

ENVISION THE CHOICES

Fort Bend County Long-Range Transit Plan

FORT BEND COUNTY LONG RANGE TRANSIT PLAN

Commissioners Court

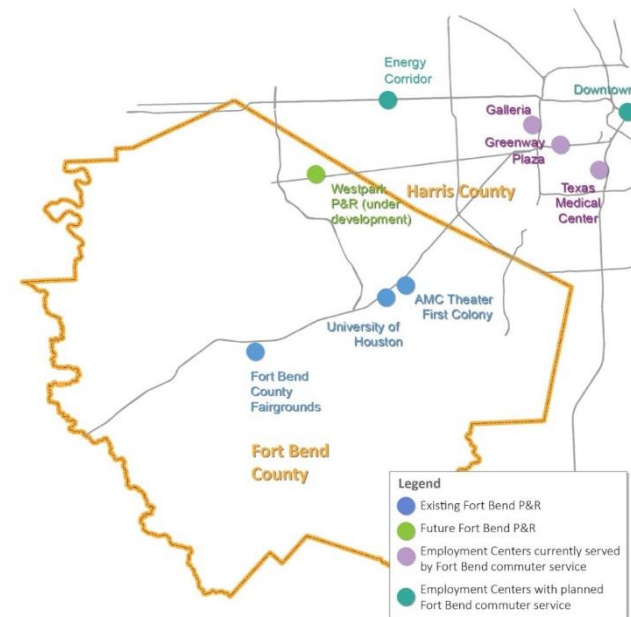
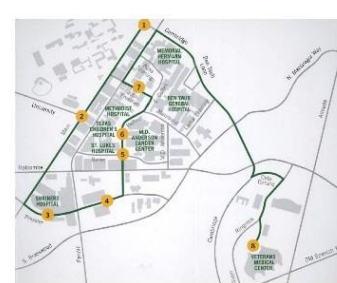
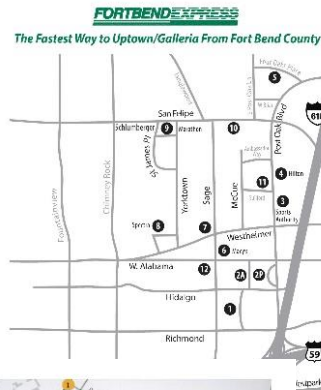
December 12, 2017

TODAY'S OBJECTIVES

- Overarching strategies
- Draft project recommendations
- Long term vision
- Financial plan
- Next steps

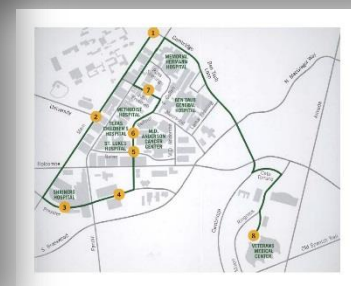
LONG RANGE PLAN STRATEGIES

- **Communicate** and market transit services offered by Fort Bend Transit
- **Optimize** and improve the quality of existing service
- **Grow** and expand opportunity for new service



CHALLENGES & OPPORTUNITIES – “COMMUNICATE”

- Many county residents are unaware that Fort Bend provides transit services
- There is a lack of signage and wayfinding for existing park and ride facilities
- Fort Bend Transit website is difficult to navigate for first time users
- Route maps and schedules are inconsistently displayed
- Branding and messaging on buses are inconsistent



make mobility matter.

CHALLENGES & OPPORTUNITIES – “OPTIMIZE”

- Demand response service is over capacity
- Richmond/Rosenberg service is underperforming
- There is a lack of passenger amenities at bus stops
- Commuter service routes can be overly complicated and time-consuming
- METRO and UH Sugar Land currently provide bus services to Harris County

