:50am	1.33
6	6:45am	7:22am	7:30am	7:50am	7:58am	8:05am	1.33
7	7:00am	7:37am	7:45am	8:05am	8:13am	8:20am	1.33
8	7:15am	7:52am	8:00am	8:20am	8:28am	8:35am	1.33
<b>Total AM Vehicle Revenue Hours</b>							<b>14.47</b>
<b>Bus</b>	<b>TMC Transit Center</b>	<b>Fannin/MacGregor</b>	<b>Wheeler/Main</b>	<b>Richmond/Post Oak</b>	<b>San Felipe/Rice</b>	<b>UHSL</b>	<b>Total</b>
101	4:35pm	4:42pm	4:50pm	5:10pm	5:18pm	5:55pm	1.33
102	4:50pm	4:57pm	5:05pm	5:25pm	5:33pm	6:10pm	1.33
103	5:05pm	5:12pm	5:20pm	5:40pm	5:48pm	6:20pm	1.33
104	1:30pm	1:37pm	1:45pm	2:05pm	2:13pm	2:50pm	1.33
	5:20pm	5:27pm	5:35pm	5:55pm	6:03pm	6:35pm	1.33
105	3:30pm	3:37pm	3:45pm	4:05pm	4:13pm	4:50pm	1.33
	5:40pm	5:47pm	5:55pm	6:15pm	6:23pm	6:55pm	1.33
106	3:50pm	3:57pm	4:05pm	4:25pm	4:33pm	5:10pm	1.33
	6:00pm	6:07pm	6:15pm	6:35pm	6:43pm	7:15pm	1.33
107	4:05pm	4:12pm	4:20pm	4:40pm	4:48pm	5:25pm	1.33
	6:30pm	6:37pm	6:45pm	6:17pm	6:25pm	7:45pm	1.33
108	4:20pm	4:27pm	4:35pm	4:55pm	5:03pm	5:40pm	1.33
<b>Total PM Vehicle Revenue Hours</b>							<b>15.96</b>
<b>Total AM and PM Revenue Hours</b>							<b>30.43</b>



<b>Table 12.6 – TMC Express Vehicle Option and Associated Costs</b>								
<b>Service Option</b>	<b>Number of Buses in Operation</b>	<b>One-way Mileage</b>	<b>Daily Mileage</b>	<b>Annual Mileage</b>	<b>Total Daily Hours Purchased</b>	<b>Cost Per Hour</b>	<b>Daily Cost</b>	<b>Annual Cost (251 days)</b>
Shuttle Bus Option	8	34.5	793.5	199,169	30.43	\$75.00	\$2,282	\$572,845
Over-the-Road Coach Option	8	34.5	793.5	199,169	30.43	\$116.70	\$3,551	\$891,346

**SIENNA PLANTATION/TEXAS MEDICAL CENTER EXPRESS**

<i>Table 12.7 – Sienna Plantation/TMC Express Total AM/PM Vehicle Revenue Hours</i>				
<i>Bus</i>	<i>Hwy 6/Fort Bend Tollway</i>	<i>TMC Transit Center</i>	<i>Hermann Park/Rice</i>	<i>Total</i>
1	5:45am	6:20am	6:35am	0.833
	7:35am	8:10am	8:35am	1.000
2	6:05am	6:40am	6:55am	0.833
	7:50am	8:25am	8:50am	1.000
3	6:20am	6:55am	7:15am	1.000
	8:05am	8:40am	9:05am	1.000
4	6:35am	7:10am	7:30am	1.000
	8:20am	8:55am	9:20am	1.000
5	6:50am	7:25am	7:50am	1.000
6	7:05am	7:40am	8:05am	1.000
7	7:20am	7:55am	8:20am	1.000
<b>Total AM Vehicle Revenue Hours</b>				<b>10.666</b>
<i>Bus</i>	<i>Hermann Park/Rice</i>	<i>TMC Transit Center</i>	<i>Hwy 6/Fort Bend Tollway</i>	<i>Total</i>
101	4:30pm	4:55pm	5:30pm	1.000
	5:15pm	5:40pm	6:15pm	1.000
102	4:45pm	5:10pm	5:45pm	1.000
103	5:00pm	5:25pm	6:00pm	1.000
105	2:15pm	2:40pm	3:15pm	1.000
	4:15pm	4:40pm	5:15pm	1.000
106	3:25pm	3:50pm	4:25pm	1.000
	5:30pm	5:55pm	6:30pm	1.000
107	3:45pm	4:10pm	4:45pm	1.000
	5:50pm	6:15pm	6:50pm	1.000
108	4:00pm	4:25pm	5:00pm	1.000
	6:20pm	6:40pm	7:10pm	0.833
<b>Total PM Vehicle Revenue Hours</b>				<b>11.833</b>
<b>Total AM and PM Revenue Hours</b>				<b>22.499</b>

<b>Service Option</b>	<b>Number of Buses in Operation</b>	<b>One-way Mileage</b>	<b>Daily Mileage</b>	<b>Annual Mileage</b>	<b>Total Daily Hours Purchased</b>	<b>Cost Per Hour</b>	<b>Daily Cost</b>	<b>Annual Cost (251 days)</b>
Shuttle Bus Option	8	23	529	132,779	22.70	\$75.00	\$1,703	\$427,328
Over-the-Road Coach Option	8	23	529	132,779	22.70	\$116.70	\$2,649	\$664,922

**WESTPARK/DOWNTOWN EXPRESS**

<b>Table 12.9 – Westpark/Downtown Express Total AM/PM Vehicle Revenue Hours</b>					
<b>Bus</b>	<b>Westpark/ 99</b>	<b>San Felipe/ Sage</b>	<b>Wheeler/ Main</b>	<b>UHDT</b>	<b>Total</b>
1	5:20am	5:55am	6:20am	6:35am	1.250
	7:25am	8:05am	8:30am	8:50am	1.416
2	5:40am	6:15am	6:40am	6:55am	1.250
	7:55am	8:35am	9:00am	9:20am	1.416
3	5:55am	6:35am	7:00am	7:20am	1.416
4	6:10am	6:50am	7:15am	7:35am	1.416
5	6:25am	7:05am	7:30am	7:50am	1.416
6	6:40am	7:20am	7:45am	8:05am	1.416
7	6:55am	7:35am	8:00am	8:20am	1.416
8	7:10am	7:50am	8:15am	8:35am	1.416
9	7:40am	8:20am	8:45am	9:05am	1.416
<b>Total AM Vehicle Revenue Hours</b>					<b>15.244</b>
<b>Bus</b>	<b>UHDT</b>	<b>Wheeler/ Main</b>	<b>San Felipe/ Sage</b>	<b>Westpark/99</b>	<b>Total</b>
101	5:15pm	5:35pm	6:00pm	6:40pm	1.416
102	5:30pm	5:50pm	6:15pm	6:55pm	1.416
103	2:15pm	2:35pm	3:00pm	3:40pm	1.416
	5:00pm	5:20pm	5:45pm	6:25pm	1.416
104	3:25pm	3:45pm	4:10pm	4:50pm	1.416
	5:50pm	6:10pm	6:35pm	7:15pm	1.416
105	3:45pm	4:05pm	4:30pm	5:10pm	1.416
	6:20pm	6:40pm	7:05pm	7:40pm	1.333
106	4:00pm	4:20pm	4:45pm	5:25pm	1.416
107	4:15pm	4:35pm	5:00pm	5:40pm	1.416
108	4:30pm	4:50pm	5:15pm	5:55pm	1.416
109	4:45pm	5:05pm	5:30pm	6:10pm	1.416
<b>Total PM Vehicle Revenue Hours</b>					<b>16.909</b>
<b>Total AM and PM Revenue Hours</b>					<b>32.153</b>

<b>Table 12.10 – Westpark/Downtown Express Vehicle Option and Associated Costs</b>								
<b>Service Option</b>	<b>Number of Buses in Operation</b>	<b>One-way Mileage</b>	<b>Daily Mileage</b>	<b>Annual Mileage</b>	<b>Total Daily Hours Purchased</b>	<b>Cost Per Hour</b>	<b>Daily Cost</b>	<b>Annual Cost (251 days)</b>
Shuttle Bus Option	8	34	782	196,282	32.16	\$75.00	\$2,412	\$605,412
Over-the-Road Coach Option	8	34	782	196,282	32.16	\$116.70	\$3,753	\$942,021

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## FINANCIAL PLAN

As Fort Bend County is taking the lead in developing, implementing, and managing new transit projects and services, it is critical for elected officials, staff, and local taxpayers to have the financial tools necessary for success. A sound financial plan must incorporate all potential expenditures, including costs for planning, staff, capital construction and vehicle acquisition, as well as scheduling of improvements and services. Similarly, a source of revenue must be available to support these anticipated costs. This chapter provides an overview of costs and revenues, and is also particularly focused on maximizing the impact of Fort Bend County taxpayer expenditures by leveraging local dollars against available state and federal funding resources. This chapter also provides high, medium, and low proposed budgets and leverage scenarios over short-, medium-, and long-range timeframes. The result is a comprehensive and flexible financial plan that can assist decision-makers in implementing coordinated transit services within Fort Bend County. The flexibility of the plan will be especially important as contingencies arise and community needs and desires change over time. As shown in the financial plan, Fort Bend County is also affected by the Federal Transit Administration's (FTA) funding rules for small and large urban areas. Fort Bend County is located with the Houston Urbanized Area (UZA) and, therefore, currently falls under "Large Urban" rules, which prohibit the use of federal funds for transit operating support.

### Timeframe

The Financial Plan includes the following timeframes:

<i>Timeframe</i>	<i>Years</i>
Short Range	2004-2009
Medium Range	2010-2015
Long Range	2016-2020

Implementation of the projects within the plan must also account for the planning cycle of the MPO with respect to the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP).

## High, Medium, and Low Investment Scenarios

The Financial Plan features high, medium, and low investment scenarios. These are based on the current FTA Section 5307 rules and a proposed rule change for Fort Bend County that would apply “small urban” rules, enabling federal funds to be used for transit operating support. Under a typical fiscal year under the “Low” or “Large Urban” Scenario, Fort Bend County would expend more local funds per annum, however, would be able to implement fewer services than under the “High” or “Small Urban” Scenario. Although the current “Large Urban” rules prohibit federal funds for operating support, the utilization of private contractors for turnkey transit services does allow for up to 40 percent reimbursement through federal sources, under FTA’s Capital Cost of Contracting provision.

Under a proposed change to federal law that would allow Fort Bend to utilize FTA Section 5307 funds under “Small Urban” rules, up to 50 percent of operating costs could be used to support transit operating costs. In addition, Fort Bend County could also utilize the Capital Cost of Contracting provision in order to further reduce its overall program costs. As a result, under the “High” or “Small Urban” scenario, Fort Bend County’s local costs would be lower, yet the total transit program would have a higher cost, however, more services would be implemented. The “High” scenario, therefore, is an example of maximized local leverage.

## Assumptions

**“Low” Cost Scenario** – Focuses on maximizing leverage under the current “Large Urban” rules, to maintain existing services, and implement committed projects, such as new service from the proposed Fort Bend County Fairgrounds Park & Ride.

**“Medium” Cost Scenario** – Seeks to maximize local leverage and expand transit services under the current “Large Urban” rules.

**“High” Cost Scenario** – Demonstrates the potential impact of the rule change to “Small Urban,” significant local leverage and considerable system and service expansion.

**Congestion Mitigation and Air Quality Program (CMAQ)** – Under the Federal Highway Administration’s (FHWA) Congestion Mitigation and Air Quality Program (CMAQ), federal funds can be utilized to support project activities that contribute to an improvement in air quality and reductions in pollutants. As a result, both new transit facilities and services qualify for CMAQ funding consideration. CMAQ-funded projects are selected on a competitive basis, based on cost per pound of pollution reduced, by the Metropolitan Planning Organization (MPO) for the eight-county Transportation Management Area (TMA), which is the Houston-Galveston Area Council. New transit service projects are eligible for up to three years of operating support. Although up to 80 percent of project costs are eligible for federal assistance, H-GAC currently is considering a slightly lower amount for new service projects, which would follow the federal/local funding percentages over three years of project eligibility:



<i>H-GAC's CMAQ New Service Proposal</i>		
<i>Year</i>	<i>Federal %</i>	<i>Local %</i>
1	70%	30%
2	60%	40%
3	50%	50%

Under the CMAQ program, new capital expenditures are eligible for up to 80 percent federal assistance. Examples of eligible capital projects would include new park & ride construction, new low-emission vehicle acquisition for new routes and services, and transit shelters.

The proposed financial plan presupposes the use of CMAQ funds for eligible new transit services and capital equipment/facilities.

### **Capital Plan**

The proposed capital plan includes vehicles and facilities necessary to support the transit service recommended in the plan. New vehicle acquisition is proposed for demand-response services. Construction of new park & ride facilities is included within the capital plan, including one adjacent to the Westpark Tollway, one in Sienna Plantation near the Fort Bend Parkway Toll Road, and a smaller park & ride/park & pool in Arcola at the intersection of FM 521 and SH 6.

### **Revenue Sources**

Almost all of the cities within Fort Bend County have maximized their sales tax. As a result, the communities within Fort Bend County would be unable to implement a ¼¢ sales tax to support transit operations. This is one of the reasons that the proposal to allow Fort Bend to operate under “Small Urban” rules is needed. The introduction of federal operating support would enable Fort Bend County to leverage local funds already be expended on limited transit services and, in turn, would allow for system expansion and ongoing financial support.

Of the 410,000 Fort Bend County population, approximately 245,000 residents currently reside within the Houston UZA, but are outside of METRO’s service area. This population represents 6.3 percent of the 3,822,509 Houston UZA population and density. Since these factors represent 50 percent of the Section 5307 formula, the Fort Bend population within the Houston UZA, but outside of METRO’s service area, equates to a minimum of 3.16 percent of the Houston UZA’s FY2004 Section 5307 allocation of \$56,317,082, or a minimum of \$1.78 million. Included within the financial plan is a per annum estimate of the share of FTA Section generated by Fort Bend County over the next 30 years.

One potential local funding source that could be considered is a \$1 vehicle registration fee. In conjunction with the creation of a transit authority, Fort Bend County could also consider this alternative. Voter approval would be required. Included within the financial plan is a per annum estimate of the impact that a \$1 vehicle registration fee would yield. Based on the 324,868 registered vehicles in Fort Bend County in FY2004, a corresponding amount of \$324,868 could be generated annually.

The financial plan does assume that new services will involve both county and municipal funding support to meet local share match requirements. As a result, the implementation of new services will require consensus from multiple parties for successful implementation. The strong point of this approach is that both Fort Bend County and the individual cities will have *ownership* and financial interest in the success of new services.

**FY2004 FB Existing Providers Budget**

**5307 Under Small Urban Rules (Proposed)**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$40,006			\$160,025	N/A		\$200,031
Connect/FBCTA - Rural (5311)		\$29,239		\$116,954	N/A		\$146,193
FB Seniors	\$90,000	\$148,000	\$70,000		N/A		\$308,000
MHMR/Texana	\$365,000	\$8,000	\$42,000		N/A		\$240,000
MHMR/Austin State Hospital (ASH)	\$90,000				N/A		\$108,000
TREK - Greenway Yr 2 - CMAQ		\$132,000			N/A	\$528,000	\$660,000
<b>Total</b>	<b>\$585,006</b>	<b>\$317,239</b>	<b>\$112,000</b>	<b>\$276,979</b>	<b>\$0</b>	<b>\$528,000</b>	<b>\$1,662,224</b>

**FY2005 Proposed, including FTA Section 5307 under Small Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Small Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$42,000			\$168,000	N/A		\$210,000
FBCTA - Rural (5311)		\$30,000		\$120,000			\$150,000
FB Seniors	\$50,000	\$148,000	\$70,000		\$ 120,000		\$388,000
FB Seniors Capital Cost of Contracting					\$ 38,400		\$38,400
MHMR/Texana	\$200,000	\$8,000	\$42,000		\$ 242,000		\$492,000
MHMR/Texana Capital Cost of Contracting					\$ 77,440		\$77,440
MHMR/ASH	\$90,000						\$108,000
TREK Greenway Yr 3 - CMAQ		\$132,000				\$ 528,000	\$660,000
TREK Greenway Yr 3 - 5307 Capital Cost of Contracting					\$ 264,000		\$ 264,000
<b>Total</b>	<b>\$382,000</b>	<b>\$318,000</b>	<b>\$112,000</b>	<b>\$288,000</b>	<b>\$ 741,840</b>	<b>\$ 528,000</b>	<b>\$2,387,840</b>

**“HIGH” INVESTMENT SCENARIO**

**FY2006 Proposed, including FTA Section 5307 under Small Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Small Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$44,000			\$176,000	N/A		\$220,000
FBCTA - Rural (5311)		\$32,000		\$128,000			\$160,000
FB Seniors	\$50,000	\$148,000	\$70,000		\$ 120,000		\$388,000
FB Seniors Capital Cost of Contracting					\$ 38,400		\$38,400
MHMR/Texana	\$200,000	\$8,000	\$42,000		\$ 242,000		\$492,000
MHMR/Texana Capital Cost of Contracting					\$ 77,440		\$77,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
TREK Greenway - 5307 Operating	\$175,000	\$175,000			\$ 350,000		\$700,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 280,000		\$ 280,000
FBCTA - Fairgrounds Turnkey Service (CMAQ Yr 1)	\$105,000	\$105,000				\$ 490,000	\$700,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 280,000		\$280,000
<b>Total</b>	<b>\$664,000</b>	<b>\$486,000</b>	<b>\$112,000</b>	<b>\$304,000</b>	<b>\$ 1,387,840</b>	<b>\$ 490,000</b>	<b>\$3,443,840</b>

**FY2007 Proposed, including FTA Section 5307 under Small Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Small Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$48,000			\$192,000	N/A		\$240,000
FBCTA - Rural (5311)		\$34,000		\$136,000			\$170,000
FB Seniors	\$50,000	\$148,000	\$70,000		\$ 120,000		\$388,000
FB Seniors Capital Cost of Contracting					\$ 38,400		\$38,400
MHMR/Texana	\$200,000	\$8,000	\$42,000		\$ 242,000		\$492,000
MHMR/Texana Capital Cost of Contracting					\$ 77,440		\$77,440
MHMR/ASH	\$90,000						\$108,000
Sugar Land Circulator (CMAQ Yr 1)	\$29,700	\$59,400				\$ 210,000	\$300,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 120,000		\$120,000
TREK Greenway - 5307 Operating	\$175,000	\$175,000			\$ 350,000		\$700,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 280,000		\$ 280,000
FBCTA - Fairgrounds Turnkey Service (CMAQ Yr 2)	\$140,000	\$140,000				\$ 420,000	\$700,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 280,000		\$280,000
<b>Total</b>	<b>\$732,700</b>	<b>\$564,400</b>	<b>\$112,000</b>	<b>\$328,000</b>	<b>\$ 1,507,840</b>	<b>\$ 630,000</b>	<b>\$3,893,840</b>

**“HIGH” INVESTMENT SCENARIO**

**FY2008 Proposed, including FTA Section 5307 under Small Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Small Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$51,000			\$204,000	N/A		\$255,000
FBCTA - Rural (5311)		\$36,000		\$144,000			\$180,000
FB Seniors	\$50,000	\$148,000	\$70,000		\$ 120,000		\$388,000
FB Seniors Capital Cost of Contracting					\$ 38,400		\$38,400
MHMR/Texana	\$200,000	\$8,000	\$42,000		\$ 242,000		\$492,000
MHMR/Texana Capital Cost of Contracting					\$ 77,440		\$77,440
MHMR/ASH	\$90,000						\$108,000
Sugar Land Circulator (CMAQ Yr 2)	\$39,600	\$79,200				\$ 180,000	\$300,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 120,000		\$120,000
TREK Greenway - 5307 Operating	\$175,000	\$175,000			\$ 350,000		\$700,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 280,000		\$ 280,000
FBCTA - Fairgrounds Turnkey Service (CMAQ Yr 3)	\$175,000	\$175,000				\$ 350,000	\$700,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 280,000		\$280,000
FBCTA - Westpark P&R - (CMAQ Yr 1)	\$112,500	\$112,500				\$ 525,000	\$750,000
FBCTA - Westpark P&R - 5307 Capital Cost of Contracting					\$ 300,000		\$ 300,000
<b>Total</b>	<b>\$893,100</b>	<b>\$733,700</b>	<b>\$112,000</b>	<b>\$348,000</b>	<b>\$ 1,807,840</b>	<b>\$ 1,055,000</b>	<b>\$4,968,840</b>