160

Demand Response Trip
Requests Denied per Day

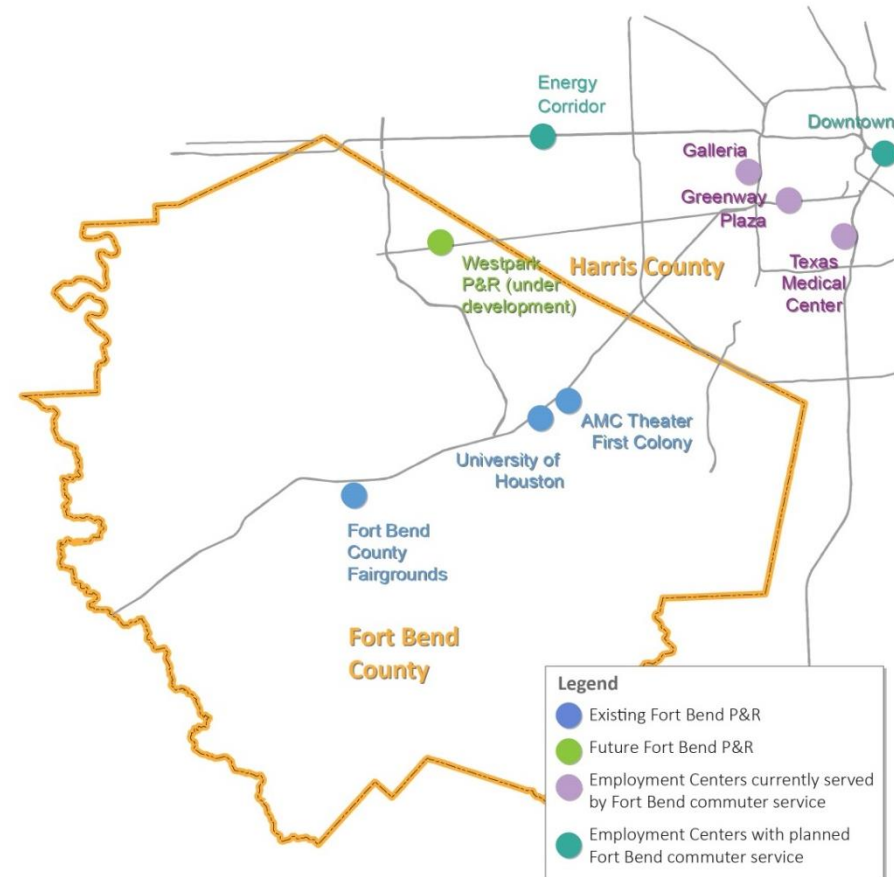
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Boarding on
Richmond/Rosenberg
Service per Revenue Hour



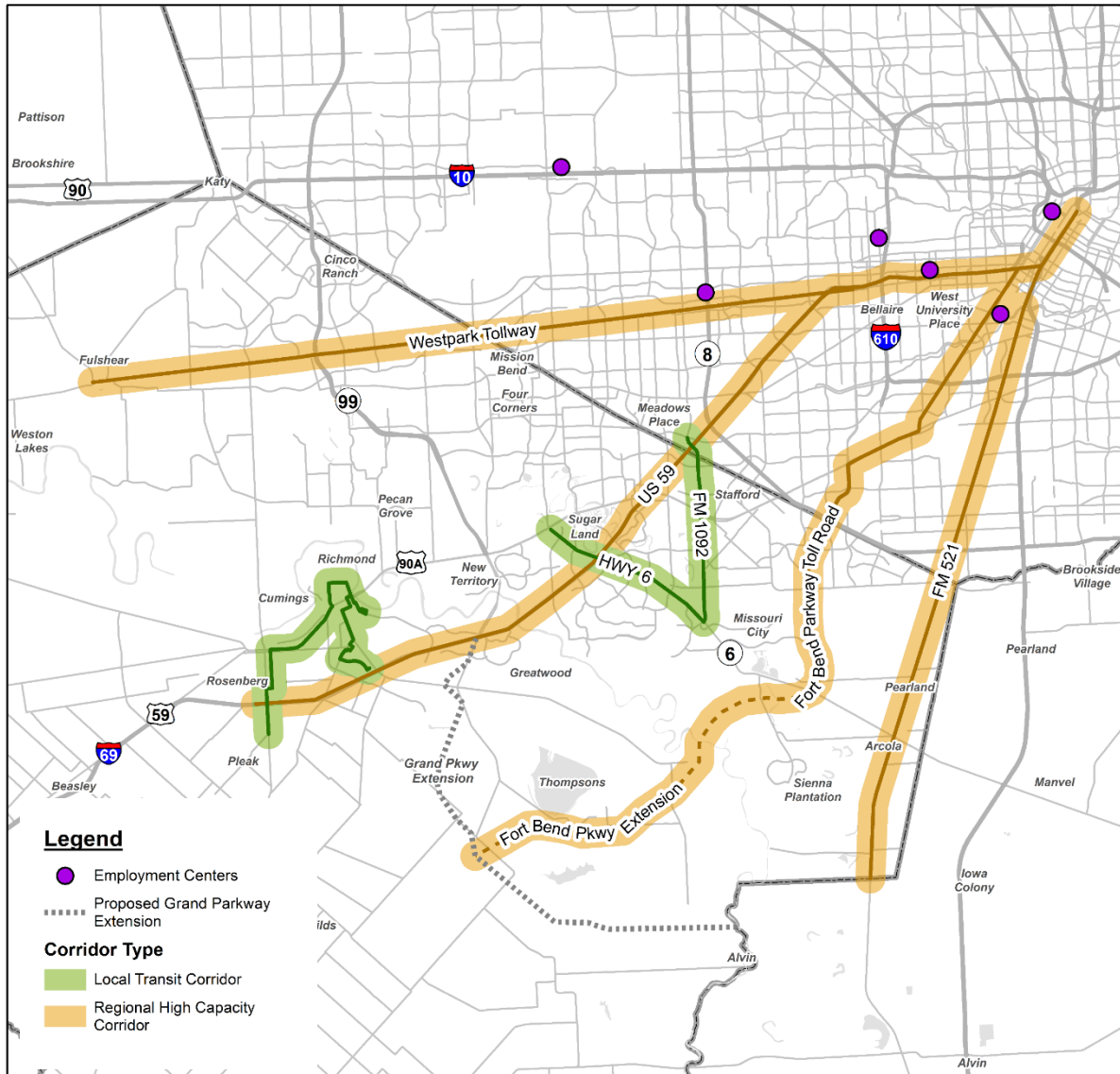
CHALLENGES & OPPORTUNITIES – “GROW”

- Commuter service ridership on the rise but demand exists for new service to job centers in Harris County.
- There is a strong desire for access to major retail destinations in Sugar Land and Missouri City.
- Fort Bend is reaching critical mass for higher capacity transit.
- Rural areas in the county are currently underserved but also the fastest growing.