**FY2009 Proposed, including FTA Section 5307 under Small Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Small Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$55,000			\$220,000	N/A		\$275,000
FBCTA - Rural (5311)		\$39,000		\$156,000			\$195,000
FB Seniors	\$50,000	\$148,000	\$70,000		\$ 120,000		\$388,000
FB Seniors Capital Cost of Contracting					\$ 38,400		\$38,400
MHMR/Texana	\$200,000	\$8,000	\$42,000		\$ 242,000		\$492,000
MHMR/Texana Capital Cost of Contracting					\$ 77,440		\$77,440
MHMR/ASH	\$90,000						\$108,000
Sugar Land Circulator (CMAQ Yr 3)	\$49,500	\$99,000				\$ 150,000	\$300,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 120,000		\$120,000
TREK Greenway - 5307 Operating	\$175,000	\$175,000			\$ 350,000		\$700,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$187,500	\$187,500			\$ 375,000		\$750,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 300,000		\$300,000
FBCTA - Westpark P&R - (CMAQ Yr 2)	\$150,000	\$150,000				\$ 450,000	\$750,000
FBCTA - Westpark P&R - 5307 Capital Cost of Contracting					\$ 300,000		\$ 300,000
FBCTA - Sienna Plantation P&R - (CMAQ Yr 1)	\$112,500	\$112,500				\$ 525,000	\$750,000
FBCTA - Sienna Plantation P&R - 5307 Capital Cost of Contracting					\$ 300,000		\$ 300,000
<b>Total</b>	<b>\$1,069,500</b>	<b>\$919,000</b>	<b>\$112,000</b>	<b>\$376,000</b>	<b>\$ 2,222,840</b>	<b>\$ 1,125,000</b>	<b>\$5,843,840</b>

**“HIGH” INVESTMENT SCENARIO**

**FY2010 Proposed, including FTA Section 5307 under Small Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Small Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$59,000			\$236,000	N/A		\$295,000
FBCTA - Rural (5311)		\$43,000		\$172,000			\$215,000
FB Seniors	\$50,000	\$148,000	\$70,000		\$ 120,000		\$388,000
FB Seniors Capital Cost of Contracting					\$ 38,400		\$38,400
MHMR/Texana	\$200,000	\$8,000	\$42,000		\$ 242,000		\$492,000
MHMR/Texana Capital Cost of Contracting					\$ 77,440		\$77,440
MHMR/ASH	\$90,000						\$108,000
Sugar Land Circulator Operating	\$53,625	\$107,250			\$ 162,500		\$325,000
Sugar Land Circulator 5307 Capital Cost of Contracting					\$ 130,000		\$ 130,000
Richmond-Rosenberg Connector (CMAQ Yr 1)	\$32,175	\$64,350				\$ 227,500	\$325,000
Richmond-Rosenberg Connector 5307 Capital Cost of Contracting					\$ 130,000		\$ 130,000
TREK Greenway - 5307 Operating	\$187,500	\$187,500			\$ 375,000		\$750,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$187,500	\$187,500			\$ 375,000		\$750,000
FBCTA - Westpark P&R - (CMAQ Yr 3)	\$187,500	\$187,500				\$ 375,000	\$750,000
FBCTA - Westpark P&R - 5307 Capital Cost of Contracting					\$ 300,000		\$ 300,000
FBCTA - Sienna Plantation P&R - (CMAQ Yr 2)	\$150,000	\$150,000				\$ 450,000	\$750,000
FBCTA - Sienna Plantation P&R - 5307 Capital Cost of Contracting					\$ 300,000		\$ 300,000
<b>Total</b>	<b>\$1,197,300</b>	<b>\$1,083,100</b>	<b>\$112,000</b>	<b>\$408,000</b>	<b>\$ 2,250,340</b>	<b>\$ 1,052,500</b>	<b>\$6,123,840</b>

**“HIGH” INVESTMENT SCENARIO**

**FY2011 Proposed, including FTA Section 5307 under Small Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Small Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$62,000			\$248,000	N/A		\$310,000
FBCTA - Rural (5311)		\$45,000		\$180,000			\$225,000
FB Seniors	\$50,000	\$148,000	\$70,000		\$ 120,000		\$388,000
FB Seniors Capital Cost of Contracting					\$ 38,400		\$38,400
MHMR/Texana	\$200,000	\$8,000	\$42,000		\$ 242,000		\$492,000
MHMR/Texana Capital Cost of Contracting					\$ 77,440		\$77,440
MHMR/ASH	\$90,000						\$108,000
Sugar Land Circulator Operating	\$53,625	\$107,250			\$ 162,500		\$325,000
Richmond-Rosenberg Connector (CMAQ Yr 2)	\$42,900	\$85,800				\$ 195,000	\$325,000
Richmond-Rosenberg Connector 5307 Capital Cost of Contracting					\$ 130,000		\$ 130,000
TREK Greenway - 5307 Operating	\$200,000	\$200,000			\$ 400,000		\$800,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 320,000		\$ 320,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$400,000	\$400,000					\$800,000
FBCTA - Westpark P&R - Operating	\$200,000	\$200,000			\$ 400,000		\$800,000
FBCTA - Westpark P&R - 5307 Capital Cost of Contracting					\$ 320,000		\$320,000
FBCTA - Sienna Plantation P&R - (CMAQ Yr 3)	\$187,500	\$187,500				\$ 375,000	\$750,000
FBCTA - Sienna Plantation P&R - 5307 Capital Cost of Contracting					\$ 300,000		\$ 300,000
<b>Total</b>	<b>\$1,486,025</b>	<b>\$1,381,550</b>	<b>\$112,000</b>	<b>\$428,000</b>	<b>\$ 2,510,340</b>	<b>\$ 570,000</b>	<b>\$6,508,840</b>

**“HIGH” INVESTMENT SCENARIO**



**FY2012 Proposed, including FTA Section 5307 under Small Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Small Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$66,000			\$264,000	N/A		\$330,000
FBCTA - Rural (5311)		\$47,000		\$188,000			\$235,000
FB Seniors	\$50,000	\$148,000	\$70,000		\$ 120,000		\$388,000
FB Seniors Capital Cost of Contracting					\$ 38,400		\$38,400
MHMR/Texana	\$200,000	\$8,000	\$42,000		\$ 242,000		\$492,000
MHMR/Texana Capital Cost of Contracting					\$ 77,440		\$77,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
Sugar Land Circulator Operating	\$53,625	\$107,250			\$ 162,500		\$325,000
Richmond-Rosenberg Connector (CMAQ Yr 3)	\$53,625	\$107,250				\$ 162,500	\$325,000
TREK Greenway - 5307 Operating	\$200,000	\$200,000			\$ 400,000		\$800,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 100,000		\$ 100,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$200,000	\$200,000			\$ 400,000		\$800,000
FBCTA - Westpark P&R - Operating	\$200,000	\$200,000			\$ 400,000		\$800,000
FBCTA - Sienna Plantation P&R - Operating	\$200,000	\$200,000			\$ 400,000		\$800,000
FBCTA - Sienna Plantation P&R - 5307 Capital Cost of Contracting					\$ 320,000		\$240,000
<b>Total</b>	<b>\$1,313,250</b>	<b>\$1,235,500</b>	<b>\$112,000</b>	<b>\$452,000</b>	<b>\$ 2,660,340</b>	<b>\$ 162,500</b>	<b>\$5,858,840</b>

**FY2013 Proposed, including FTA Section 5307 under Small Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Small Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$69,000			\$276,000	N/A		\$345,000
FBCTA - Rural (5311)		\$50,000		\$200,000			\$250,000
FB Seniors	\$50,000	\$148,000	\$70,000		\$ 120,000		\$388,000
FB Seniors Capital Cost of Contracting					\$ 38,400		\$38,400
MHMR/Texana	\$200,000	\$8,000	\$42,000		\$ 242,000		\$492,000
MHMR/Texana Capital Cost of Contracting					\$ 77,440		\$77,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
Sugar Land Circulator Operating	\$57,750	\$115,500			\$ 175,000		\$350,000
Richmond-Rosenberg Connector Operating	\$57,750	\$115,500			\$ 175,000		\$350,000
TREK Greenway - 5307 Operating	\$212,500	\$212,500			\$ 425,000		\$850,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$212,500	\$212,500			\$ 425,000		\$850,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 240,000		\$ 240,000
FBCTA - Westpark P&R - Operating	\$212,500	\$212,500			\$ 425,000		\$850,000
FBCTA - Sienna Plantation P&R - Operating	\$212,500	\$212,500			\$ 425,000		\$850,000
<b>Total</b>	<b>\$1,374,500</b>	<b>\$1,305,000</b>	<b>\$112,000</b>	<b>\$476,000</b>	<b>\$ 2,767,840</b>	<b>\$ -</b>	<b>\$6,038,840</b>

**“HIGH” INVESTMENT SCENARIO**

**FY2014 Proposed, including FTA Section 5307 under Small Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Small Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$73,000			\$292,000	N/A		\$365,000
FBCTA - Rural (5311)		\$52,000		\$208,000			\$260,000
FB Seniors	\$50,000	\$148,000	\$70,000		\$ 120,000		\$388,000
FB Seniors Capital Cost of Contracting					\$ 38,400		\$38,400
MHMR/Texana	\$200,000	\$8,000	\$42,000		\$ 242,000		\$492,000
MHMR/Texana Capital Cost of Contracting					\$ 77,440		\$77,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
Sugar Land Circulator Operating	\$57,750	\$115,500			\$ 175,000		\$350,000
Richmond-Rosenberg Connector Operating	\$57,750	\$115,500			\$ 175,000		\$350,000
Richmond-Rosenberg Connector 5307 Capital Cost of Contracting					\$ 140,000		\$ 140,000
TREK Greenway - 5307 Operating	\$212,500	\$212,500			\$ 425,000		\$850,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 340,000		\$ 340,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$212,500	\$212,500			\$ 425,000		\$850,000
FBCTA - Westpark P&R - Operating	\$212,500	\$212,500			\$ 425,000		\$850,000
FBCTA - Sienna Plantation P&R - Operating	\$212,500	\$212,500			\$ 425,000		\$850,000
<i>Total</i>	<b>\$1,378,500</b>	<b>\$1,307,000</b>	<b>\$112,000</b>	<b>\$500,000</b>	<b>\$ 3,007,840</b>	<b>\$ -</b>	<b>\$6,308,840</b>

**“HIGH” INVESTMENT SCENARIO**

**FY2015 Proposed, including FTA Section 5307 under Small Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Small Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$77,000			\$308,000	N/A		\$385,000
FBCTA - Rural (5311)		\$55,000		\$220,000			\$275,000
FB Seniors	\$50,000	\$148,000	\$70,000		\$ 120,000		\$388,000
FB Seniors Capital Cost of Contracting					\$ 38,400		\$38,400
MHMR/Texana	\$200,000	\$8,000	\$42,000		\$ 242,000		\$492,000
MHMR/Texana Capital Cost of Contracting					\$ 77,440		\$77,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
Sugar Land Circulator Operating	\$66,000	\$132,000			\$ 200,000		\$400,000
SL Circulator 5307 Capital Cost of Contracting					\$ 160,000		\$160,000
Richmond-Rosenberg Connector Operating	\$66,000	\$132,000			\$ 200,000		\$400,000
Richmond-Rosenberg Connector 5307 Capital Cost of Contracting					\$ 80,000		\$ 80,000
TREK Greenway - 5307 Operating	\$225,000	\$225,000			\$ 450,000		\$900,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 360,000		\$ 360,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$225,000	\$225,000			\$ 450,000		\$900,000
FBCTA - Westpark P&R - Operating	\$225,000	\$225,000			\$ 450,000		\$900,000
FBCTA - Sienna Plantation P&R - Operating	\$225,000	\$225,000			\$ 450,000		\$900,000
<b>Total</b>	<b>\$1,449,000</b>	<b>\$1,393,000</b>	<b>\$112,000</b>	<b>\$528,000</b>	<b>\$ 3,277,840</b>	<b>\$ -</b>	<b>\$6,763,840</b>

**“HIGH” INVESTMENT SCENARIO**

**FY2016 Proposed, including FTA Section 5307 under Small Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Small Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$83,000			\$332,000	N/A		\$415,000
FBCTA - Rural (5311)		\$60,000		\$240,000			\$300,000
FB Seniors	\$50,000	\$148,000	\$70,000		\$ 120,000		\$388,000
FB Seniors Capital Cost of Contracting					\$ 38,400		\$38,400
MHMR/Texana	\$200,000	\$8,000	\$42,000		\$ 242,000		\$492,000
MHMR/Texana Capital Cost of Contracting					\$ 77,440		\$77,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
Sugar Land Circulator Operating	\$66,000	\$132,000			\$ 200,000		\$400,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 160,000		\$160,000
Richmond-Rosenberg Connector Operating	\$66,000	\$132,000			\$ 200,000		\$400,000
Richmond-Rosenberg Connector 5307 Capital Cost of Contracting					\$ 160,000	\$ 160,000	\$ 160,000
TREK Greenway - 5307 Operating	\$225,000	\$225,000			\$ 450,000		\$900,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 360,000	\$ 360,000	\$ 360,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$225,000	\$225,000			\$ 450,000		\$900,000
FBCTA - Fairgrounds Turnkey Service - 5307 Capital Cost of Contracting					\$ 150,000	\$ 150,000	\$ 150,000
FBCTA - Westpark P&R - Operating	\$225,000	\$225,000			\$ 450,000		\$900,000
FBCTA - Sienna Plantation P&R - Operating	\$225,000	\$225,000			\$ 450,000		\$900,000
<b>Total</b>	<b>\$1,455,000</b>	<b>\$1,398,000</b>	<b>\$112,000</b>	<b>\$572,000</b>	<b>\$ 3,507,840</b>	<b>\$ -</b>	<b>\$7,048,840</b>

**“HIGH” INVESTMENT SCENARIO**

**FY2017 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$90,000			\$360,000	N/A		\$450,000
FBCTA - Rural (5311)		\$65,000		\$260,000			\$325,000
FB Seniors	\$50,000	\$148,000	\$70,000		\$ 120,000		\$388,000
FB Seniors Capital Cost of Contracting					\$ 38,400		\$38,400
MHMR/Texana	\$200,000	\$8,000	\$42,000		\$ 242,000		\$492,000
MHMR/Texana Capital Cost of Contracting					\$ 77,440		\$77,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
Sugar Land Circulator Operating	\$70,125	\$140,250			\$ 212,500		\$425,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 170,000		\$170,000
Richmond-Rosenberg Connector Operating	\$70,125	\$140,250			\$ 212,500		\$425,000
Richmond-Rosenberg Connector 5307 Capital Cost of Contracting					\$ 170,000		\$ 170,000
TREK Greenway - Operating	\$237,500	\$237,500			\$ 475,000		\$950,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 280,000		\$ 280,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$237,500	\$237,500			\$ 475,000		\$950,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 380,000		\$380,000
FBCTA - Westpark P&R - Operating	\$237,500	\$237,500			\$ 475,000		\$950,000
FBCTA - Sienna Plantation P&R - Operating	\$237,500	\$237,500			\$ 475,000		\$950,000
<b>Total</b>	<b>\$1,520,250</b>	<b>\$1,469,500</b>	<b>\$112,000</b>	<b>\$620,000</b>	<b>\$ 3,802,840</b>	<b>\$ -</b>	<b>\$7,528,840</b>

**“HIGH” INVESTMENT SCENARIO**

**FY2018 Proposed, including FTA Section 5307 under Small Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Small Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$96,000			\$384,000	N/A		\$480,000
FBCTA - Rural (5311)		\$70,000		\$280,000			\$350,000
FB Seniors	\$50,000	\$148,000	\$70,000		\$ 120,000		\$388,000
FB Seniors Capital Cost of Contracting					\$ 38,400		\$38,400
MHMR/Texana	\$200,000	\$8,000	\$42,000		\$ 242,000		\$492,000
MHMR/Texana Capital Cost of Contracting					\$ 77,440		\$77,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
Sugar Land Circulator Operating	\$70,125	\$140,250			\$ 212,500		\$425,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 170,000		\$170,000
Richmond-Rosenberg Connector Operating	\$70,125	\$140,250			\$ 212,500		\$425,000
Richmond-Rosenberg Connector 5307 Capital Cost of Contracting					\$ 170,000		\$ 170,000
TREK Greenway - Operating	\$237,500	\$237,500			\$ 475,000		\$950,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 380,000		\$ 380,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$237,500	\$237,500			\$ 475,000		\$950,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 380,000		\$380,000
FBCTA - Westpark P&R - Operating	\$237,500	\$237,500			\$ 475,000		\$950,000
FBCTA - Sienna Plantation P&R - Operating	\$237,500	\$237,500			\$ 475,000		\$950,000
FBCTA - Westpark P&R Expanded Service Yr 1 (CMAQ)	\$97,500	\$97,500				\$ 455,000	\$650,000
<b>Total</b>	<b>\$1,526,250</b>	<b>\$1,474,500</b>	<b>\$112,000</b>	<b>\$664,000</b>	<b>\$ 3,902,840</b>	<b>\$ 455,000</b>	<b>\$8,333,840</b>

**“HIGH” INVESTMENT SCENARIO**

**FY2019 Proposed, including FTA Section 5307 under Small Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Small Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$102,000			\$408,000	N/A		\$510,000
FBCTA - Rural (5311)		\$75,000		\$300,000			\$375,000
FB Seniors	\$50,000	\$148,000	\$70,000		\$ 120,000		\$388,000
FB Seniors Capital Cost of Contracting					\$ 38,400		\$38,400
MHMR/Texana	\$200,000	\$8,000	\$42,000		\$ 242,000		\$492,000
MHMR/Texana Capital Cost of Contracting					\$ 77,440		\$77,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
Sugar Land Circulator Operating	\$70,125	\$140,250			\$ 212,500		\$425,000
Richmond-Rosenberg Connector Operating	\$70,125	\$140,250			\$ 212,500		\$425,000
TREK Greenway - Operating	\$250,000	\$250,000			\$ 500,000		\$1,000,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 400,000		\$ 400,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$250,000	\$250,000			\$ 500,000		\$1,000,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 400,000		\$400,000
FBCTA - Westpark P&R - Operating	\$250,000	\$250,000			\$ 500,000		\$1,000,000
FBCTA - Westpark P&R - 5307 Capital Cost of Contracting					\$ 400,000		\$400,000
FBCTA - Sienna Plantation P&R - Operating	\$237,500	\$237,500			\$ 475,000		\$950,000
FBCTA - Sienna Plantation P&R - 5307 Capital Cost of Contracting					\$ 75,000		\$ 75,000
FBCTA - Westpark P&R Expanded Service Yr 2 (CMAQ)	\$130,000	\$130,000				\$ 390,000	\$650,000
<b>Total</b>	<b>\$1,569,750</b>	<b>\$1,517,000</b>	<b>\$112,000</b>	<b>\$708,000</b>	<b>\$ 4,152,840</b>	<b>\$ 390,000</b>	<b>\$8,713,840</b>

**“HIGH” INVESTMENT SCENARIO**



**FY2004 FB Existing Providers Budget**

**5307 Under Large Urban Rules (Current)**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$40,006			\$160,025	N/A		\$200,031
Connect/FBCTA - Rural (5311)		\$29,239		\$116,954	N/A		\$146,193
FB Seniors	\$90,000	\$148,000	\$70,000		N/A		\$308,000
MHMR/Texana	\$365,000	\$8,000	\$42,000		N/A		\$240,000
MHMR/Austin State Hospital (ASH)	\$90,000				N/A		\$108,000
TREK - Greenway Yr 2 - CMAQ		\$132,000			N/A	\$528,000	\$660,000
<i>Total</i>	<b>\$585,006</b>	<b>\$317,239</b>	<b>\$112,000</b>	<b>\$276,979</b>	<b>\$0</b>	<b>\$528,000</b>	<b>\$1,662,224</b>