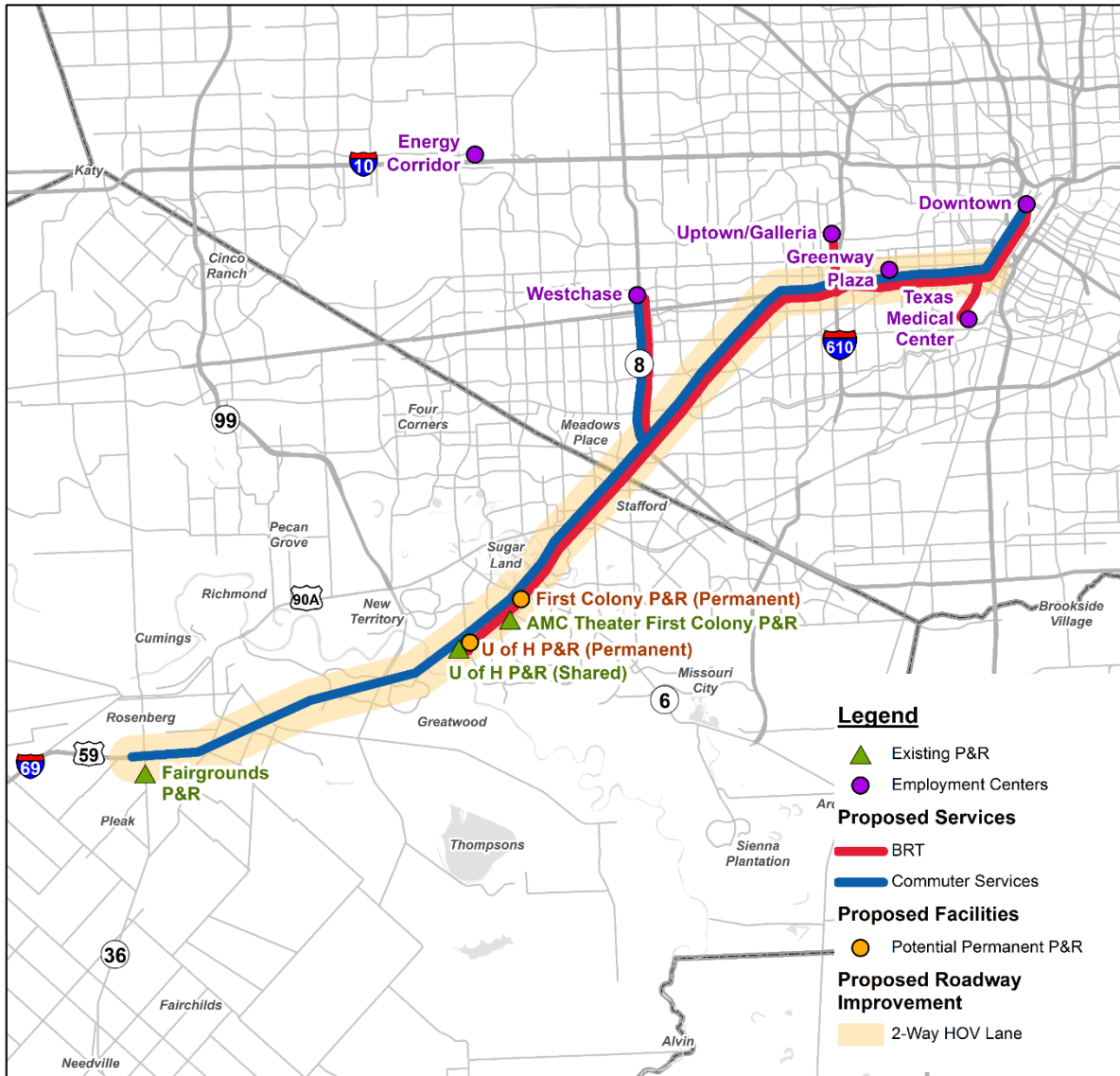
	DEMAND RESPONSE	LOCAL FIXED ROUTE	COMMUTER	SYSTEM-WIDE
COMMUNICATE		<ul style="list-style-type: none"> • Signage & wayfinding 	<ul style="list-style-type: none"> • Signage & wayfinding • Targeted employer outreach 	<ul style="list-style-type: none"> • New website • System maps • Branding strategy & Education campaign • How-to-ride videos/DR program
OPTIMIZE	<ul style="list-style-type: none"> • Scheduling • Service overlap – Coordinate demand response & fixed route 	<ul style="list-style-type: none"> • Service overlap – Coordinate demand response & fixed route • Route design • Stop amenities 	<ul style="list-style-type: none"> • Scheduling • Route design – focus on travel time • Reverse commute opportunities • Stop amenities • Coordinate with METRO to reduce redundant service 	<ul style="list-style-type: none"> • Fleet strategy • Purchasing & maintenance • Partnership with external organizations
GROW		<ul style="list-style-type: none"> • Expand Rich/Rosenberg route to Sugar Land • New services along SH 6 & FM 1092 	<ul style="list-style-type: none"> • New commuter service to Downtown, Energy Corridor, Westchase • Permanent P&R locations in in Sugar Land, Missouri City, Fulshear • High capacity transit service: US 59, Westpark, Fort Bend Pkwy/FM 521 	<ul style="list-style-type: none"> • Fleet strategy • Partnership with external organizations, local entities • Adopt fare policy

FORT BEND COUNTY TRANSIT CORRIDORS



- Regional High Capacity Transit Corridors & Local Transit Corridors
- Phased recommendations
- Consistent with other regional planning efforts