**FY2005 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$42,000			\$168,000	N/A		\$210,000
FBCTA - Rural (5311)		\$30,000		\$120,000			\$150,000
FB Seniors	\$80,000	\$148,000	\$70,000				\$298,000
FB Seniors Capital Cost of Contracting					\$ 48,000		\$48,000
MHMR/Texana	\$325,000	\$8,000	\$42,000				\$375,000
MHMR/Texana Capital Cost of Contracting					\$ 117,440		\$117,440
MHMR/ASH	\$90,000						\$108,000
TREK Greenway Yr 3 - CMAQ		\$132,000				\$ 528,000	\$660,000
TREK Greenway Yr 3 - 5307 Capital Cost of Contracting					\$ 264,000		\$ 264,000
<i>Total</i>	<b>\$537,000</b>	<b>\$318,000</b>	<b>\$112,000</b>	<b>\$288,000</b>	<b>\$ 429,440</b>	<b>\$ 528,000</b>	<b>\$2,230,440</b>

**“MEDIUM” INVESTMENT SCENARIO**

**FY2006 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$44,000			\$176,000	N/A		\$220,000
FBCTA - Rural (5311)		\$32,000		\$128,000			\$160,000
FB Seniors	\$80,000	\$148,000	\$70,000				\$298,000
FB Seniors Capital Cost of Contracting					\$ 48,000		\$48,000
MHMR/Texana	\$325,000	\$8,000	\$42,000				\$375,000
MHMR/Texana Capital Cost of Contracting					\$ 117,440		\$117,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
TREK Greenway - Operating	\$350,000	\$350,000					\$700,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 280,000		\$ 280,000
FBCTA - Fairgrounds Turnkey Service (CMAQ Yr 1)	\$105,000	\$105,000				\$ 490,000	\$700,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 280,000		\$280,000
<b>Total</b>	<b>\$994,000</b>	<b>\$661,000</b>	<b>\$112,000</b>	<b>\$304,000</b>	<b>\$ 725,440</b>	<b>\$ 490,000</b>	<b>\$3,286,440</b>

**FY2007 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$48,000			\$192,000	N/A		\$240,000
FBCTA - Rural (5311)		\$34,000		\$136,000			\$170,000
FB Seniors	\$80,000	\$148,000	\$70,000				\$298,000
FB Seniors Capital Cost of Contracting					\$ 48,000		\$48,000
MHMR/Texana	\$325,000	\$8,000	\$42,000				\$375,000
MHMR/Texana Capital Cost of Contracting					\$ 117,440		\$117,440
MHMR/ASH	\$90,000						\$108,000
Sugar Land Circulator (CMAQ Yr 1)	\$29,700	\$59,400				\$ 210,000	\$300,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 120,000		\$120,000
TREK Greenway - Operating	\$350,000	\$350,000					\$700,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 280,000		\$ 280,000
FBCTA - Fairgrounds Turnkey Service (CMAQ Yr 2)	\$140,000	\$140,000				\$ 420,000	\$700,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 280,000		\$280,000
<b>Total</b>	<b>\$1,062,700</b>	<b>\$739,400</b>	<b>\$112,000</b>	<b>\$328,000</b>	<b>\$ 845,440</b>	<b>\$ 630,000</b>	<b>\$3,736,440</b>

**“MEDIUM” INVESTMENT SCENARIO**

**FY2008 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$51,000			\$204,000	N/A		\$255,000
FBCTA - Rural (5311)		\$36,000		\$144,000			\$180,000
FB Seniors	\$80,000	\$148,000	\$70,000				\$298,000
FB Seniors Capital Cost of Contracting					\$ 48,000		\$48,000
MHMR/Texana	\$325,000	\$8,000	\$42,000				\$375,000
MHMR/Texana Capital Cost of Contracting					\$ 117,440		\$117,440
MHMR/ASH	\$90,000						\$108,000
Sugar Land Circulator (CMAQ Yr 2)	\$39,600	\$79,200				\$ 180,000	\$300,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 120,000		\$120,000
TREK Greenway - Operating	\$350,000	\$350,000					\$700,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 280,000		\$ 280,000
FBCTA - Fairgrounds Turnkey Service (CMAQ Yr 3)	\$175,000	\$175,000				\$ 350,000	\$700,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 280,000		\$280,000
FBCTA - Westpark P&R - (CMAQ Yr 1)	\$112,500	\$112,500				\$ 525,000	\$750,000
FBCTA - Westpark P&R - 5307 Capital Cost of Contracting					\$ 300,000		\$ 300,000
<b>Total</b>	<b>\$1,223,100</b>	<b>\$908,700</b>	<b>\$112,000</b>	<b>\$348,000</b>	<b>\$ 1,145,440</b>	<b>\$ 1,055,000</b>	<b>\$4,811,440</b>

**FY2009 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$55,000			\$220,000	N/A		\$275,000
FBCTA - Rural (5311)		\$39,000		\$156,000			\$195,000
FB Seniors	\$80,000	\$148,000	\$70,000				\$298,000
FB Seniors Capital Cost of Contracting					\$ 48,000		\$48,000
MHMR/Texana	\$325,000	\$8,000	\$42,000				\$375,000
MHMR/Texana Capital Cost of Contracting					\$ 117,440		\$117,440
MHMR/ASH	\$90,000						\$108,000
Sugar Land Circulator (CMAQ Yr 3)	\$49,500	\$99,000				\$ 150,000	\$300,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 120,000		\$120,000
TREK Greenway - Operating	\$375,000	\$375,000					\$750,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 300,000		\$ 300,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$375,000	\$375,000					\$750,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 300,000		\$300,000
FBCTA - Westpark P&R - (CMAQ Yr 2)	\$150,000	\$150,000				\$ 450,000	\$750,000
FBCTA - Westpark P&R - 5307 Capital Cost of Contracting					\$ 300,000		\$ 300,000
FBCTA - Sienna Plantation P&R (CMAQ Yr 1)	\$112,500	\$112,500				\$ 525,000	\$750,000
FBCTA - Sienna Plantation P&R - 5307 Capital Cost of Contracting					\$ 300,000		\$ 300,000
<b>Total</b>	<b>\$1,612,000</b>	<b>\$1,306,500</b>	<b>\$112,000</b>	<b>\$376,000</b>	<b>\$ 1,485,440</b>	<b>\$ 1,125,000</b>	<b>\$6,036,440</b>

**“MEDIUM” INVESTMENT SCENARIO**

**FY2010 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$59,000			\$236,000	N/A		\$295,000
FBCTA - Rural (5311)		\$43,000		\$172,000			\$215,000
FB Seniors	\$80,000	\$148,000	\$70,000				\$298,000
FB Seniors Capital Cost of Contracting					\$ 48,000		\$48,000
MHMR/Texana	\$325,000	\$8,000	\$42,000				\$375,000
MHMR/Texana Capital Cost of Contracting					\$ 117,440		\$117,440
MHMR/ASH	\$90,000						\$108,000
Sugar Land Circulator Operating	\$107,250	\$214,500					\$325,000
Sugar Land Circulator 5307 Capital Cost of Contracting					\$ 130,000		\$ 130,000
Richmond-Rosenberg Connector (CMAQ Yr 1)	\$32,175	\$64,350				\$ 227,500	\$325,000
Richmond-Rosenberg Connector 5307 Capital Cost of Contracting					\$ 130,000		\$ 130,000
TREK Greenway - Operating	\$375,000	\$375,000					\$750,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 300,000		\$ 300,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$375,000	\$375,000					\$750,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 300,000		\$300,000
FBCTA - Westpark P&R - (CMAQ Yr 3)	\$187,500	\$187,500				\$ 375,000	\$750,000
FBCTA - Westpark P&R - 5307 Capital Cost of Contracting					\$ 300,000		\$ 300,000
FBCTA - Sienna Plantation P&R (CMAQ Yr 2)	\$150,000	\$150,000				\$ 450,000	\$750,000
FBCTA - Sienna Plantation P&R - 5307 Capital Cost of Contracting					\$ 300,000		\$ 300,000
<b>Total</b>	<b>\$1,780,925</b>	<b>\$1,565,350</b>	<b>\$112,000</b>	<b>\$408,000</b>	<b>\$ 1,625,440</b>	<b>\$ 1,052,500</b>	<b>\$6,566,440</b>

**“MEDIUM” INVESTMENT SCENARIO**

**FY2011 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$62,000			\$248,000	N/A		\$310,000
FBCTA - Rural (5311)		\$45,000		\$180,000			\$225,000
FB Seniors	\$80,000	\$148,000	\$70,000				\$298,000
FB Seniors Capital Cost of Contracting					\$ 48,000		\$48,000
MHMR/Texana	\$325,000	\$8,000	\$42,000				\$375,000
MHMR/Texana Capital Cost of Contracting					\$ 117,440		\$117,440
MHMR/ASH	\$90,000						\$108,000
Sugar Land Circulator Operating	\$107,250	\$214,500					\$325,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 130,000		\$130,000
Richmond-Rosenberg Connector (CMAQ Yr 2)	\$42,900	\$85,800				\$ 195,000	\$325,000
Richmond-Rosenberg Connector 5307 Capital Cost of Contracting					\$ 130,000		\$ 130,000
TREK Greenway - Operating	\$400,000	\$400,000					\$800,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 320,000		\$ 320,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$400,000	\$400,000					\$800,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 320,000		\$320,000
FBCTA - Westpark P&R - Operating	\$400,000	\$400,000					\$800,000
FBCTA - Westpark P&R - 5307 Capital Cost of Contracting					\$ 320,000		\$320,000
FBCTA - Sienna Plantation P&R (CMAQ Yr 3)	\$187,500	\$187,500				\$ 375,000	\$750,000
FBCTA - Sienna Plantation P&R - 5307 Capital Cost of Contracting					\$ 300,000		\$ 300,000
<b>Total</b>	<b>\$2,094,650</b>	<b>\$1,888,800</b>	<b>\$112,000</b>	<b>\$428,000</b>	<b>\$ 1,685,440</b>	<b>\$ 570,000</b>	<b>\$6,801,440</b>

**“MEDIUM” INVESTMENT SCENARIO**

**FY2012 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$66,000			\$264,000	N/A		\$330,000
FBCTA - Rural (5311)		\$47,000		\$188,000			\$235,000
FB Seniors	\$80,000	\$148,000	\$70,000				\$298,000
FB Seniors Capital Cost of Contracting					\$ 48,000		\$48,000
MHMR/Texana	\$325,000	\$8,000	\$42,000				\$375,000
MHMR/Texana Capital Cost of Contracting					\$ 117,440		\$117,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
Sugar Land Circulator Operating	\$107,250	\$214,500					\$325,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 130,000		\$130,000
Richmond-Rosenberg Connector (CMAQ Yr 3)	\$53,625	\$107,250				\$ 162,500	\$325,000
Richmond-Rosenberg Connector 5307 Capital Cost of Contracting					\$ 130,000		\$ 130,000
TREK Greenway - Operating	\$400,000	\$400,000					\$800,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 320,000		\$ 320,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$400,000	\$400,000					\$800,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 320,000		\$320,000
FBCTA - Westpark P&R - Operating	\$400,000	\$400,000					\$800,000
FBCTA - Westpark P&R - 5307 Capital Cost of Contracting					\$ 320,000		\$320,000
FBCTA - Sienna Plantation P&R - Operating	\$200,000	\$200,000			\$ 400,000		\$800,000
FBCTA - Sienna Plantation P&R - 5307 Capital Cost of Contracting					\$ 320,000		\$ 320,000
<b>Total</b>	<b>\$2,121,875</b>	<b>\$1,942,750</b>	<b>\$112,000</b>	<b>\$452,000</b>	<b>\$ 2,105,440</b>	<b>\$ 162,500</b>	<b>\$6,901,440</b>

**“MEDIUM” INVESTMENT SCENARIO**

**FY2013 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$69,000			\$276,000	N/A		\$345,000
FBCTA - Rural (5311)		\$50,000		\$200,000			\$250,000
FB Seniors	\$80,000	\$148,000	\$70,000				\$298,000
FB Seniors Capital Cost of Contracting					\$ 48,000		\$48,000
MHMR/Texana	\$325,000	\$8,000	\$42,000				\$375,000
MHMR/Texana Capital Cost of Contracting					\$ 117,440		\$117,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
Sugar Land Circulator Operating	\$115,500	\$231,000					\$350,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 140,000		\$140,000
Richmond-Rosenberg Connector Operating	\$115,500	\$231,000					\$350,000
Richmond-Rosenberg Connector 5307 Capital Cost of Contracting					\$ 140,000	\$ 140,000	\$ 140,000
TREK Greenway - Operating	\$425,000	\$425,000					\$850,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 340,000		\$ 340,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$425,000	\$425,000					\$850,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 340,000		\$340,000
FBCTA - Westpark P&R - Operating	\$425,000	\$425,000					\$850,000
FBCTA - Westpark P&R - 5307 Capital Cost of Contracting					\$ 340,000		\$340,000
FBCTA - Sienna Plantation P&R - Operating	\$212,500	\$212,500			\$ 425,000		\$850,000
FBCTA - Sienna Plantation P&R - 5307 Capital Cost of Contracting					\$ 340,000	\$ 340,000	\$ 340,000
<b>Total</b>	<b>\$2,282,500</b>	<b>\$2,173,500</b>	<b>\$112,000</b>	<b>\$476,000</b>	<b>\$ 2,230,440</b>	<b>\$ -</b>	<b>\$7,281,440</b>

**“MEDIUM” INVESTMENT SCENARIO**



**FY2014 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$73,000			\$292,000	N/A		\$365,000
FBCTA - Rural (5311)		\$52,000		\$208,000			\$260,000
FB Seniors	\$80,000	\$148,000	\$70,000				\$298,000
FB Seniors Capital Cost of Contracting					\$ 48,000		\$48,000
MHMR/Texana	\$325,000	\$8,000	\$42,000				\$375,000
MHMR/Texana Capital Cost of Contracting					\$ 117,440		\$117,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
Sugar Land Circulator Operating	\$115,500	\$231,000					\$350,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 140,000		\$140,000
Richmond-Rosenberg Connector Operating	\$115,500	\$231,000					\$350,000
Richmond-Rosenberg Connector 5307 Capital Cost of Contracting					\$ 140,000	\$ 140,000	\$ 140,000
TREK Greenway - Operating	\$425,000	\$425,000					\$850,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 340,000	\$ 340,000	\$ 340,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$425,000	\$425,000					\$850,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 340,000		\$340,000
FBCTA - Westpark P&R - Operating	\$425,000	\$425,000					\$850,000
FBCTA - Westpark P&R - 5307 Capital Cost of Contracting					\$ 340,000		\$340,000
FBCTA - Sienna Plantation P&R - Operating	\$212,500	\$212,500			\$ 425,000		\$850,000
FBCTA - Sienna Plantation P&R - 5307 Capital Cost of Contracting					\$ 340,000	\$ 340,000	\$ 340,000
<b>Total</b>	<b>\$2,286,500</b>	<b>\$2,175,500</b>	<b>\$112,000</b>	<b>\$500,000</b>	<b>\$ 2,230,440</b>	<b>\$ -</b>	<b>\$7,311,440</b>

**“MEDIUM” INVESTMENT SCENARIO**

**FY2015 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$77,000			\$308,000	N/A		\$385,000
FBCTA - Rural (5311)		\$55,000		\$220,000			\$275,000
FB Seniors	\$80,000	\$148,000	\$70,000				\$298,000
FB Seniors Capital Cost of Contracting					\$ 48,000		\$48,000
MHMR/Texana	\$325,000	\$8,000	\$42,000				\$375,000
MHMR/Texana Capital Cost of Contracting					\$ 117,440		\$117,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
Sugar Land Circulator Operating	\$132,000	\$264,000					\$400,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 160,000		\$160,000
Richmond-Rosenberg Connector Operating	\$132,000	\$264,000					\$400,000
Richmond-Rosenberg Connector 5307 Capital Cost of Contracting					\$ 160,000		\$ 160,000
TREK Greenway - Operating	\$450,000	\$450,000					\$900,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 360,000		\$ 360,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$450,000	\$450,000					\$900,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 360,000		\$360,000
FBCTA - Westpark P&R - Operating	\$450,000	\$450,000					\$900,000
FBCTA - Westpark P&R - 5307 Capital Cost of Contracting					\$ 360,000		\$360,000
FBCTA - Sienna Plantation P&R - Operating	\$225,000	\$225,000			\$ 450,000		\$900,000
FBCTA - Sienna Plantation P&R - 5307 Capital Cost of Contracting					\$ 360,000		\$ 360,000
<i>Total</i>	<b>\$2,411,000</b>	<b>\$2,332,000</b>	<b>\$112,000</b>	<b>\$528,000</b>	<b>\$ 2,375,440</b>	<b>\$ -</b>	<b>\$7,766,440</b>

**“MEDIUM” INVESTMENT SCENARIO**

**FY2016 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$83,000			\$332,000	N/A		\$415,000
FBCTA - Rural (5311)		\$60,000		\$240,000			\$300,000
FB Seniors	\$80,000	\$148,000	\$70,000				\$298,000
FB Seniors Capital Cost of Contracting					\$ 48,000		\$48,000
MHMR/Texana	\$325,000	\$8,000	\$42,000				\$375,000
MHMR/Texana Capital Cost of Contracting					\$ 117,440		\$117,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
Sugar Land Circulator Operating	\$132,000	\$264,000					\$400,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 160,000		\$160,000
Richmond-Rosenberg Connector Operating	\$132,000	\$264,000					\$400,000
Richmond-Rosenberg Connector 5307 Capital Cost of Contracting					\$ 160,000		\$ 160,000
TREK Greenway - Operating	\$450,000	\$450,000					\$900,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 360,000		\$ 360,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$450,000	\$450,000					\$900,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 360,000		\$360,000
FBCTA - Westpark P&R - Operating	\$450,000	\$450,000					\$900,000
FBCTA - Westpark P&R - 5307 Capital Cost of Contracting					\$ 360,000		\$360,000
FBCTA - Sienna Plantation P&R - Operating	\$225,000	\$225,000			\$ 450,000		\$900,000
FBCTA - Sienna Plantation P&R - 5307 Capital Cost of Contracting					\$ 360,000		\$ 360,000
<b>Total</b>	<b>\$2,417,000</b>	<b>\$2,337,000</b>	<b>\$112,000</b>	<b>\$572,000</b>	<b>\$ 2,375,440</b>	<b>\$ -</b>	<b>\$7,821,440</b>

**“MEDIUM” INVESTMENT SCENARIO**

**FY2017 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$90,000			\$360,000	N/A		\$450,000
FBCTA - Rural (5311)		\$65,000		\$260,000			\$325,000
FB Seniors	\$80,000	\$148,000	\$70,000				\$298,000
FB Seniors Capital Cost of Contracting					\$ 48,000		\$48,000
MHMR/Texana	\$325,000	\$8,000	\$42,000				\$375,000
MHMR/Texana Capital Cost of Contracting					\$ 117,440		\$117,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
Sugar Land Circulator Operating	\$140,250	\$280,500					\$425,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 170,000		\$170,000
Richmond-Rosenberg Connector Operating	\$140,250	\$280,500					\$425,000
Richmond-Rosenberg Connector 5307 Capital Cost of Contracting					\$ 170,000		\$ 170,000
TREK Greenway - Operating	\$475,000	\$475,000					\$950,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 380,000		\$ 380,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$475,000	\$475,000					\$950,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 380,000		\$380,000
FBCTA - Westpark P&R - Operating	\$475,000	\$475,000					\$950,000
FBCTA - Westpark P&R - 5307 Capital Cost of Contracting					\$ 380,000		\$380,000
FBCTA - Sienna Plantation P&R - Operating	\$237,500	\$237,500			\$ 475,000		\$950,000
FBCTA - Sienna Plantation P&R - 5307 Capital Cost of Contracting					\$ 380,000		\$ 380,000
<b>Total</b>	<b>\$2,528,000</b>	<b>\$2,462,500</b>	<b>\$112,000</b>	<b>\$620,000</b>	<b>\$ 2,500,440</b>	<b>\$ -</b>	<b>\$8,231,440</b>

**“MEDIUM” INVESTMENT SCENARIO**

**FY2018 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$96,000			\$384,000	N/A		\$480,000
FBCTA - Rural (5311)		\$70,000		\$280,000			\$350,000
FB Seniors	\$80,000	\$148,000	\$70,000				\$298,000
FB Seniors Capital Cost of Contracting					\$ 48,000		\$48,000
MHMR/Texana	\$325,000	\$8,000	\$42,000				\$375,000
MHMR/Texana Capital Cost of Contracting					\$ 117,440		\$117,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
Sugar Land Circulator Operating	\$140,250	\$280,500					\$425,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 170,000		\$170,000
Richmond-Rosenberg Connector Operating	\$140,250	\$280,500					\$425,000
Richmond-Rosenberg Connector 5307 Capital Cost of Contracting					\$ 170,000		\$ 170,000
TREK Greenway - Operating	\$475,000	\$475,000					\$950,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 380,000		\$ 380,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$475,000	\$475,000					\$950,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 380,000		\$380,000
FBCTA - Westpark P&R - Operating	\$475,000	\$475,000					\$950,000
FBCTA - Westpark P&R - 5307 Capital Cost of Contracting					\$ 380,000		\$380,000
FBCTA - Sienna Plantation P&R - Operating	\$237,500	\$237,500			\$ 475,000		\$950,000
FBCTA - Sienna Plantation P&R - 5307 Capital Cost of Contracting					\$ 380,000		\$ 380,000
FBCTA - Westpark P&R Expanded Service - Yr 1 (CMAQ)	\$97,500	\$97,500				\$ 455,000	\$650,000
<b>Total</b>	<b>\$2,534,000</b>	<b>\$2,467,500</b>	<b>\$112,000</b>	<b>\$664,000</b>	<b>\$ 2,500,440</b>	<b>\$ 455,000</b>	<b>\$8,936,440</b>

**“MEDIUM” INVESTMENT SCENARIO**

**FY2019 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$102,000			\$408,000	N/A		\$510,000
FBCTA - Rural (5311)		\$75,000		\$300,000			\$375,000
FB Seniors	\$80,000	\$148,000	\$70,000		\$ 150,000		\$448,000
FB Seniors Capital Cost of Contracting					\$ 48,000		\$48,000
MHMR/Texana	\$325,000	\$8,000	\$42,000		\$ 367,000		\$742,000
MHMR/Texana Capital Cost of Contracting					\$ 117,440		\$117,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
Sugar Land Circulator Operating	\$148,500	\$297,000					\$450,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 180,000		\$180,000
Richmond-Rosenberg Connector Operating	\$148,500	\$297,000					\$450,000
Richmond-Rosenberg Connector 5307 Capital Cost of Contracting					\$ 180,000		\$ 180,000
TREK Greenway - Operating	\$500,000	\$500,000					\$1,000,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 400,000		\$ 400,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$500,000	\$500,000					\$1,000,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 400,000		\$400,000
FBCTA - Westpark P&R - Operating	\$500,000	\$500,000					\$1,000,000
FBCTA - Westpark P&R - 5307 Capital Cost of Contracting					\$ 400,000		\$400,000
FBCTA - Sienna Plantation P&R - Operating	\$250,000	\$250,000			\$ 500,000		\$1,000,000
FBCTA - Sienna Plantation P&R - 5307 Capital Cost of Contracting					\$ 400,000		\$ 400,000
FBCTA - Westpark P&R Expanded Service - Yr 2 (CMAQ)	\$130,000	\$130,000				\$ 390,000	\$650,000
<b>Total</b>	<b>\$2,644,000</b>	<b>\$2,593,000</b>	<b>\$112,000</b>	<b>\$708,000</b>	<b>\$ 3,142,440</b>	<b>\$ 390,000</b>	<b>\$9,858,440</b>

**“MEDIUM” INVESTMENT SCENARIO**

**FY2020 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$110,000			\$440,000	N/A		\$550,000
FBCTA - Rural (5311)		\$80,000		\$320,000			\$400,000
FB Seniors	\$80,000	\$148,000	\$70,000				\$298,000
FB Seniors Capital Cost of Contracting					\$ 48,000		\$48,000
MHMR/Texana	\$325,000	\$8,000	\$42,000				\$375,000
MHMR/Texana Capital Cost of Contracting					\$ 117,440		\$117,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
Sugar Land Circulator Operating	\$148,500	\$297,000					\$450,000
SL Circulator - 5307 Capital Cost of Contracting					\$ 180,000		\$180,000
Richmond-Rosenberg Connector Operating	\$148,500	\$297,000					\$450,000
Richmond-Rosenberg Connector 5307 Capital Cost of Contracting					\$ 180,000		\$180,000
TREK Greenway - Operating	\$500,000	\$500,000					\$1,000,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 400,000		\$ 400,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$500,000	\$500,000					\$1,000,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 400,000		\$400,000
FBCTA - Westpark P&R - Operating	\$500,000	\$500,000					\$1,000,000
FBCTA - Westpark P&R - 5307 Capital Cost of Contracting					\$ 400,000		\$400,000
FBCTA - Westpark P&R Expanded Service - Yr 2 (CMAQ)	\$130,000	\$130,000				\$ 390,000	\$650,000
FBCTA - Sienna Plantation P&R - Operating	\$250,000	\$250,000			\$ 500,000		\$1,000,000
FBCTA - Sienna Plantation P&R - 5307 Capital Cost of Contracting					\$ 400,000		\$ 400,000
<b>Total</b>	<b>\$2,782,000</b>	<b>\$2,728,000</b>	<b>\$112,000</b>	<b>\$760,000</b>	<b>\$ 2,625,440</b>	<b>\$ 390,000</b>	<b>\$9,226,440</b>

\*Represents Local, State or Federal Funds which cannot be used for additional leverage

\*\*Indicates local expenditures that are proposed for leverage against federal/state funds

Note: FTA Cost of Capital Contracting assumes .40 return on the dollar for turnkey services, .32 on the dollar for contract service with county-owned vehicles

**“MEDIUM” INVESTMENT SCENARIO**

**FY2004 FB Existing Providers Budget**

**5307 Under Large Urban Rules (Current)**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$40,006			\$160,025	N/A		\$200,031
Connect/FBCTA - Rural (5311)		\$29,239		\$116,954	N/A		\$146,193
FB Seniors	\$90,000	\$148,000	\$70,000		N/A		\$308,000
MHMR/Texana	\$365,000	\$8,000	\$42,000		N/A		\$240,000
MHMR/Austin State Hospital (ASH)	\$90,000				N/A		\$108,000
TREK - Greenway Yr 2 - CMAQ		\$132,000			N/A	\$528,000	\$660,000
<i>Total</i>	<b>\$585,006</b>	<b>\$317,239</b>	<b>\$112,000</b>	<b>\$276,979</b>	<b>\$0</b>	<b>\$528,000</b>	<b>\$1,662,224</b>

**FY2005 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$42,000			\$168,000	N/A		\$210,000
FBCTA - Rural (5311)		\$30,000		\$120,000			\$150,000
FB Seniors	\$70,000	\$148,000	\$70,000				\$288,000
FB Seniors Capital Cost of Contracting					\$ 44,800		\$44,800
MHMR/Texana	\$300,000	\$8,000	\$42,000				\$350,000
MHMR/Texana Capital Cost of Contracting					\$ 109,440		\$109,440
MHMR/ASH	\$90,000						\$108,000
TREK Greenway Yr 3 - CMAQ		\$132,000				\$ 528,000	\$660,000
TREK Greenway Yr 3 - 5307 Capital Cost of Contracting					\$ 264,000		\$ 264,000
<i>Total</i>	<b>\$502,000</b>	<b>\$318,000</b>	<b>\$112,000</b>	<b>\$288,000</b>	<b>\$ 418,240</b>	<b>\$ 528,000</b>	<b>\$2,184,240</b>

**“LOW” INVESTMENT SCENARIO**



**FY2006 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$44,000			\$176,000	N/A		\$220,000
FBCTA - Rural (5311)		\$32,000		\$128,000			\$160,000
FB Seniors	\$70,000	\$148,000	\$70,000				\$288,000
FB Seniors Capital Cost of Contracting					\$ 44,800		\$44,800
MHMR/Texana	\$300,000	\$8,000	\$42,000				\$350,000
MHMR/Texana Capital Cost of Contracting					\$ 109,440		\$109,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
TREK Greenway - Operating	\$350,000	\$350,000					\$700,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 280,000		\$ 280,000
FBCTA - Fairgrounds Turnkey Service (CMAQ Yr 1)	\$105,000	\$105,000				\$ 490,000	\$700,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 280,000		\$280,000
<b>Total</b>	<b>\$959,000</b>	<b>\$661,000</b>	<b>\$112,000</b>	<b>\$304,000</b>	<b>\$ 714,240</b>	<b>\$ 490,000</b>	<b>\$3,240,240</b>

**FY2007 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$48,000			\$192,000	N/A		\$240,000
FBCTA - Rural (5311)		\$34,000		\$136,000			\$170,000
FB Seniors	\$70,000	\$148,000	\$70,000				\$288,000
FB Seniors Capital Cost of Contracting					\$ 44,800		\$44,800
MHMR/Texana	\$300,000	\$8,000	\$42,000				\$350,000
MHMR/Texana Capital Cost of Contracting					\$ 109,440		\$109,440
MHMR/ASH	\$90,000						\$108,000
TREK Greenway - Operating	\$350,000	\$350,000					\$700,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 280,000		\$ 280,000
FBCTA - Fairgrounds Turnkey Service (CMAQ Yr 2)	\$140,000	\$140,000				\$ 420,000	\$700,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 280,000		\$280,000
<b>Total</b>	<b>\$998,000</b>	<b>\$680,000</b>	<b>\$112,000</b>	<b>\$328,000</b>	<b>\$ 714,240</b>	<b>\$ 420,000</b>	<b>\$3,270,240</b>

**“LOW” INVESTMENT SCENARIO**

**FY2008 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$51,000			\$204,000	N/A		\$255,000
FBCTA - Rural (5311)		\$36,000		\$144,000			\$180,000
FB Seniors	\$70,000	\$148,000	\$70,000				\$288,000
FB Seniors Capital Cost of Contracting					\$ 44,800		\$44,800
MHMR/Texana	\$300,000	\$8,000	\$42,000				\$350,000
MHMR/Texana Capital Cost of Contracting					\$ 109,440		\$109,440
MHMR/ASH	\$90,000						\$108,000
TREK Greenway - Operating	\$350,000	\$350,000					\$700,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 280,000		\$ 280,000
FBCTA - Fairgrounds Turnkey Service (CMAQ Yr 3)	\$175,000	\$175,000				\$ 350,000	\$700,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 280,000		\$280,000
<b>Total</b>	<b>\$1,036,000</b>	<b>\$717,000</b>	<b>\$112,000</b>	<b>\$348,000</b>	<b>\$ 714,240</b>	<b>\$ 350,000</b>	<b>\$3,295,240</b>

**FY2009 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$55,000			\$220,000	N/A		\$275,000
FBCTA - Rural (5311)		\$39,000		\$156,000			\$195,000
FB Seniors	\$70,000	\$148,000	\$70,000				\$288,000
FB Seniors Capital Cost of Contracting					\$ 44,800		\$44,800
MHMR/Texana	\$300,000	\$8,000	\$42,000				\$350,000
MHMR/Texana Capital Cost of Contracting					\$ 109,440		\$109,440
MHMR/ASH	\$90,000						\$108,000
TREK Greenway - Operating	\$375,000	\$375,000					\$750,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 300,000		\$ 300,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$375,000	\$375,000					\$750,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 300,000		\$300,000
<b>Total</b>	<b>\$1,265,000</b>	<b>\$945,000</b>	<b>\$112,000</b>	<b>\$376,000</b>	<b>\$ 754,240</b>	<b>\$ -</b>	<b>\$3,470,240</b>

**“LOW” INVESTMENT SCENARIO**

**FY2010 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$59,000			\$236,000	N/A		\$295,000
FBCTA - Rural (5311)		\$43,000		\$172,000			\$215,000
FB Seniors	\$70,000	\$148,000	\$70,000				\$288,000
FB Seniors Capital Cost of Contracting					\$ 44,800		\$44,800
MHMR/Texana	\$300,000	\$8,000	\$42,000				\$350,000
MHMR/Texana Capital Cost of Contracting					\$ 109,440		\$109,440
MHMR/ASH	\$90,000						\$108,000
TREK Greenway - Operating	\$375,000	\$375,000					\$750,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 300,000	\$	\$ 300,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$375,000	\$375,000					\$750,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 300,000		\$300,000
<b>Total</b>	<b>\$1,269,000</b>	<b>\$949,000</b>	<b>\$112,000</b>	<b>\$408,000</b>	<b>\$ 754,240</b>	<b>\$ -</b>	<b>\$3,510,240</b>

**FY2011 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$62,000			\$248,000	N/A		\$310,000
FBCTA - Rural (5311)		\$45,000		\$180,000			\$225,000
FB Seniors	\$70,000	\$148,000	\$70,000				\$288,000
FB Seniors Capital Cost of Contracting					\$ 44,800		\$44,800
MHMR/Texana	\$300,000	\$8,000	\$42,000				\$350,000
MHMR/Texana Capital Cost of Contracting					\$ 109,440		\$109,440
MHMR/ASH	\$90,000						\$108,000
TREK Greenway - Operating	\$400,000	\$400,000					\$800,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 320,000	\$	\$ 320,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$400,000	\$400,000					\$800,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 320,000		\$320,000
<b>Total</b>	<b>\$1,322,000</b>	<b>\$1,001,000</b>	<b>\$112,000</b>	<b>\$428,000</b>	<b>\$ 794,240</b>	<b>\$ -</b>	<b>\$3,675,240</b>

**“LOW” INVESTMENT SCENARIO**

**FY2012 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$66,000			\$264,000	N/A		\$330,000
FBCTA - Rural (5311)		\$47,000		\$188,000			\$235,000
FB Seniors	\$70,000	\$148,000	\$70,000				\$288,000
FB Seniors Capital Cost of Contracting					\$ 44,800		\$44,800
MHMR/Texana	\$300,000	\$8,000	\$42,000				\$350,000
MHMR/Texana Capital Cost of Contracting					\$ 109,440		\$109,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
TREK Greenway - Operating	\$400,000	\$400,000					\$800,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 320,000		\$ 320,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$400,000	\$400,000					\$800,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 320,000		\$320,000
<b>Total</b>	<b>\$1,326,000</b>	<b>\$1,021,000</b>	<b>\$112,000</b>	<b>\$452,000</b>	<b>\$ 794,240</b>	<b>\$ -</b>	<b>\$3,705,240</b>

**FY2013 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$69,000			\$276,000	N/A		\$345,000
FBCTA - Rural (5311)		\$50,000		\$200,000			\$250,000
FB Seniors	\$70,000	\$148,000	\$70,000				\$288,000
FB Seniors Capital Cost of Contracting					\$ 44,800		\$44,800
MHMR/Texana	\$300,000	\$8,000	\$42,000				\$350,000
MHMR/Texana Capital Cost of Contracting					\$ 109,440		\$109,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
TREK Greenway - Operating	\$425,000	\$425,000					\$850,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 340,000		\$ 340,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$425,000	\$425,000					\$850,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 340,000		\$340,000
<b>Total</b>	<b>\$1,379,000</b>	<b>\$1,074,000</b>	<b>\$112,000</b>	<b>\$476,000</b>	<b>\$ 834,240</b>	<b>\$ -</b>	<b>\$3,875,240</b>

**“LOW” INVESTMENT SCENARIO**

**FY2014 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$73,000			\$292,000	N/A		\$365,000
FBCTA - Rural (5311)		\$52,000		\$208,000			\$260,000
FB Seniors	\$70,000	\$148,000	\$70,000				\$288,000
FB Seniors Capital Cost of Contracting					\$ 44,800		\$44,800
MHMR/Texana	\$300,000	\$8,000	\$42,000				\$350,000
MHMR/Texana Capital Cost of Contracting					\$ 109,440		\$109,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
TREK Greenway - Operating	\$425,000	\$425,000					\$850,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 340,000		\$ 340,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$425,000	\$425,000					\$850,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 340,000		\$340,000
<b>Total</b>	<b>\$1,383,000</b>	<b>\$1,076,000</b>	<b>\$112,000</b>	<b>\$500,000</b>	<b>\$ 834,240</b>	<b>\$ -</b>	<b>\$3,905,240</b>

**FY2015 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$77,000			\$308,000	N/A		\$385,000
FBCTA - Rural (5311)		\$55,000		\$220,000			\$275,000
FB Seniors	\$70,000	\$148,000	\$70,000				\$288,000
FB Seniors Capital Cost of Contracting					\$ 44,800		\$44,800
MHMR/Texana	\$300,000	\$8,000	\$42,000				\$350,000
MHMR/Texana Capital Cost of Contracting					\$ 109,440		\$109,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
TREK Greenway - Operating	\$450,000	\$450,000					\$900,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 360,000		\$ 360,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$450,000	\$450,000					\$900,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 360,000		\$360,000
<b>Total</b>	<b>\$1,437,000</b>	<b>\$1,129,000</b>	<b>\$112,000</b>	<b>\$528,000</b>	<b>\$ 874,240</b>	<b>\$ -</b>	<b>\$4,080,240</b>

**“LOW” INVESTMENT SCENARIO**

**FY2016 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$83,000			\$332,000	N/A		\$415,000
FBCTA - Rural (5311)		\$60,000		\$240,000			\$300,000
FB Seniors	\$70,000	\$148,000	\$70,000				\$288,000
FB Seniors Capital Cost of Contracting					\$ 44,800		\$44,800
MHMR/Texana	\$300,000	\$8,000	\$42,000				\$350,000
MHMR/Texana Capital Cost of Contracting					\$ 109,440		\$109,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
TREK Greenway - Operating	\$450,000	\$450,000					\$900,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 360,000		\$ 360,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$450,000	\$450,000					\$900,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 360,000		\$360,000
<b>Total</b>	<b>\$1,443,000</b>	<b>\$1,134,000</b>	<b>\$112,000</b>	<b>\$572,000</b>	<b>\$ 874,240</b>	<b>\$ -</b>	<b>\$4,135,240</b>

**FY2017 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$90,000			\$360,000	N/A		\$450,000
FBCTA - Rural (5311)		\$65,000		\$260,000			\$325,000
FB Seniors	\$70,000	\$148,000	\$70,000				\$288,000
FB Seniors Capital Cost of Contracting					\$ 44,800		\$44,800
MHMR/Texana	\$300,000	\$8,000	\$42,000				\$350,000
MHMR/Texana Capital Cost of Contracting					\$ 109,440		\$109,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
TREK Greenway - Operating	\$475,000	\$475,000					\$950,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 380,000		\$ 380,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$475,000	\$475,000					\$950,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 380,000		\$380,000
<b>Total</b>	<b>\$1,500,000</b>	<b>\$1,189,000</b>	<b>\$112,000</b>	<b>\$620,000</b>	<b>\$ 914,240</b>	<b>\$ -</b>	<b>\$4,335,240</b>