US 59 CORRIDOR



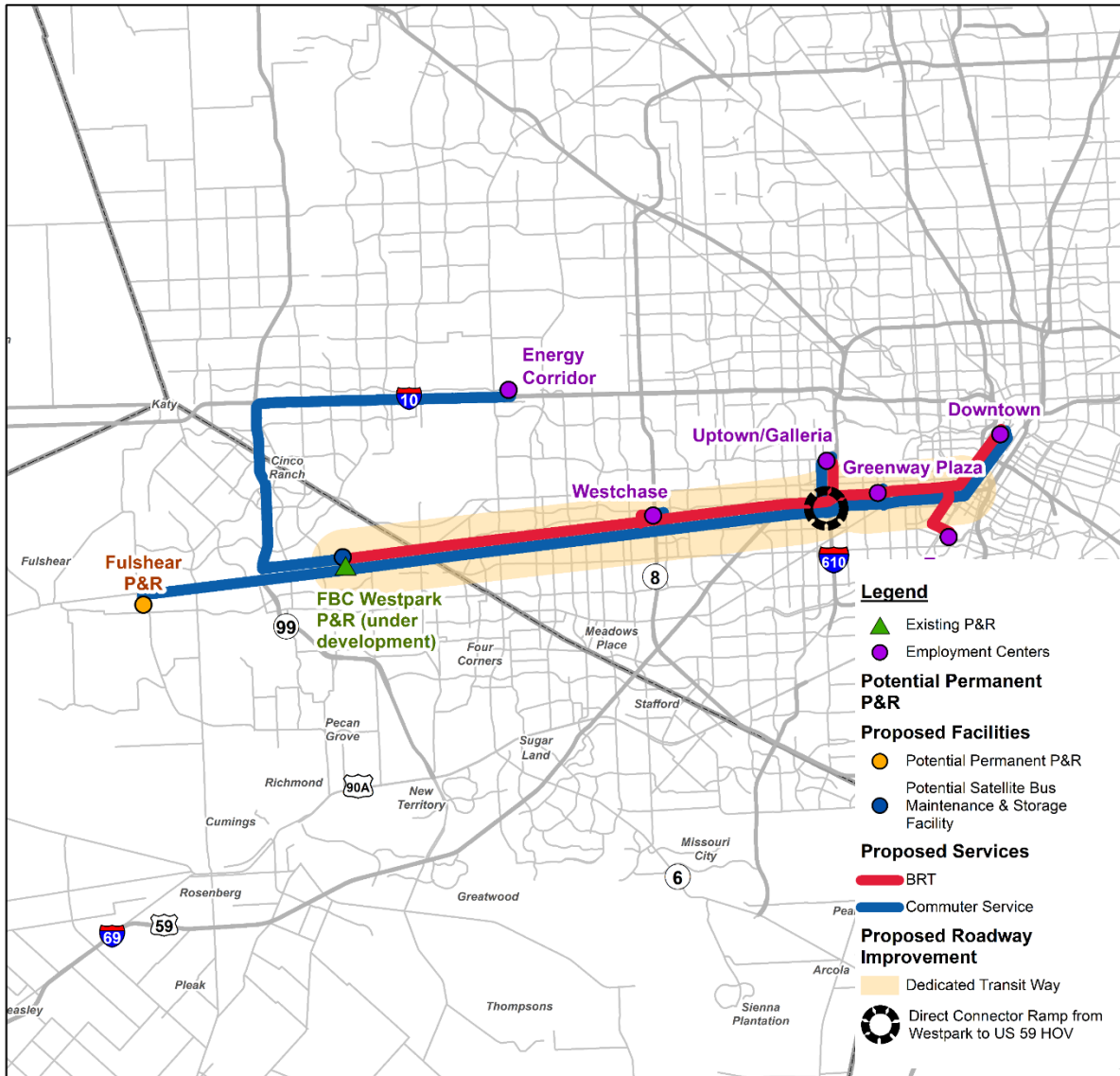
Proposed Services

- Short/medium term: New commuter buses to Downtown Houston & Westchase
- Long term vision: All-day frequent service to all major activity centers
- Permanent P&R in Sugar Land