**“LOW” INVESTMENT SCENARIO**

**FY2018 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$96,000			\$384,000	N/A		\$480,000
FBCTA - Rural (5311)		\$70,000		\$280,000			\$350,000
FB Seniors	\$70,000	\$148,000	\$70,000				\$288,000
FB Seniors Capital Cost of Contracting					\$ 44,800		\$44,800
MHMR/Texana	\$300,000	\$8,000	\$42,000				\$350,000
MHMR/Texana Capital Cost of Contracting					\$ 109,440		\$109,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
TREK Greenway - Operating	\$475,000	\$475,000					\$950,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 380,000		\$ 380,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$475,000	\$475,000					\$950,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 380,000		\$380,000
<b>Total</b>	<b>\$1,506,000</b>	<b>\$1,194,000</b>	<b>\$112,000</b>	<b>\$664,000</b>	<b>\$ 914,240</b>	<b>\$ -</b>	<b>\$4,390,240</b>

**FY2019 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$102,000			\$408,000	N/A		\$510,000
FBCTA - Rural (5311)		\$75,000		\$300,000			\$375,000
FB Seniors	\$70,000	\$148,000	\$70,000				\$288,000
FB Seniors Capital Cost of Contracting					\$ 44,800		\$44,800
MHMR/Texana	\$300,000	\$8,000	\$42,000				\$350,000
MHMR/Texana Capital Cost of Contracting					\$ 109,440		\$109,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
TREK Greenway - Operating	\$500,000	\$500,000					\$1,000,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 400,000		\$ 400,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$500,000	\$500,000					\$1,000,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 400,000		\$400,000
<b>Total</b>	<b>\$1,562,000</b>	<b>\$1,249,000</b>	<b>\$112,000</b>	<b>\$708,000</b>	<b>\$ 954,240</b>	<b>\$ -</b>	<b>\$4,585,240</b>

**“LOW” INVESTMENT SCENARIO**

**FY2020 Proposed, including FTA Section 5307 under Large Urban Rules**

<i>Provider</i>	<i>County Contribution</i>	<i>Other Contribution*</i>	<i>Local Leverage**</i>	<i>Other Federal/State</i>	<i>5307 (Large Urban Rules)</i>	<i>CMAQ</i>	<i>Total</i>
Connect/FBCTA - Elderly-Disabled (5310)	\$110,000			\$440,000	N/A		\$550,000
FBCTA - Rural (5311)		\$80,000		\$320,000			\$400,000
FB Seniors	\$70,000	\$148,000	\$70,000				\$288,000
FB Seniors Capital Cost of Contracting					\$ 44,800		\$44,800
MHMR/Texana	\$300,000	\$8,000	\$42,000				\$350,000
MHMR/Texana Capital Cost of Contracting					\$ 109,440		\$109,440
MHMR/ASH	\$90,000	\$18,000					\$108,000
TREK Greenway - Operating	\$500,000	\$500,000					\$1,000,000
TREK Greenway - 5307 Capital Cost of Contracting					\$ 400,000		\$ 400,000
FBCTA - Fairgrounds Turnkey Service - Operating	\$500,000	\$500,000					\$1,000,000
FBCTA - Fairgrounds - 5307 Capital Cost of Contracting					\$ 400,000		\$400,000
<i>Total</i>	<b>\$1,570,000</b>	<b>\$1,254,000</b>	<b>\$112,000</b>	<b>\$760,000</b>	<b>\$ 954,240</b>	<b>\$ -</b>	<b>\$4,650,240</b>

\* Represents Local, State or Federal Funds which cannot be used for additional leverage

\*\* Indicates local expenditures that are proposed for leverage against federal/state funds

Note: FTA Cost of Capital Contracting assumes \$.40 return on the dollar for turnkey services, \$.32 on the dollar for contract service with county-owned vehicles

**“LOW” INVESTMENT SCENARIO**



FY Year		Actual FTA 5307	FY % Chg	2.00%	3%	Forecast Growth Rate				
						4%	5.00%	6.00%	7.0%	8.0%
FY	2003	\$315,503								
FY	2004	Average Growth	3.00%	\$321,813	\$324,968	\$328,123	\$331,278	\$334,433	\$337,588	\$340,743
FY	2005			\$328,249	\$334,717	\$341,248	\$347,842	\$354,499	\$361,219	\$368,003
FY	2006			\$334,814	\$344,759	\$354,898	\$365,234	\$375,769	\$386,505	\$397,443
FY	2007			\$341,511	\$355,101	\$369,094	\$383,496	\$398,315	\$413,560	\$429,238
FY	2008			\$348,341	\$365,754	\$383,858	\$402,671	\$422,214	\$442,509	\$463,577
FY	2009			\$355,308	\$376,727	\$399,212	\$422,804	\$447,547	\$473,485	\$500,664
FY	2010			\$362,414	\$388,029	\$415,180	\$443,944	\$474,400	\$506,629	\$540,717
FY	2011			\$369,662	\$399,670	\$431,788	\$466,142	\$502,864	\$542,093	\$583,974
FY	2012			\$377,055	\$411,660	\$449,059	\$489,449	\$533,036	\$580,039	\$630,692
FY	2013			\$384,596	\$424,010	\$467,022	\$513,921	\$565,018	\$620,642	\$681,147
FY	2014			\$392,288	\$436,730	\$485,702	\$539,617	\$598,919	\$664,087	\$735,639
FY	2015			\$400,134	\$449,832	\$505,130	\$566,598	\$634,854	\$710,573	\$794,490
FY	2016			\$408,137	\$463,327	\$525,336	\$594,928	\$672,945	\$760,313	\$858,049
FY	2017			\$416,300	\$477,227	\$546,349	\$624,674	\$713,322	\$813,535	\$926,693
FY	2018			\$424,625	\$491,543	\$568,203	\$655,908	\$756,121	\$870,483	\$1,000,829
FY	2019			\$433,118	\$506,290	\$590,931	\$688,703	\$801,489	\$931,417	\$1,080,895
FY	2020			\$441,780	\$521,478	\$614,568	\$723,139	\$849,578	\$996,616	\$1,167,367
FY	2021			\$450,616	\$537,123	\$639,151	\$759,296	\$900,553	\$1,066,379	\$1,260,756
FY	2022			\$459,628	\$553,236	\$664,717	\$797,260	\$954,586	\$1,141,025	\$1,361,617
FY	2023			\$468,821	\$569,834	\$691,306	\$837,123	\$1,011,861	\$1,220,897	\$1,470,546
FY	2024			\$478,197	\$586,929	\$718,958	\$878,980	\$1,072,573	\$1,306,360	\$1,588,190
FY	2025			\$487,761	\$604,536	\$747,716	\$922,929	\$1,136,927	\$1,397,805	\$1,715,245
FY	2026			\$497,516	\$622,672	\$777,625	\$969,075	\$1,205,142	\$1,495,651	\$1,852,464
FY	2027			\$507,467	\$641,353	\$808,730	\$1,017,529	\$1,277,451	\$1,600,347	\$2,000,662
FY	2028			\$517,616	\$660,593	\$841,079	\$1,068,405	\$1,354,098	\$1,712,371	\$2,160,714
FY	2029			\$527,968	\$680,411	\$874,723	\$1,121,825	\$1,435,344	\$1,832,237	\$2,333,572
FY	2030			\$538,528	\$700,823	\$909,711	\$1,177,917	\$1,521,465	\$1,960,494	\$2,520,257

### Vehicle Registration Fee Revenue

FY Year		Actual FTA 5307	FY % Chg	Forecast Growth Rate						
				3.00%	4%	5%	6.40%	7.00%	8.0%	9.0%
FY	2004	\$1,779,620								
FY	2005	Average Houston 5307 Distribution	6.40%	\$1,833,008	\$1,850,805	\$1,868,601	\$1,893,515	\$1,904,193	\$1,921,989	\$1,939,786
FY	2006			\$1,887,999	\$1,924,837	\$1,962,031	\$2,014,700	\$2,037,487	\$2,075,749	\$2,114,366
FY	2007			\$1,944,639	\$2,001,830	\$2,060,132	\$2,143,641	\$2,180,111	\$2,241,808	\$2,304,659
FY	2008			\$2,002,978	\$2,081,903	\$2,163,139	\$2,280,834	\$2,332,719	\$2,421,153	\$2,512,079
FY	2009			\$2,063,067	\$2,165,180	\$2,271,296	\$2,426,808	\$2,496,009	\$2,614,845	\$2,738,166
FY	2010			\$2,124,959	\$2,251,787	\$2,384,861	\$2,582,123	\$2,670,729	\$2,824,033	\$2,984,601
FY	2011			\$2,188,708	\$2,341,858	\$2,504,104	\$2,747,379	\$2,857,680	\$3,049,956	\$3,253,215
FY	2012			\$2,254,369	\$2,435,533	\$2,629,309	\$2,923,212	\$3,057,718	\$3,293,952	\$3,546,004
FY	2013			\$2,322,000	\$2,532,954	\$2,760,774	\$3,110,297	\$3,271,758	\$3,557,468	\$3,865,144
FY	2014			\$2,391,660	\$2,634,272	\$2,898,813	\$3,309,356	\$3,500,781	\$3,842,066	\$4,213,007
FY	2015			\$2,463,410	\$2,739,643	\$3,043,754	\$3,521,155	\$3,745,836	\$4,149,431	\$4,592,178
FY	2016			\$2,537,312	\$2,849,229	\$3,195,941	\$3,746,509	\$4,008,045	\$4,481,385	\$5,005,474
FY	2017			\$2,613,432	\$2,963,198	\$3,355,739	\$3,986,285	\$4,288,608	\$4,839,896	\$5,455,967
FY	2018			\$2,691,835	\$3,081,726	\$3,523,525	\$4,241,408	\$4,588,810	\$5,227,088	\$5,947,004
FY	2019			\$2,772,590	\$3,204,995	\$3,699,702	\$4,512,858	\$4,910,027	\$5,645,255	\$6,482,234
FY	2020			\$2,855,767	\$3,333,194	\$3,884,687	\$4,801,681	\$5,253,729	\$6,096,875	\$7,065,635
FY	2021			\$2,941,440	\$3,466,522	\$4,078,921	\$5,108,988	\$5,621,490	\$6,584,625	\$7,701,542
FY	2022			\$3,029,684	\$3,605,183	\$4,282,867	\$5,435,963	\$6,014,994	\$7,111,395	\$8,394,681
FY	2023			\$3,120,574	\$3,749,390	\$4,497,011	\$5,783,865	\$6,436,044	\$7,680,307	\$9,150,202
FY	2024			\$3,214,191	\$3,899,366	\$4,721,861	\$6,154,033	\$6,886,567	\$8,294,732	\$9,973,720
FY	2025			\$3,310,617	\$4,055,341	\$4,957,954	\$6,547,891	\$7,368,627	\$8,958,310	\$10,871,355
FY	2026			\$3,409,936	\$4,217,554	\$5,205,852	\$6,966,956	\$7,884,431	\$9,674,975	\$11,849,777
FY	2027			\$3,512,234	\$4,386,257	\$5,466,144	\$7,412,841	\$8,436,341	\$10,448,973	\$12,916,257
FY	2028			\$3,617,601	\$4,561,707	\$5,739,452	\$7,887,263	\$9,026,885	\$11,284,891	\$14,078,720
FY	2029			\$3,726,129	\$4,744,175	\$6,026,424	\$8,392,047	\$9,658,767	\$12,187,682	\$15,345,805
FY	2030			\$3,837,912	\$4,933,942	\$6,327,745	\$8,929,138	\$10,334,880	\$13,162,697	\$16,726,927

Fort Bend 2004 UZA                    245,601  
Houston 2000 UZA                    3,882,509  
**0.063258321**  
50% Capital                            0.03162916  
Total Percent Due                    **3.162916042**

2004 5307 Distribution                \$56,317,082  
Fort Bend 2004 5307 Due                **\$1,781,262**

### Fort Bend FTA 5307 Formula Fund Revenue Projection

FY Year		Actual FTA 5307	FY % Chg	Forecast Growth Rate						
				3.00%	4%	5%	6.40%	7.00%	8.0%	9.0%
FY	2000	\$47,098,762								
FY	2001	\$47,281,490	0.39%							
FY	2002	\$51,663,288	9.27%							
FY	2003	\$57,698,822	11.68%							
FY	2004	\$56,317,082	4.27%							
FY	2005	Average	6.40%	\$58,006,594	\$58,569,765	\$59,132,936	\$59,921,375	\$60,259,278	\$60,822,449	\$61,385,619
FY	2006			\$59,746,792	\$60,912,556	\$62,089,583	\$63,756,343	\$64,477,427	\$65,688,244	\$66,910,325
FY	2007			\$61,539,196	\$63,349,058	\$65,194,062	\$67,836,749	\$68,990,847	\$70,943,304	\$72,932,254
FY	2008			\$63,385,372	\$65,883,020	\$68,453,765	\$72,178,301	\$73,820,206	\$76,618,768	\$79,496,157
FY	2009			\$65,286,933	\$68,518,341	\$71,876,453	\$76,797,712	\$78,987,621	\$82,748,270	\$86,650,811
FY	2010			\$67,245,541	\$71,259,075	\$75,470,276	\$81,712,766	\$84,516,754	\$89,368,131	\$94,449,384
FY	2011			\$69,262,907	\$74,109,438	\$79,243,790	\$86,942,383	\$90,432,927	\$96,517,582	\$102,949,829
FY	2012			\$71,340,795	\$77,073,815	\$83,205,979	\$92,506,696	\$96,763,232	\$104,238,988	\$112,215,314
FY	2013			\$73,481,018	\$80,156,768	\$87,366,278	\$98,427,124	\$103,536,658	\$112,578,108	\$122,314,692
FY	2014			\$75,685,449	\$83,363,039	\$91,734,592	\$104,726,460	\$110,784,224	\$121,584,356	\$133,323,014
FY	2015			\$77,956,012	\$86,697,560	\$96,321,322	\$111,428,954	\$118,539,120	\$131,311,105	\$145,322,085
FY	2016			\$80,294,693	\$90,165,463	\$101,137,388	\$118,560,407	\$126,836,858	\$141,815,993	\$158,401,073
FY	2017			\$82,703,534	\$93,772,081	\$106,194,257	\$126,148,273	\$135,715,438	\$153,161,272	\$172,657,170
FY	2018			\$85,184,640	\$97,522,964	\$111,503,970	\$134,221,762	\$145,215,519	\$165,414,174	\$188,196,315
FY	2019			\$87,740,179	\$101,423,883	\$117,079,169	\$142,811,955	\$155,380,606	\$178,647,308	\$205,133,983
FY	2020			\$90,372,384	\$105,480,838	\$122,933,127	\$151,951,920	\$166,257,248	\$192,939,093	\$223,596,042
FY	2021			\$93,083,556	\$109,700,072	\$129,079,784	\$161,676,843	\$177,895,255	\$208,374,220	\$243,719,686
FY	2022			\$95,876,062	\$114,088,075	\$135,533,773	\$172,024,161	\$190,347,923	\$225,044,158	\$265,654,457
FY	2023			\$98,752,344	\$118,651,598	\$142,310,461	\$183,033,707	\$203,672,278	\$243,047,690	\$289,563,359
FY	2024			\$101,714,915	\$123,397,662	\$149,425,984	\$194,747,864	\$217,929,337	\$262,491,506	\$315,624,061
FY	2025			\$104,766,362	\$128,333,568	\$156,897,284	\$207,211,728	\$233,184,391	\$283,490,826	\$344,030,226
FY	2026			\$107,909,353	\$133,466,911	\$164,742,148	\$220,473,278	\$249,507,298	\$306,170,092	\$374,992,947
FY	2027			\$111,146,633	\$138,805,587	\$172,979,255	\$234,583,568	\$266,972,809	\$330,663,700	\$408,742,312
FY	2028			\$114,481,032	\$144,357,811	\$181,628,218	\$249,596,916	\$285,660,906	\$357,116,796	\$445,529,120
FY	2029			\$117,915,463	\$150,132,123	\$190,709,629	\$265,571,119	\$305,657,169	\$385,686,139	\$485,626,741
FY	2030			\$121,452,927	\$156,137,408	\$200,245,110	\$282,567,670	\$327,053,171	\$416,541,030	\$529,333,147

### Houston UZA FTA 5307 Formula Fund Projection

Year	Section 5307 Allocation
FY1994	\$15,460,739
FY1995	\$50,860,825
FY1996	\$40,385,072
FY1997	\$30,163,976
FY1998	\$34,105,533
FY1999	\$3,455,397
FY2000	\$47,098,762
FY2001	\$47,281,490
FY2002	\$51,663,288
FY2003	\$57,698,822
FY2004	\$56,317,082

Source: Webpages are not printable refer to links

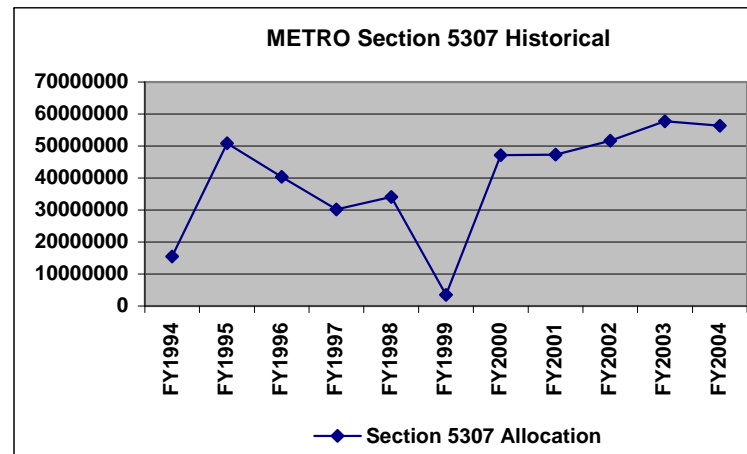
- <http://www.fta.dot.gov/library/reference/GAP/GAP.HTM>
- <http://www.fta.dot.gov/library/reference/statsum/TOC.HTM>
- <http://www.fta.dot.gov/library/money/1996app/TABLE2AP1.HTM>
- <http://www.fta.dot.gov/library/money/1997app/52511.htm>
- [http://www.fta.dot.gov/legal/federal\\_register/1997/8110\\_ENG\\_HTML.htm](http://www.fta.dot.gov/legal/federal_register/1997/8110_ENG_HTML.htm)
- [http://www.ntdprogram.com/ntd/NTDDData.nsf/1999+TOC/Table-2/\\$File/T02\\_32.pdf](http://www.ntdprogram.com/ntd/NTDDData.nsf/1999+TOC/Table-2/$File/T02_32.pdf)
- <http://www.fta.dot.gov/library/reference/statsum01/table07.html>
- [http://www.fta.dot.gov/legal/federal\\_register/2001/7603\\_ENG\\_HTML.htm](http://www.fta.dot.gov/legal/federal_register/2001/7603_ENG_HTML.htm)
- [http://www.fta.dot.gov/legal/federal\\_register/2002/7555\\_ENG\\_HTML.htm](http://www.fta.dot.gov/legal/federal_register/2002/7555_ENG_HTML.htm)
- [http://www.fta.dot.gov/legal/federal\\_register/2003/9457\\_8016\\_ENG\\_HTML.htm](http://www.fta.dot.gov/legal/federal_register/2003/9457_8016_ENG_HTML.htm)
- [http://www.fta.dot.gov/documents/Table\\_4\\_-\\_SECTION\\_5307\\_UAF\\_APPORTIONMENTS.xls](http://www.fta.dot.gov/documents/Table_4_-_SECTION_5307_UAF_APPORTIONMENTS.xls)

First Graphic Under Paragraph 21  
Line 28

**Population Within Houston UZA not Served by METRO**

*Counties	Population
Brazoria	91,695
Galveston	78,212
Chambers	2,527
Harris	565,781
Montgomery	10,489
Fort Bend	245,601
	<b>994,305</b>

Represents approximately 24% of Houston UZA (3,882,509)



**METRO's Section 5307 Historical Overview**

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## MARKETING & PUBLIC INVOLVEMENT PLAN

A companion to the transit plan is the set of processes that engage the public in embracing the transit element as an integral part of transportation in Fort Bend County and encourages transit utilization. Pursuing marketing and public relations elements in tandem will ensure that a large portion of the residents are aware of the transit plan and have an opportunity to participate in planning, development, and implementation stages of the plan. The public involvement procedures utilized during the project development phase in the fall 2003 and spring 2004 will form the basis from which Fort Bend County officials can proceed to future project stages.



### **Background and Purpose**

Meaningful citizen involvement is paramount to successful public sector projects, particularly where new concepts or projects will be implemented. Successful involvement of the public will facilitate ownership of the new initiative and help integrate the new transportation element into the community's normal routine. Several elements are critical to good public involvement including accurate identification or naming of the project, clearly stated goals and objectives, ascertaining appropriate audiences for each public venue, and determining outreach methods.

### **Components of Marketing and Public Involvement**

The following information offers a format for conducting a comprehensive public involvement strategy in six basic components. The most widely used methods are included in Component 6, but each element is critical and, when combined, they will yield the most comprehensive and successful program.

- Component 1: Provide General Information
- Component 2: Identify Potential Transit Markets for Transit Utilization
- Component 3: Solicit Vanpool and Carpool Users
- Component 4: Establish Planning and Advisory Committee
- Component 5: Maintain Contact with Elected Officials
- Component 6: Conduct Community Forums and Public Meetings

#### ***Component 1 - Provide General Information***

There is an advantage to gaining community support of the Fort Bend Transit Plan from the community at-large, whether or not the persons will be system users. For this reason, some marketing and public relations activities should be broad and provide basic information to the citizens of the county. This aspect will have time and resource allocations sufficient to comply with this task objective, but less than resources applied to attracting system users.

**Objective:** To gain community support to understand the purpose and contribution to the regional transportation goals that will be provided by the public transit strategies. Will form the basis for making county financial resources available to implement plan strategies and elements.

**Target Audience:** Fort Bend County residents and registered voters.

**Method of Contact:** Conduct television and radio interviews, place articles in the print media, distribute a newsletter, use website, and develop a speaker's bureau. Also, advertising space can be purchased in regional daily newspapers depending on the available budget.

**Frequency of Contact:** Each of the above methods should occur at least once per quarter, with the speaker's bureau functioning more frequently depending on the number of available speakers and the opportunities available.

**Desired Outcome:** Increase the level of knowledge about the options for Fort Bend transit, discuss the benefits of transit to the transportation system, and generate good will about Fort Bend transit.

**Materials:** *Exhibit A* includes sample materials for media notice and outlines for speaking opportunities.

### ***Component 2 – Identify Potential Transit Markets for Transit Utilization***

**Target Audience:** For each transit recommendation, identify the physical boundaries of the pool of potential riders. Determine which technique is best suited to reach these persons with the goals of informing them of the upcoming service, providing details about how to utilize the service, and discussing incentives related to system use.

**Method of Contact:** There are several levels of contacts to develop a strong transit-riding base. The information section is more general and may use methods described in Task 1. In addition, contact by individual and small group is desired to encourage residents to try the transit service.

1. Establish booth or table at a regional shopping center or grocery store.
2. Speak at neighborhood civic meetings
3. Prepare and place door hangers
4. Surveys
5. Newsletters
6. Web-based detail about locations, duration, and hours of service

**Frequency of Contact:** Monthly to weekly prior to the start of service. Continue with Monthly contacts while service is starting. Once established contacts can become less frequent, eventually rolling back into the format provided in Task 1 for general public.

**Desired Outcome:** To notify potential riders of the available service and attract riders to become regular users of the service.

**Materials:** A short video to run on computers at shopping locations describing the transit service. Scripts for speakers at neighborhood civic meetings. *Exhibit B* includes example door hangers and mock web page for information dissemination.

### ***Component 3 - Solicit Vanpool and Carpool Users***

Target Audience: Aggregation of persons who have both ends of their trips, the home end and the work destination, near other.

Method of Contact: Solicitation of these individuals will be two-fold. The first method will identify interest from the general public (Component 1). The second will be through targeted recruitment at the worksite.

Frequency of Contact: At the beginning of the process, the solicitation will be intense and frequent to obtain a solid base of carpoolers and vanpoolers. Thereafter, solicitation will be semiannual.

Desired Outcome: To establish a solid number of rideshare participants initially, then work to increase the number of carpoolers and vanpoolers from Fort Bend County.

Materials: Information from H-GAC's Commute Solutions will form the basis of the matching service and a representative will be provided to work with companies establishing rideshare programs.

### ***Component 4 - Establish Planning and Advisory Committee***

Target Audience: The Planning and Advisory Committee will be comprised of representatives of Fort Bend County, agencies that service specialized populations (e.g., economically disadvantaged populations, persons with disabilities, seniors), H-GAC, representatives of city-elected officials, and representatives of business and industry. The advisory committee should be inclusive of all interested and affected stakeholders. Should the group be deemed too large for effective dialog, subcommittees focusing on specialized areas could be established.

Method of Contact: The general method of contact is via a meeting. Email may also serve as a method of notification and communication.

Frequency of Contact: A meeting should be held at least annually to affirm the scope of the transit, review goals and objectives, and assess performance. More frequent meetings can occur relative to issues of an imminent nature.

Desired Outcome: Continue the transportation vision for Fort Bend County.

Materials: Meetings can focus on progress reports and peer reviews of other similar communities.

### ***Component 5 - Maintain Contact with Elected Officials and Policy Makers***

Target Audience: Federal, state, county, and local elected officials should be updated regularly about the Fort Bend Transit service. Periodic updates should be made to H-GAC TPC.

Method of Contact: Correspondence, newsletters, and clippings of newspaper articles can serve as the method of periodic contact. Briefings to TPC and TAC should occur. Decisions concerning in-person briefings or more specific communication about upcoming initiatives can be made on an individual issue basis.

Frequency of Contact: Information about the service should be provided to area elected officials at least semi-annually and more frequently if issues or actions are pending.

Desired Outcome: To ensure area elected officials are aware of the progress of the Fort Bend Transit Service.

Materials: Correspondence and newsletters prepared as a part of Component 1.

### ***Component 6 - Conduct Community Forums and Public Meetings***

Target Audience: The target audience for a public meeting may be large and community-wide or small and focused on an individual neighborhood. The type of meeting and strategy depends on the nature of the subject under discussion and the focus of the meeting.

Method of Contact: Methods may be large-scale presentations, small group discussions, or detailed “hands-on” working groups, where participants are drawing or mapping strategies. *Table 15.1* contains an overview of methods for public involvement; additional detail is in *Exhibit C*.

Frequency of Contact: As needed, often may be associated with specific projects.

Desired Outcome: Attain a sense of the community perspective on relevant items regarding the Fort Bend Transit Plan. Gauge the potential for the success of various service options and obtain a better understanding of community public transit needs.

Materials: Slide presentations, background information pieces, methods of obtaining and recording community comments.



<b>Table 14.1 - Meeting and Outreach - Formats and Purposes</b>				
<b>Format</b>	<b>Audience Size</b>	<b>Purpose</b>	<b>Duration</b>	<b>When to Use</b>
Public Hearing	Large	To provide formal official & legal notice of a pending project or action	1 ½ to 3 hours, longer if needed	When required as part of legal process for proceeding
Community Meeting	Large to Small	To provide information & solicit input & response	1 ½ to 2 hours	Public knows about project & already has some knowledge about its general description & purpose
Workshop	May start & end large, but should conduct most activity in small groups	To provide the opportunity for free-thinking problem solving	3 to 4 hours	When resolution is needed & options for direction are fairly open
Open House	Large	To allow maximum opportunity for individual responses	2 hours	When a large amount of base data needs to be conveyed & individuals may comment on each item
Charrette	Small Groups	To provide the opportunity for free-thinking problem solving	1 day or more	At the outset when setting vision or direction, when resolution is needed & options for direction are fairly open
Meet w/ Policy Maker	Individual or Group	To update public officials or other policy makers about the project	A few minutes to 1 hour	Periodically & prior to key decision points
Web Presence	Large	To provide basic information and project updates	On-going	Initiate at the beginning of the project & update regularly

*Exhibit A - Examples of Meeting Notices and Outlines for Speakers' Bureau*

*Exhibit B - Example Door Hangers and Other Information Media*

*Exhibit C - Methods and Tasks Lists for Conducting Public Meetings*

*Exhibit A - Examples of Meeting Notices and Outlines for Speakers' Bureaus*

**1<sup>st</sup> Meeting Notice from Fort Bend County**

## FORT BEND COUNTY CONSIDERS TRANSIT PLAN

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**SCHEDULE OF PUBLIC MEETINGS**

LOCATION	DATE
UH Sugar Land (Room 102)	November 17th
Needville High School	November 18th
UH Cinco Ranch (Room 118)	November 20th
City of Rosenberg - Civic Center (Room C)	November 24th
Hightower High School (Commons)	December 2nd

All meeting times are 6 - 7:30p.m.

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For more information call 713-313-1925

**BE A PART OF THE DECISION MAKING PROCESS**

Commuter Rail





Traffic Signal Improvement

Circulator Bus



**MARK YOUR CALENDARS AND EXPRESS YOUR OPINION**

# Fort Bend Draft Transit Plan Community Meeting Notice (English)

Attend a meeting near you and share your ideas!



## Fort Bend County Draft Transit Plan Community Meetings

**March 29—April 6, 2004**  
6:00 p.m.— 7:30 p.m.

Location & address	Date	Phone
<b>George Memorial Library</b> 1001 Golfview Richmond, TX 77469	March 29th	281-342-4455
<b>Needville Fire Department</b> 3321 Richmond St. Needville, TX 77461	March 30th	979-793-4253
<b>Bob Lutts Fulshear/Simonton Library</b> 8100 FM 359 South Fulshear, TX 77441	April 1st	281-346-1432
<b>Sugar Land Community Center</b> 226 Matlage Way Sugar Land, TX 77478	April 5th	281-275-2885
<b>Missouri City Library</b> 1530 Texas Pkwy Missouri City, TX 77489	April 6th	281-499-4100

**For more information  
contact:**

Gwen Goodwin with Texas Southern University—CTTR  
Phone: 713-313-7283 Email: [goodwing@tsu.edu](mailto:goodwing@tsu.edu)  
or visit [www.fortbendtransit.com](http://www.fortbendtransit.com)

This is a collaborative effort by TXDOT, H-GAC, Fort Bend County, Connect Transportation and Fort Bend County residents.

Fort Bend County  
Draft Transit Plan Community Meetings  
  
Texas Southern University  
Center for Transportation Training and Research  
3100 Cleburne Ave  
Houston, TX 77004



# Capital Area Metropolitan Planning Organization Meeting Notice (English)

## *Capital Area Metropolitan Planning Organization*

### **PUBLIC HEARING**

CAMPO's Transportation Policy Board will conduct a Public Hearing on Proposed Amendments to the

### **CAMPO Transportation Improvement Program (TIP)**

**Monday, June 14, 2004, 6:15 p.m.**

**Joe C. Thompson Center Auditorium, University of Texas  
Dean Keeton (26th Street) and Red River, Austin**

The following have submitted requests to amend the FY 2004—2008 TIP:

- TxDOT's Public Transportation Division;
- Capital Area Rural Transportation System (CARTS);
- The Cities of: Austin; Cedar Park; Leander; Pflugerville; and
- CAMPO Staff.

Comments on the proposed amendments may be submitted at the public hearing, or **any time** by mail, fax or email until **Tuesday, June 29, 2004**. Additional information is available on our website at [www.campotexas.org](http://www.campotexas.org) or by calling Michael Dutton at **512-974-2881**

CAMPO  
PO Box 1088  
Austin, Texas 78767

Phone: 512-974-2881  
Fax: 512-974-6385  
Email: [campo@campotexas.org](mailto:campo@campotexas.org)  
Website: [www.campotexas.org](http://www.campotexas.org)



# Fort Bend County Community Meeting Notice (English)

Attend a meeting near you.



## Community Meetings held to discuss Draft Transit Plan for the County

Over the past few months, Fort Bend County, Houston-Galveston Area Council (H-GAC), Connect Transportation, Texas Department of Transportation (TxDOT), local governments, major employers, non-profit agencies, and county residents worked together to create a draft public transit plan. This draft plan incorporates flexible and diverse transit service options to meet the wide range of needs in Fort Bend. Select a location from the table below and save a meeting date on your calendar to attend a meeting and share your ideas.

Come and share your ideas!

### Community Meeting Schedule

March 29—April 6, 2004

6:00 p.m.—7:30 p.m.

Location and address	Date	Phone
George Memorial Library 1001 Golfview Richmond, TX 77469	March 29th	281-342-4455
Needville Fire Station 3321 Richmond St. Needville, TX 77461	March 30th	979-793-4253
Bob Lutts Fulshear/Simonton Library 8100 FM 359 South Fulshear, TX 77441	April 1st	281-346-1432
Sugar Land Community Center 226 Matlage Way Sugar Land, TX 77478	April 5th	281-275-2885
Missouri City Library 1530 Texas Pkwy Missouri City, TX 77489	April 6th	281-499-4100

For more information  
contact:

Gwen Goodwin Phone: 713-313-7283	Texas Southern University—CTTR Email: <a href="mailto:goodwing@tsu.edu">goodwing@tsu.edu</a> or visit <a href="http://www.fortbendtransit.com">www.fortbendtransit.com</a>
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This is a collaborative effort by TXDOT, H-GAC, Fort Bend County, Connect Transportation and Fort Bend County residents.

# Ft. Bend County Community Meeting Notice (Spanish)

Asiste a una junta cerca de ti.

Ven y comparte tus ideas!



## Juntas Comunitarias para discutir el Plan Preliminar de Transporte Público para el Condado

En los últimos meses, el Condado de Fort Bend, El Concilio Regional del área Houston-Galveston (H-GAC), Transportes Connect, El departamento de Transporte de Texas (TXDOT), las administraciones municipales, los empresarios principales, agencias no lucrativas, y los residentes del condado trabajaron juntos para crear un plan preliminar de transporte público. Este plan preliminar incorpora opciones diversas y flexibles de servicio de transporte público para satisfacer el amplia gama de necesidades en Fort Bend. Selecciona un lugar de la siguiente tabla y apunta la fecha en tu calendario para asistir a la junta y compartir tus ideas.

### Horario de Juntas Comunitarias

**29 de marzo—6 de abril, 2004**

**6:00 p.m.—7:30 p.m.**

Lugar y Domicilio	Fecha	Teléfono
George Memorial Library 1001 Golfview Richmond, TX 77469	March 29th	281-342-4455
Needville Fire Station 3321 Richmond St. Needville, TX 77461	March 30th	979-793-4253
Bob Lutts Fulshear/Simonton Library 8100 FM 359 South Fulshear, TX 77441	April 1st	281-346-1432
Sugar Land Community Center 226 Matlage Way Sugar Land, TX 77478	April 5th	281-275-2885
Missouri City Library 1530 Texas Pkwy Missouri City, TX 77489	April 6th	281-499-4100

Para mayor información  
comunicate:

Gwen Goodwin Texas Southern University—CTTR  
Phone: 713-313-7283 Email: [goodwingc@tsu.edu](mailto:goodwingc@tsu.edu)  
O visita [www.fortbendtransit.com](http://www.fortbendtransit.com)

Este es un esfuerzo común por TXDOT, H-GAC, Condado de Fort Bend, Transporte Connect y los residentes del condado de Fort Bend.

# Outline for Speakers' Bureau Presentation

## **Opening**

- Introduce yourself and your relationship to the project
- Set the meeting expectations, decide which information shall be shared, and describe the sequence for the discussion

## **Background\***

- Provide a brief history of transit plan development
- Discuss the agencies involved
- Share public involvement and participation throughout development of the plan
- Present relevant data, including population, work patterns, and congestion trends, that underlie the need for the transit options

## **Describe the Plan\***

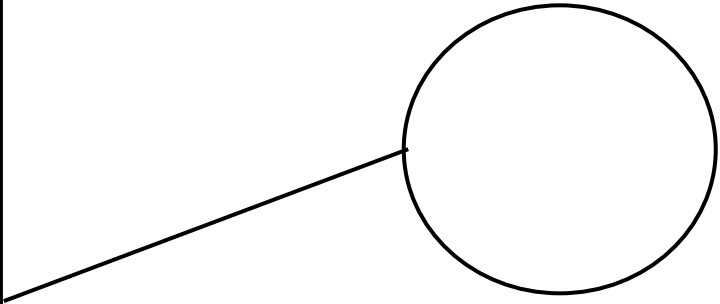
- Describe each element of the plan, independently
- Explain how they work in tandem
- Discuss plan benefits
- Discuss plan costs and funding strategy
- Ensure the audience knows how they would utilize a transit element

## **Closing Comments**

- Briefly summarize key plan elements, benefits, and cost and funding components
- Briefly remind the audience of how to utilize the system
- Entertain questions and comments
- Have a telephone number and web and email addresses available for those wishing more detailed information.

\* A Microsoft PowerPoint slide presentation, video, or other visual information may facilitate discussion and understanding by the audience of these points.

*Exhibit B - Example Door Hangers and Other Information Media*



**Sample Text**  
**Sample Text**

**Fort Bend Transit: Taking residents where they want to go!**

Fort Bend County is pleased to announce five new transit options that will get residents where they need to go! At last County residents will be able to conduct business in and around the County seat. Beginning April 2005, a new circulator route will provide service from Richmond to Rosenberg. This service will operate hourly between 6:00 a.m. to 7:00 p.m., Monday through Friday, and 9:00 a.m. to 6:00 p.m., and

Starting in August 2005, Park & Ride routes into Houston will be available from Arcola to Texas Medical Center, from the UH Sugar Land to UH main campus and UH Downtown, from Sugar Land/Stafford to Downtown Houston, and from Sugar Land/Stafford to The Galleria area. These services will operate Monday through Friday from 6:00 a.m. to 11:00 p.m.

**For more information call (281) 403-2000  
or visit  
[www.fortbendtransit.com](http://www.fortbendtransit.com)**



# Press Release

Contact: Sharon A. Boxill or  
Gwen Goodwin

FOR IMMEDIATE RELEASE  
3 PM EDT, November 20, 2003

Phone: (713) 313-7284 or (713) 313-7283

## FORT BEND COUNTY CONSIDERS TRANSIT PLAN

Fort Bend County is beginning the process of developing a coordinated Public Transportation plan. As the county continues to develop, moving around must be convenient and flexible. An effective transit service plan for a diverse county, such as Fort Bend, will require a diverse “family of transit services” designed to meet the wide range of needs within the county.

Fort Bend County, the Houston-Galveston Area Council (H-GAC), Connect Transportation, the Texas Department of Transportation, local governments, and residents will work together to develop a transit plan for Fort Bend County. To gain the broadest possible public participation and to promote this important effort, community outreach meetings are scheduled throughout the county. The outreach meetings will be held from 6 p.m. to 7:30 p.m. during the weeks of November 17, 2003, November 24, 2003, and December 1, 2003. These meetings will address project goals, identify project areas, discuss financing options, and explain how interested stakeholders and the general public can be involved. (See the list below.)

<i>Location</i>	<i>Date</i>
University of Houston – Cinco Ranch (Room 118)	November 20, 2003
City of Rosenberg – Civic Center (Room C)	November 24, 2003
Hightower High School (Commons)	December 2, 2003
University of Houston – Sugar Land (Room 102)	December 4, 2003

Consult the above list and mark your calendar to attend one or more of the community outreach meetings.

# Press Release

**Contact: Gwen Goodwin**

Phone: (713) 313-7283

**FOR IMMEDIATE RELEASE**

1 PM EDT March 31, 2004

## **FORT BEND COUNTY CONSIDERS TRANSIT PLAN**

Over the past few months, Fort Bend County, Houston-Galveston Area Council (H-GAC), Connect Transportation, Texas Department of Transportation (TxDOT), and local governments, major employers, nonprofit agencies and county residents worked together to create a draft public transit plan. The first phase in this planning process established project goals.

### **Goals**

1. Assess transit needs countywide
2. Enhance existing services through coordination
3. Create cost effective solutions for new services
4. Identify capital & operating funding sources
5. Consensus driven transit strategy for the future

During the second phase, a draft plan was created that incorporates flexible and diverse transit services options to meet the wide range of needs in Fort Bend. The draft plan offers three tiers of community needs: present, near term, and future.

### **Present**

1. Coordination of Existing Social Services
2. Demand-Response (Schedule 24 hours in advance)
3. Job Access-Reverse Commute (JARC)

### **Near Term**

1. Feeder Service to Express Park & Ride
2. Shuttles to Hobby and Intercontinental Airports
3. Internal Fixed-Route Circulator (Connector Service)
4. Intercity Services within FB County (Shopping Shuttles)
5. Subsidized Taxi Service

### **Future**

1. Fixed-Route (where supported by population & density)
2. Transit Center (US 59/US 36 Fairgrounds)
3. Commuter or Light Rail along US 90A

To gain the broadest possible public participation and to promote this draft plan, five community meetings were scheduled throughout the county. More than 40 people attended the March 29<sup>th</sup> meeting at George Memorial Library (Richmond) and the March 30<sup>th</sup> meeting at the Old Firehouse (Needville). The next three meetings were held from 6 p.m. to 7:30 p.m. on April 1, 5, and 6, 2004.

<i>Location &amp; address</i>	<i>Date</i>	<i>Phone number</i>
<b>Bob Lutts Fulshear/Simonton Library</b> 8100 FM 359 South, Fulshear, TX 77441	April 1, 2004	281-346-1432
<b>Sugar Land Community Center</b> 226 Matlage Way, Sugar Land, TX 77478	April 5, 2004	281-275-2885
<b>Missouri City Library</b> 1530 Texas Pkwy, Missouri City, TX 77489	April 6, 2004	281-499-4100

**For more information, visit [www.fortbendtransit.com](http://www.fortbendtransit.com).**



Richmond/Rosenberg - September 22, 2004

PLEASE SIGN-IN

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*The Houston Chronicle*  
Sept. 28, 2004, 11:45PM

**County transit plan addresses long-range issues  
Projects Based Upon State, Federal Funds**  
By HELEN ERIKSEN  
Chronicle Correspondent

Fort Bend County's proposed transit plan to upgrade and expand transportation has residents counting on its approval to provide reliable service.

Chaya Preston, whose 71-year-old grandmother requires transportation to the Richmond/Rosenberg Dialysis Center, was pleased to hear that the plan focuses on the critical need for frequent and dependable service for disabled and elderly residents.

An expanded demand-response program is planned to help patients get to doctor appointments, like Preston's grandmother, who do not meet the financial criteria for free rides from Red Cross.

Two demand-response vehicles, funded by the Texas Department of Transportation and part of the plan, are scheduled to begin by Nov. 1.

Alice Silvas, a volunteer in the social services ministry at St. John Fisher Catholic Church in Richmond, helps elderly and disabled residents. For example, Silvas helps 23-year-old Maria Garza, who was born with deformed legs.

Garza receives monthly treatments at the University of Texas Medical Branch in Galveston to cosmetically conceal the scars and metal rods doctors implanted in her legs to lengthen them.

While she qualifies for transportation services under Medicaid, Garza is experiencing difficulty connecting with a Medicaid-service provider.

"They didn't return calls, and when we finally reached them, they said there was no way to meet the required pickup time to get Maria to her 1 p.m. appointment," Silvas said.

"This is one example of the problems we are facing every day in the county and why coordinating services with other social service providers is critical," said Precinct 4 County Commissioner James Patterson.

Coordinating existing services would enable the county to take advantage of underutilized resources and to fulfill the demand for transportation among the disabled, Patterson said.

In November, the Houston-Galveston Area Council is expected to adopt the plan, which is the county's transit strategy through 2020.

"We are looking at ways to add services, like new park and rides and demand response-type transportation, to keep pace with rapid residential and commercial growth while better using the current patchwork of providers and amenities," said Rick Beverlin, the senior associate for project development and management with the Goodman Corp., the firm coordinating the project.

Plan goals include looking at what transit services are offered and how they could be improved and expanded and identify possible sources of funding.

The proposal is attempting to address the needs of the county, whose population of nearly 500,000 is projected to double over the next 20 years, and includes urban and rural and high- and low-income segments.

### **Proposed services**

Proposed new services include countywide demand response, expanded park-and-rides and local and connector services. Fixed-route service would be planned only in areas where population density supports it.

"This is the first step toward improving mobility within the county and creating a seamless operation of county-to-county services," Beverlin said.

The county will continue operating vans for social services clients, existing park-and-rides and TREK, which is a pilot shuttle program that takes clients to Uptown/Galleria areas and Greenway Plaza.

### **Identifying funding sources**

Planners are looking for funds to maintain and expand existing sources, as well as for new projects.

Timelines assigned to projects would range from 2004-10 and 2011-15 to 2016-20.

In 2004, the county anticipates contributing \$585,000 in capital and operating costs to support the plan. Another \$1.077 million is expected from a variety of state and federal sources, including Federal Transit Administration grants, to equal a total of \$1.662 million in services.

In 2005, the county's burden drops to \$502,000 allowing the county to spend less but purchase more services because of the mixture and eligibility of available funding.

The county plans to seek Texas Department of Transportation designation as a rural transit district to qualify for federal rural transit funds and also expects an increased allocation of funds under the transit administration's urbanized program, which pays for Greater Houston area services.

The county also is examining the feasibility of creating a coordinated countywide transit authority.

The Houston Urbanized Area covers the more densely populated eastern third of the county, and the new authority would bring all the service providers together under one jurisdiction.

Ann Werlein, executive assistant to County Judge Bob Hebert, said the county could receive a greater allocation of urban and rural district funding under the proposed authority, but the decision to approve it rests with commissioners.

The \$150,000 study was funded by the Texas Department of Transportation.

More information is available on the project Web site at [www.fortbendtransit.com](http://www.fortbendtransit.com).

### **TRANSIT PLAN**

Residents from throughout Fort Bend County who attended a series of 10 workshops held for the public listed the following priorities regarding the Fort Bend Draft Transit: improved access to the Texas Medical Center, regional and commercial airports and major employment centers.

**Mid-October** — Fort Bend County Commissioners Court will review and approve. **November** — Houston Galveston Area Council is expected to review and adopt the proposal as part of the regional planning process

***Exhibit C - Methods and Tasks Template for Conducting Public Meetings***

**Template for Public Meeting Preparation**

<i>Task</i>	<i>Responsible Party</i>	<i>Due Date</i>	<i>Completion Date</i>	<i>Comments</i>
Determine date & availability of location				
Prepare agenda				
Arrange for speakers				
Identify target audience				
Prepare and distribute invitations				
Notify appropriate elected officials (offer in-person briefings)				
Follow-up invitations with flyers &/or selected telephone calls				
Prepare media/press releases				
Prepare meeting presentation				
Prepare meeting handouts/sign-in sheets				
Arrange for staff to be present at the meeting				
Arrange for all equipment & room set-up				
Ensure staff for room breakdown & clean-up				
Arrange for meeting feedback & follow-up tasks				



# A

ppendices

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**TRANSPORTATION CODE**  
**CHAPTER 460**  
**COORDINATED COUNTY TRANSPORTATION**  
**AUTHORITIES**

**SUBCHAPTER A. GENERAL PROVISIONS**

**§ 460.001. DEFINITIONS.** In this chapter:

- (a) “Authority” means a coordinated county transportation authority created under this chapter.
- (b) “Balance of the county” means that part of the county that is outside the boundaries of a municipality with a population of 12,000 or more.
- (c) “Board of directors” means the governing body of the authority.
- (d) “Service plan” means an outline of the service that would be provided by an authority.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

Amended by Acts 2003, 78<sup>th</sup> Legislature, Ch. 306, § 1, eff. Sept. 1, 2003.

**§ 460.002. APPLICABILITY.** This chapter applies only to a county that is adjacent to a county with a population of more than one million.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.003. INELIGIBILITY OF CERTAIN MUNICIPALITIES.**

- (a) A municipality that is a member of a subregion of a transportation authority governed by a board described in Subchapter O, Chapter 452, is not eligible to join or become a member of an authority created under this chapter unless:
  - (1) the municipality holds a withdrawal election in accordance with the requirements of Section 452.655 and a majority of the voters at the election approve the withdrawal;
  - (2) the municipality has paid in full all amounts that it is required to pay under Sections 452.659 and 452.660; and
  - (3) the comptroller has ceased under Section 452.658 to collect sales and use taxes within the municipality that were levied and collected in the municipality for purposes of the authority from which the municipality has withdrawn.
- (b) A municipality that is not eligible under this section for membership in an authority created under this chapter may not be added to or join an authority under Section 460.302 or 460.303 until the municipality meets the requirements of this section.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.004. REFERENCE.** A reference in this chapter to the executive committee means the board of directors.

Added by Acts 2003, 78<sup>th</sup> Legislature, Ch. 306, § 2, eff. Sept. 1, 2003.

**SUBCHAPTER B. CREATION OF AUTHORITY**

**§ 460.051. CREATION OF AUTHORITY.**

- (a) The commissioners court of a county may initiate the process to create an authority to provide public transportation and transportation-related services:
  - (1) on adoption of a resolution or order initiating the process to create an authority; or
  - (2) on receipt of a petition requesting creation of an authority signed by a number of registered voters of the county equal to or greater than five percent of the votes cast in the county in the most recent gubernatorial election.
- (b) If a petition described by Subsection (a)(2) is received by the commissioners court, the petition shall be verified by the county clerk, consistent with Chapter 277, Election Code, and returned to the commissioners court with a finding of verification.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.052. HEARING.**

- (a) The commissioners court shall hold a public hearing on creation of an authority not later than the 60<sup>th</sup> day after the date the commissioners court:
  - (1) receives a petition described by Section 460.051(a)(2); or
  - (2) adopts a resolution or order to initiate the process to create an authority.
- (b) Notice of the time and place of the public hearing on the creation of the authority shall be published, beginning at least 30 days before the date of the hearing, once a week for two consecutive weeks in a newspaper of general circulation in the county.
- (c) Each municipality in the county with a population of 12,000 or more shall be notified of the public hearing by notice mailed to the governing body of the municipality.
- (d) Any person may appear at a hearing and offer evidence on:
  - (1) creation of the authority;
  - (2) operation of the county transportation system;
  - (3) public interest served in the creation of the authority; or
  - (4) other facts relating to the creation of the authority.
- (e) A hearing may be continued until completed.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.053. RESOLUTION OR ORDER.** After the hearing, the Commissioners Court may adopt a resolution or order:

- (a) designating the name of the authority;
- (b) stating that all land within the county shall be part of the authority; and
- (c) stating that the territory described in Subdivision (2) is subject to the authority based on the results of the confirmation election.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.054. MEMBERSHIP OF INTERIM EXECUTIVE COMMITTEE.**

- (a) After adopting a resolution or order under Section 460.053, the commissioners court and certain municipalities, as provided by this section, shall appoint an interim executive committee for the authority.
- (b) The interim executive committee is composed of:
  - (1) one member appointed by the governing body of each municipality with a population of 12,000 or more that is located in the county;
  - (2) three members appointed by the commissioners court, two of whom must reside in the unincorporated area of the county; and
  - (3) three members to be designated by the remaining municipalities with a population of more than 500 but less than 12,000 located in the county.
- (c) The members described by Subsection (b)(3) shall be designated as follows:
  - (1) each municipality with a population of more than 500 but less than 12,000 located in the county shall nominate one person using a nomination form sent to the governing body of the municipality by mail;
  - (2) the county judge shall add the names on the nomination forms that are received before the 31st day after the date of the mailing of the nomination forms;
  - (3) each municipality with a population of more than 500 but less than 12,000 located in the county is entitled to cast one vote;
  - (4) only ballots returned to the county judge on or before a predetermined date shall be counted;
  - (5) the county judge shall designate the three persons with the highest plurality vote as members of the executive committee; and
  - (6) if three members are not designated by this process, the county judge shall name the balance of the members of the interim executive committee described by Subsection (b)(3).

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.055. DUTIES OF INTERIM EXECUTIVE COMMITTEE.**

- (a) The interim executive committee shall elect three of its members to serve as the chair, vice chair, and secretary.

- (b) The interim executive committee shall develop a service plan and determine a proposed tax not later than the 180th day after the date of the interim executive committee's first meeting.
- (c) The interim executive committee shall hold at least one regular meeting a month for the purpose of developing a service plan and determining a proposed tax rate.
- (d) The interim executive committee shall consider the following in developing the service plan:
  - (1) the regional transportation plan for the county and major thoroughfare plan;
  - (2) actual and projected traffic counts of private passenger vehicles and projected destinations of the vehicles;
  - (3) feasible alternative modes of public transportation, including:
    - (i) fixed-guideway system;
    - (ii) passenger commercial carriers;
    - (iii) dedicated thoroughfare lanes;
    - (iv) fixed-skyway rail;
    - (v) high-occupancy toll lanes;
    - (vi) traffic management systems; and
    - (vii) bus transit and associated lanes;
  - (4) most efficient location of collection points and transfer points;
  - (5) alternative routes linking access and discharge points;
  - (6) alternative alignments using least populous areas if right-of-way acquisition will be required for a transit route;
  - (7) estimates of capital expenditures for a functional public transportation system;
  - (8) various forms of public transportation consistent with use of transit routes, including for each form a determination of:
    - (i) cost per passenger per mile;
    - (ii) capital expense of acquisition of the public transportation system;
    - (iii) costs associated with the acquisition, improvement, or modification of the transit way; and
    - (iv) maintenance and operating costs;
  - (9) administrative overhead costs separately from other costs;
  - (10) load factors based on surveys, interviews, and other reasonable quantification for the modes of transportation;
  - (11) fare structure for ridership of public transportation system by mode;

- (12) a comparison of revenue from all sources, including fares, fees, grants, and debt issuance, with estimated costs and expenses;
- (13) revenue minus expenses expressed numerically and a per rider factor for each trip or segment of a trip;
- (14) if the service plan contemplates joint use of other transit systems or transfer to them, estimated dates of access; and
- (15) segments of the service plan separately if:
  - (i) some segments are more profitable than others; or
  - (ii) some segments show a smaller deficit than others.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.056. APPROVAL OF SERVICE PLAN AND TAX RATE.**

- (a) On approval by the interim executive committee of the service plan and tax rate, a copy of the plan and tax rate shall be provided to the commissioners court and the governing body of each municipality with a population of 12,000 or more located in the county.
- (b) Notice of the interim executive committee's approval of the service plan and tax rate shall be published in a newspaper of general circulation in the county and mailed to all governing bodies of municipalities with a population of more than 500 located in the county.
- (c) Not later than the 60<sup>th</sup> day after the date the interim executive committee approves the service plan and tax rate, the governing body of a municipality with a population of 12,000 or more may approve by resolution or order the service plan and tax rate.
- (d) A municipality with a population of 12,000 or more located in the county that does not give its approval under Subsection (c) may not participate in the service plan or the confirmation election for the authority.
- (e) The commissioners court may not order a confirmation election in a municipality with a population of 12,000 or more in which the governing body of the municipality does not approve the service plan and tax rate.
- (f) The board of directors of a confirmed authority may by rule create a procedure by which a municipality described by Subsection (d) may become a participating member of an authority.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

Amended by Acts 2003, 78<sup>th</sup> Legislature, Ch. 306, § 4, eff. Sept. 1, 2003.

**§ 460.057. CONFIRMATION ELECTION.**

- (a) The interim executive committee shall notify the commissioners court of the need to call a confirmation election.

- (b) The commissioners court in ordering the confirmation election shall submit to the qualified voters in the county the following proposition:

"Shall the creation of (name of authority) be confirmed?"

- (c) In addition to other information required by law, the notice of the election must include:
  - (1) brief description of the service plan; and
  - (2) statement that an imposition of a tax to pay for the service plan must be approved by the voters at a subsequent election.
- (d) The election must be held on a uniform election date.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.058. CONDUCT OF ELECTION.**

- (a) A confirmation election shall be conducted so that the votes are separately tabulated and canvassed in order to show the results for:
  - (1) each municipality located in the county that passed a resolution or order approving the service plan and tax rate; and
  - (2) the qualified voters in the balance of the county.
- (b) The interim executive committee shall canvass the returns and declare the results of the election.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

- (a) A confirmation election shall be conducted so that the votes are separately tabulated and canvassed in order to show the results for:
  - (1) each municipality located in the county that passed a resolution or order approving the service plan and tax rate; and
  - (2) the qualified voters in the balance of the county.
- (b) The interim executive committee shall canvass the returns and declare the results of the election.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.059. RESULTS OF ELECTION.**

- (a) If a majority of votes received in the county favor the proposition, the authority is confirmed, except that the authority does not include a municipality with a population of 12,000 or more located in the county in which a majority of the votes did not favor the proposition.
- (b) The authority ceases unless one or more municipalities with a population of 12,000 or more votes in favor of the proposition.
- (c) If the authority is confirmed, the interim executive committee shall record the results in its minutes and adopt an order:

- (1) declaring that the creation of the authority is confirmed;
  - (2) stating the date of the election; and
  - (3) showing the number of votes cast for or against the proposition in each municipality that passed a resolution or order approving the service plan and tax rate and in the unincorporated area of the county.
- (d) On adoption of the order confirming the authority, the interim executive committee becomes the executive committee of the authority.
- (e) A certified copy of the order shall be filed with the Texas Department of Transportation and the comptroller of public accounts.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.060. FAILURE TO CONFIRM AUTHORITY.**

- (a) If the authority ceases, the interim executive committee shall record the results of the election in its minutes and adopt an order declaring that the authority is dissolved.
- (b) The county and each municipality that passed a resolution or order approving the service plan and tax rate shall share the expenses of the election proportionately based on the population of the areas in which the election was conducted.
- (c) An authority that has not been confirmed expires on the third anniversary of the effective date of the resolution or order initiating the process to create the authority.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**SUBCHAPTER C. POWERS OF AUTHORITY**

**§ 460.101. POWERS APPLICABLE TO CONFIRMED AUTHORITY.** This subchapter applies only to an authority that has been confirmed.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.102. NATURE OF AUTHORITY.**

- (a) An authority:
  - (1) is a governmental body and a corporate body;
  - (2) has perpetual succession; and
  - (3) exercises public and essential governmental functions.
- (b) An authority is a governmental unit under Chapter 101, Civil Practice and Remedies Code, and the operations of the authority are not proprietary functions for any purpose including the application of Chapter 101, Civil Practice and Remedies Code.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.103. GENERAL POWERS OF AUTHORITY.**

- (a) The authority has any power necessary or convenient to carry out this chapter or affect the purpose of this chapter.
- (b) An authority may sue and be sued. An authority may not be required to give security for costs in a suit brought or prosecuted by the authority and may not be required to post a supersedes or cost bond in an appeal of a judgment.
- (c) An authority may hold, use, sell, lease, dispose of, and acquire, by any means, property and licenses, patents, rights and other interests necessary, convenient, or useful to the exercise of any power under this chapter.
- (d) An authority may sell, lease, or dispose of in another manner:
  - (1) any right, interest, or property of the authority that is not necessary for the efficient operation and maintenance of public transportation; or
  - (2) at any time, surplus materials or other property that is not needed by the authority to carry out a power under this chapter.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.104. POWER TO CONTRACT; GRANTS AND LOANS.**

- (a) An authority may contract with any person.
- (b) An authority may accept a gift, grant, donation, or loan from any person.
- (c) An authority may enter into an agreement, including an interlocal agreement, with a transportation or transit entity, including a municipality, that is consistent with and beneficial to the service plan approved by the authority.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.105. OPERATION OF PUBLIC TRANSPORTATION SYSTEM.**

- (a) An authority may:
  - (1) acquire, construct, develop, plan, own, operate, and maintain a public transportation system in the territory of the authority, including the territory of a political subdivision or municipality partially located in the territory of the authority;
  - (2) contract with a municipality, county, or other political subdivision for the authority to provide public transportation services outside the authority;
  - (3) lease all or part of the public transportation to, or contract for the operation of all or a part of the public transportation system by, an operator; and
  - (4) contract with a political subdivision or governmental entity to provide public transportation services inside the authority consistent with rules and regulations established by the authority, including capital, maintenance, operation, and other costs specifically approved and audited by the authority.



- (b) An authority shall determine routes of the public transportation system or approve routes submitted to the authority.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.106. AUTHORIZATION OF TAX LEVY.**

- (a) An authority may call an authorization election for a tax levy associated with the service plan developed by the interim executive committee or a tax rate that has been modified by action of the executive committee at any time after the confirmation election that creates the authority.
- (b) The executive committee in ordering the authorization election shall submit to the qualified voters in the county located in an area participating in the authority the following proposition:
  - "Shall the (name of authority) levy of a proposed tax, not to exceed (rate), be authorized?"
- (c) An election authorizing a tax levy shall be conducted in the same manner as a confirmation election under Subchapter B.
- (d) A service plan may be implemented in an area of the county participating in the authority only if a majority of votes received favor the authorization of a tax levy by the authority.
- (e) An authority that does not authorize an initial tax levy at an authorization election expires on the second anniversary of the date the executive committee adopts an order declaring that the creation of the authority is confirmed.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.107. ACQUISITION OF PROPERTY.**

- (a) As necessary or useful in the construction, repair, maintenance, or operation of a public transportation system, an authority may use a public way, including an alley.
- (b) An authority may acquire by eminent domain any interest in real property, including a fee simple interest and the use of air or subsurface space, except the right of eminent domain may not be exercised:
  - (1) in a municipality without the approval of the proposed acquisition by the governing body of the municipality; or
  - (2) in an unincorporated area without the approval of the proposed acquisition by the commissioners court of the county in which the property to be condemned is located.
- (c) If an authority, through the exercise of eminent domain, makes any relocation necessary, the relocation costs shall be paid by the authority.
- (d) An eminent domain proceeding by an authority is initiated by the adoption by the executive committee of a resolution authorizing the exercise that:

- (1) describes the property to be condemned;
  - (2) declares the public necessity for the acquisition; and
  - (3) declares that the acquisition is necessary for the construction, extension, improvement, or development of the public transportation system.
- (e) A resolution adopted under this section and approved by the appropriate municipal governing body or commissioners court is conclusive evidence of the public necessity for the acquisition described in the resolution.
- (f) Chapter 21, Property Code, applies to an eminent domain proceeding by an authority.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.108. AGREEMENT WITH UTILITIES, CARRIERS.**

- (a) An authority may agree with any other public or private utility, communication system, common carrier, or transportation system for:
- (1) joint use of the property or fixtures of the agreeing entities; and
  - (2) establishment of through routes, joint fares, or transfers of passengers between the agreeing entities.
- (b) If the exercise of a power granted to an authority under this subchapter requires a public utility facility to be relocated, adjusted, raised, lowered, rerouted, or changed as to grade or construction, the authority shall take the required action at the authority's expense.
- (c) An authority may not impose an impact fee or assessment on the property, equipment, or facilities of a utility.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.109. FARES AND USE FEES.**

- (a) An authority shall impose reasonable and nondiscriminatory fares, tolls, charges, rents, and other forms of compensation for the use of the public transportation system. The fares and other forms of compensation shall be sufficient to produce revenue, together with tax revenue and grants received by the authority, in an amount adequate to:
- (1) pay annually the expenses necessary to operate and maintain the public transportation system;
  - (2) pay as due the principal of and interest on, and sinking fund or reserve fund payments agreed to be made with respect to, all bonds that are issued by the authority and payable in whole or part from the revenue; and
  - (3) fulfill the terms of any other agreement with the holders of bonds issued by the authority.
- (b) Fares for passenger transportation may be set according to a zone system or by any other classification system that the authority determines to be reasonable.

- (c) This section does not limit the state's power to regulate taxes imposed by an authority. The state agrees not to alter the power granted to an authority under this section to impose taxes, fares, tolls, charges, rents, and other compensation sufficient to pay obligations incurred by the authority.
- (d) The state agrees not to impair the rights and remedies of an authority bondholder, or a person acting on behalf of a bondholder, until the principal and interest on the bonds, the interest on unpaid installments of interest, costs, and expenses in connection with an action or proceeding by or on behalf of a bondholder are discharged.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.110. INSURANCE.**

- (a) An authority may insure, through purchased insurance policies, self-insurance programs, or both, the legal liability of the authority and of its contractors and subcontractors arising from the acquisition, construction, or operation of the programs and facilities of the authority for:
  - (1) personal or property damage; and
  - (2) officers' and employees' liability.
- (b) An authority may use contracts, rating plans, and risk management programs designed to encourage accident prevention.
- (c) In developing an insurance or self-insurance program, an authority may consider the peculiar hazards, indemnity standards, and past and prospective loss and expense experience of the authority and similar authorities and of its contractors and subcontractors.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.111. TAX EXEMPTION.** The property, revenue, and income of an authority are exempt from state and local taxes.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.112. MASS TRANSIT RAIL SYSTEM, EXEMPTION.**

- (a) An authority that constructs or operates or contracts with another entity to construct or operate a mass transit rail system is not subject to any state law regulating or governing the design, construction, or operation of a railroad, railway, street railway, streetcar, or interurban railway.
- (b) For purposes of ownership or transfer of ownership of an interest in real property, a light rail mass transit system line operating on property previously used by a railroad, railway, street railway, or interurban railway is a continuation of existing rail use.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**SUBCHAPTER D. PROVISIONS APPLICABLE TO EXECUTIVE COMMITTEE**

**§ 460.201. TERMS, VACANCY.**

- (a) Each member of the executive committee serves a term of two years.
- (b) A member of the board of directors may not serve more than three consecutive terms.
- (c) A vacancy on the executive committee is filled in the same manner as the original appointment to the interim executive committee.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

Amended by Acts 2003, 78<sup>th</sup> Legislature, Ch. 306, § 5, eff. Sept. 1, 2003.

**§ 460.202. ELIGIBILITY.** To be eligible for appointment to the executive committee, a person must have professional experience in the field of transportation, business, government, engineering, or law.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.203. CONFLICTS OF INTEREST.** Members of the executive committee and officers and employees of the authority are subject to Chapter 171, Local Government Code.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.204. MEETINGS.**

- (a) The executive committee shall meet at least monthly to transact the business of an authority.
- (b) The chair may call special meetings as necessary.
- (c) The executive committee by resolution shall:
  - (1) set the time, place, and date of regular meetings; and
  - (2) adopt rules and bylaws as necessary to conduct meetings.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.205. QUORUM; VOTING REQUIREMENTS.**

- (a) Five members constitute a quorum of the executive committee.
- (b) An action of the executive committee requires a vote of a majority of the members present unless the bylaws require a larger number for a specific action.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.206. RULES.** The board of directors may adopt rules relating to the creation of a vacancy on the board by the absence of a board member at the board meetings, staggering the terms of up to one-half of the board of directors, and providing for alternates.

Added by Acts 2003, 78<sup>th</sup> Legislature, Ch. 306, § 6, eff. Sept. 1, 2003

**SUBCHAPTER E. ADDITION OF TERRITORY**

**§ 460.301. ADDITION OF TERRITORY BY MUNICIPAL ANNEXATION.** When a municipality that is part of an authority annexes territory that before the annexation is not part of the authority, the annexed territory becomes part of the authority.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.302. ADDITION OF MUNICIPALITY BY ELECTION.**

- (a) The territory of a municipality that is not initially part of an authority may be added to an authority if:
  - (1) any part of the municipality is located in the territory of the authority;
  - (2) the governing body of the municipality orders an election under this section on whether the territory of the municipality should be added to the authority; and
  - (3) a majority of the votes received in the election favor the measure.
- (b) The governing body of the municipality shall certify to the executive committee the result of an election in which the addition is approved.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.303. JOINING AUTHORITY; CERTAIN AUTHORITIES.**

- (a) A municipality that has a population of more than 500,000 and that is located in a county with a population of more than one million may join a separate authority.
- (b) If a municipality described by Subsection (a) joins an authority created under this chapter and another separate authority is subsequently established in the county in which the municipality is located, the municipality may:
  - (1) remain in the authority that was created first;
  - (2) join the new authority in the county in which the municipality is located; or
  - (3) participate with both authorities.
- (c) A municipality that has requested, participated in, or received a benefit of capital improvements made by an authority shall on its transfer to a different authority or participation with more than one authority continue to honor reimbursement obligations resulting from the improvements.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.304. TAX IMPOSED IN ADDED TERRITORY.**

- (a) A sales and use tax imposed by an authority takes effect in territory added to the authority under this subchapter on the first day of the first calendar quarter that begins after the addition of the territory.
- (b) An authority shall send to the comptroller of public accounts:
  - (1) a certified copy of an order adding the territory or of an order canvassing the returns and declaring the results of the election; and
  - (2) a map showing the territory added to the authority.
- (c) The order must include the effective date of the tax.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**SUBCHAPTER F. MANAGEMENT OF AUTHORITY**

**§ 460.401. MANAGEMENT OF AUTHORITY.** The executive committee is responsible for the management, operation, and control of the authority and its properties.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.402. FINANCIAL AUDIT.**

- (a) The executive committee of an authority shall have an annual audit of the affairs of the authority prepared by an independent certified public accountant.
- (b) The audit is a public record as defined by Chapter 552, Government Code.
- (c) On receipt of the audit prescribed by Subsection (a), the executive committee shall address on the record any deficiencies noted in the report at a regular meeting of the executive committee.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.403. BUDGET.** The executive committee shall prepare an annual budget.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.404. FUNDING.**

- (a) An authority may request funds for its operation from a municipality, the commissioners court, or both a municipality and the commissioners court. The request shall be accompanied by a budget.
- (b) Funds appropriated to an authority are subject to audit.
- (c) Federal funds or grants may be used to offset the authority's annual cost of debt service.
- (d) An authority may accept gifts, grants, donations, receipts, or funds from any source to carry out its powers and duties under this chapter.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

Amended by Acts 2003, 78<sup>th</sup> Legislature, Ch. 306, § 7, eff. Sept. 1, 2003.

**§ 460.405. PROHIBITIONS.**

- (a) An employee, agent, or person receiving compensation from or on behalf of an authority may not attempt to affect the outcome of proposed legislation.
- (b) This section does not apply to:
  - (1) a contested administrative matter; or
  - (2) pending or reasonably anticipated litigation.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.406. PURCHASES: COMPETITIVE BIDDING.**

- (a) Except as provided by Subsection (c), an authority may not award a contract for construction, services, or property, other than real property, except through the solicitation of competitive sealed bids or proposals ensuring full and open competition.
- (b) The authority shall describe in a solicitation each factor to be used to evaluate a bid or proposal and give the factor's relative importance.
- (c) The executive committee may authorize the negotiation of a contract without competitive sealed bids or proposals if:
  - (1) aggregate amount involved in the contract is \$25,000 or less;
  - (2) contract is for construction for which not more than one bid or proposal is received;
  - (3) contract is for services or property for which there is only one source or for which it is otherwise impracticable to obtain competition;
  - (4) contract is to respond to an emergency for which the public exigency does not permit the delay incident to the competitive process;
  - (5) contract is for personal or professional services or services for which competitive bidding is precluded by law; or
  - (6) contract, without regard to form and which may include bonds, notes, loan agreements, or other obligations, is for the purpose of borrowing money or is a part of a transaction relating to the borrowing of money, including:
    - (i) a credit support agreement, such as a line or letter of credit or other debt guaranty;
    - (ii) a bond, note, debt sale or purchase, trustee, paying agent, remarketing agent, indexing agent, or similar agreement;
    - (iii) an agreement with a securities dealer, broker, or underwriter;and

- (iv) any other contract or agreement considered by the executive committee to be appropriate or necessary in support of the authority's financing activities.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**SUBCHAPTER G. BONDS AND NOTES**

**§ 460.501. DEFINITION.** In this subchapter, "bond" includes a note.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.502. POWER TO ISSUE BONDS.**

- (a) An authority may issue bonds at any time and for amounts the executive committee determines are appropriate.
- (b) The bonds may be issued as necessary for:
  - (1) the acquisition, construction, repair, improvement, or extension of an authority's public transportation system; or
  - (2) the creation or funding of self-insurance or retirement or pension fund reserves.
- (c) A bond issued by the authority may have a maturity of up to 30 years from the date of issuance.
- (d) A bond any portion of which is secured by a pledge of sales and use tax revenues and that has a maturity of five years or longer from the date of issuance may not be issued by an authority until an election has been held and the proposition proposing the issue has been approved by a majority of the votes received on the issue in accordance with the provisions established for the authorization of a tax levy under Subchapter C.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

Amended by Acts 2003, 78<sup>th</sup> Legislature, Ch. 306, § 8, eff. Sept. 1, 2003.

**§ 460.503. BOND TERMS.** The bonds of an authority are fully negotiable. An authority may make the bonds redeemable before maturity. The terms and conditions of authority bonds are subject to rules adopted by the board of directors.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

Amended by Acts 2003, 78<sup>th</sup> Legislature, Ch. 306, § 9, eff. Sept. 1, 2003.

**§ 460.504. SALE.** An authority's bonds may be sold at a public or private sale as determined by the executive committee to be the more financially beneficial.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.



**§ 460.505. INCONTESTABILITY.** An authority's bonds are incontestable after the bonds are:

- (a) approved by the attorney general;
- (b) registered by the comptroller of public accounts; and
- (c) sold to the purchaser.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.506. SECURITY PLEDGED.** To secure the payment of an authority's bonds, the authority may:

- (a) pledge all or part of revenue realized from any tax that is approved and levied;
- (b) pledge any part of the revenue of the public transportation system;
- (c) mortgage any part of the public transportation system; or
- (d) pledge government grants, contractual revenue, or lease revenue.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

Amended by Acts 2003, 78<sup>th</sup> Legislature, Ch. 306, § 10, eff. Sept. 1, 2003.

**§ 460.507. REFUNDING BONDS.** An authority may issue refunding bonds at any time.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

Amended by Acts 2003, 78<sup>th</sup> Legislature, Ch. 306, § 11, eff. Sept. 1, 2003.

**§ 460.508. NOTES.**

- (a) An authority may issue negotiable notes payable from any of the authority's sources of revenue to pay for any lawful expenditure, other than principal and interest on the authority's debt.
- (b) Notes issued by an authority shall be payable over a period not to exceed five years from the date of issuance.
- (c) The Texas Commission on Environmental Quality (TCEQ) is not required to approve notes issued under this section.
- (d) An authority may not have outstanding notes in excess of \$10 million at any one time.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

Amended by Acts 2003, 78<sup>th</sup> Legislature, Ch. 306, § 12, eff. Sept. 1, 2003.

**SUBCHAPTER H. TAXATION**

**§ 460.551. SALES AND USE TAX.**

- (a) The executive committee may impose for an authority a sales and use tax at the rate of:
  - (1) one-quarter of one percent;
  - (2) three-eighths of one percent;
  - (3) one-half of one percent;
  - (4) five-eighths of one percent;
  - (5) three-quarters of one percent;
  - (6) seven-eighths of one percent; or
  - (7) one percent.
- (b) The imposition of an authority's sales and use tax must be approved at an election and may not be imposed in an area that has not confirmed the authority.
- (c) A sales and use tax may be imposed, as prescribed by this section, by a municipality that participates in a transportation or transit authority other than an authority created under this chapter if:
  - (1) the combined rates of all sales and use taxes imposed in the municipality does not exceed two percent; and
  - (2) the ballot of the authorization vote for the sales and use tax reads:

"(Name of city) already imposes a sales and use tax for participation in the transportation authority. The proposed sales and use tax is solely for the benefit of, and will be dedicated to, the county transportation authority."
- (d) The authority shall impose a sales and use tax at a minimum uniform rate as determined by the executive committee if the tax is approved at an election in an area that has confirmed the authority.
- (e) A municipality with a population of 12,000 or more that has confirmed the authority may impose a sales and use tax at a rate higher than the minimum uniform rate established under Subsection (d) on approval at an election if the authority will provide the municipality a higher level of service.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

Amended by Acts 2003, 78<sup>th</sup> Legislature, Ch. 306, § 3, eff. Sept. 1, 2003.

**§ 460.552. MAXIMUM TAX RATE IN AUTHORITY AREA.**

- (a) An authority may not adopt a sales and use tax rate, including a rate increase, that when combined with the rates of all sales and use taxes imposed by other political subdivisions having territory in the authority exceeds two percent in any location in the authority.
- (b) An increase in the tax rate to a higher rate must be approved by a majority of the voters at a confirmation election.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.553. INITIAL SALES TAX: EFFECTIVE DATE.** The adoption of a sales and use tax takes effect on the first day of the first calendar quarter after the confirmation election.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

**§ 460.554. RATE DECREASE.** The executive committee by order may direct the comptroller of public accounts to collect the authority's sales and use tax at a rate that is lower than the rate approved by the voters at the confirmation hearing if the executive committee determines that it is in the best interest of the authority.

Added by Acts 2001, 77<sup>th</sup> Legislature, Ch. 1186, § 1, eff. Sept. 1, 2001.

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**PROJECT WEBSITE, [www.fortbendtransit.net](http://www.fortbendtransit.net)**

**Background**

In an effort to provide comprehensive project development and public outreach, the Project Team initiated work on the development of a website to support up-to-date project activities, including announcements for public meetings, summaries of meeting topics, general information on existing transit services within the county, the project schedule, etc. The website, **[www.fortbendtransit.com](http://www.fortbendtransit.com)**, will also provide Fort Bend County with an on-line presence once the planning process is complete. The website currently includes useful transit service contact and scheduling information that can be accessed by citizens, elected officials, and agency representatives. It is anticipated that the website will play an integral role in future public outreach efforts for some time to come.

**Chronology of Development**

The following is a brief chronology of the development of the **[www.fortbendtransit.com](http://www.fortbendtransit.com)** webpage.

**October 2003** - Development began on [www.fortbendtransit.com](http://www.fortbendtransit.com). Staff discussed a potential list of categories that the web content could be organized under. A design template was developed using Photoshop™ and Frontpage™. A series of brainstorming sessions on the outline of the site followed.

**November 2003** - After finalizing the format of the webpage, staff began working on populating the text on separate webpages. A design firm, Rio Design of San Antonio, was commissioned to design a logo for the site. Over the course of the next few months, the group worked together choosing a logo and revising and editing content for [fortbendtransit.com](http://fortbendtransit.com).

**March 2004** - The Project Team met to develop an online survey for the website. The survey collected data on Fort Bend County residents' work travel habits. The Project Team created different surveys for the different companies and focused on an order to keep the data separated. Survey results were automatically tabulated in an Excel™ spreadsheet.

**May 2004** - Surveys were concluded and results were tabulated electronically. At this point site is purely informational.

**Future Transfer of [www.fortbendtransit.com](http://www.fortbendtransit.com) to Fort Bend County**

*Domain Name* - [fortbendtransit.com](http://fortbendtransit.com) is currently owned by The Goodman Corporation. The new owner will have to create an account at [directnic.com](http://directnic.com) and initiate transfer of the domain (see online document: [http://www.directnic.com/help/faq/index.php?question\\_id=20](http://www.directnic.com/help/faq/index.php?question_id=20) ). There will be minimal charges associated with this transfer.

## ***APPENDIX B***

*Hosting* - Fort Bend County will have to provide web hosting for the site after the domain name has been transferred. The contents of the site can be emailed to the county's web master once new web hosting has been set up by Fort Bend County.

### **Recommendations**

The Project Team recommends that Fort Bend County take an active role in updating the project website by verifying scheduling and contact information from time to time, ensuring that all web links remain active, and reaffirming that the webpage is linked to Fort Bend County's main webpage, as well as other relevant webpages, including, but not limited to, H-GAC, TxDOT, Houston METRO, Connect Transportation, TREK Express, etc.

### **The Project Website**

The project website, **[www.fortbendtransit.com](http://www.fortbendtransit.com)** is included on the following pages.