Other Considerations

- US 59 2-way HOV lanes

WESTPARK CORRIDOR



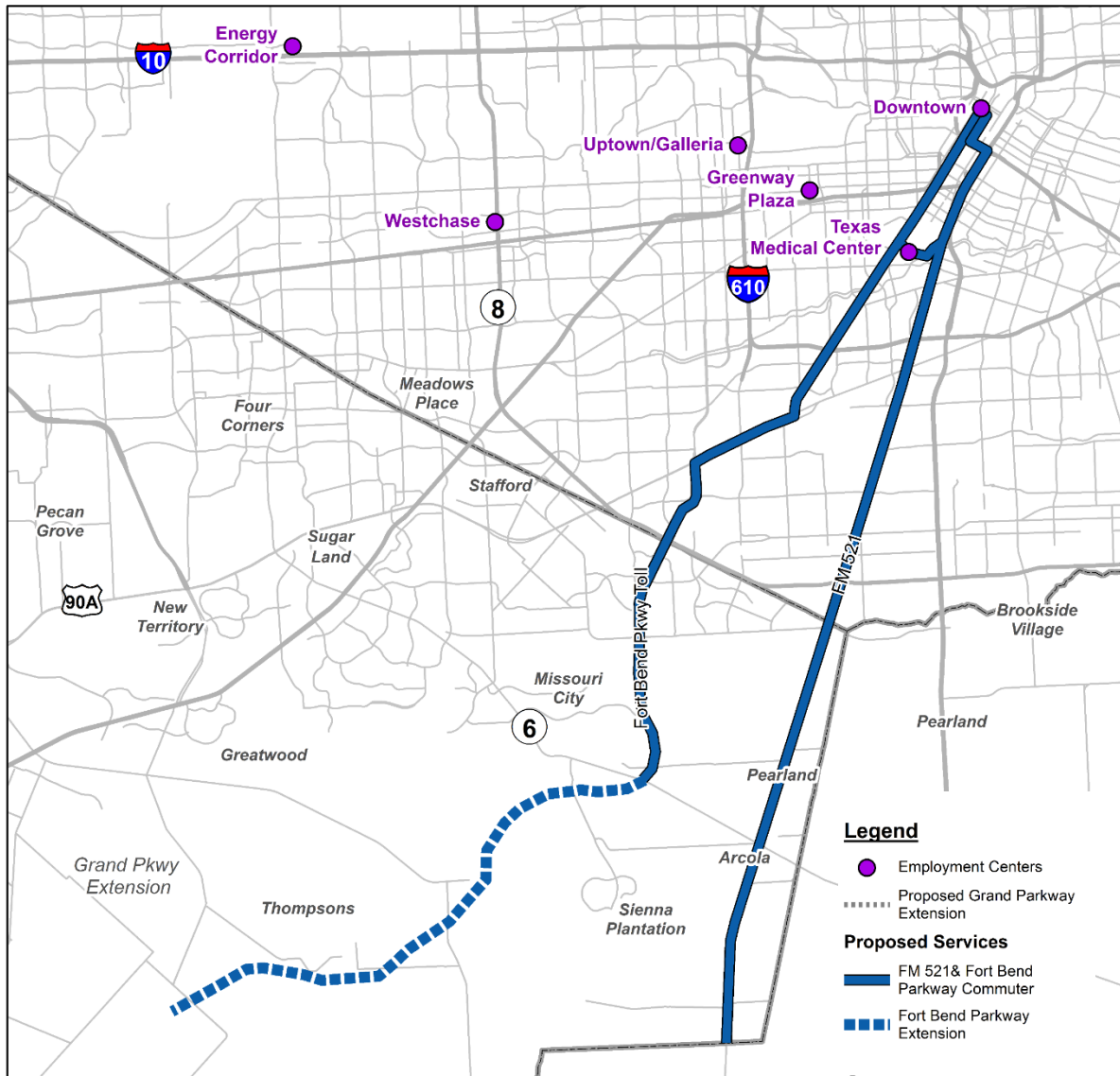
Proposed Services

- Short/medium term: New commuter buses Energy Corridor, Westchase, Uptown & Greenway Plaza
- Long term vision: All-day frequent service to all major activity centers
- New P&R in Fulshear

Other Considerations

- METRO Westpark ROW
- Lack of direct connector ramps to US 59 HOV

FORT BEND PKWY/FM 521 CORRIDOR



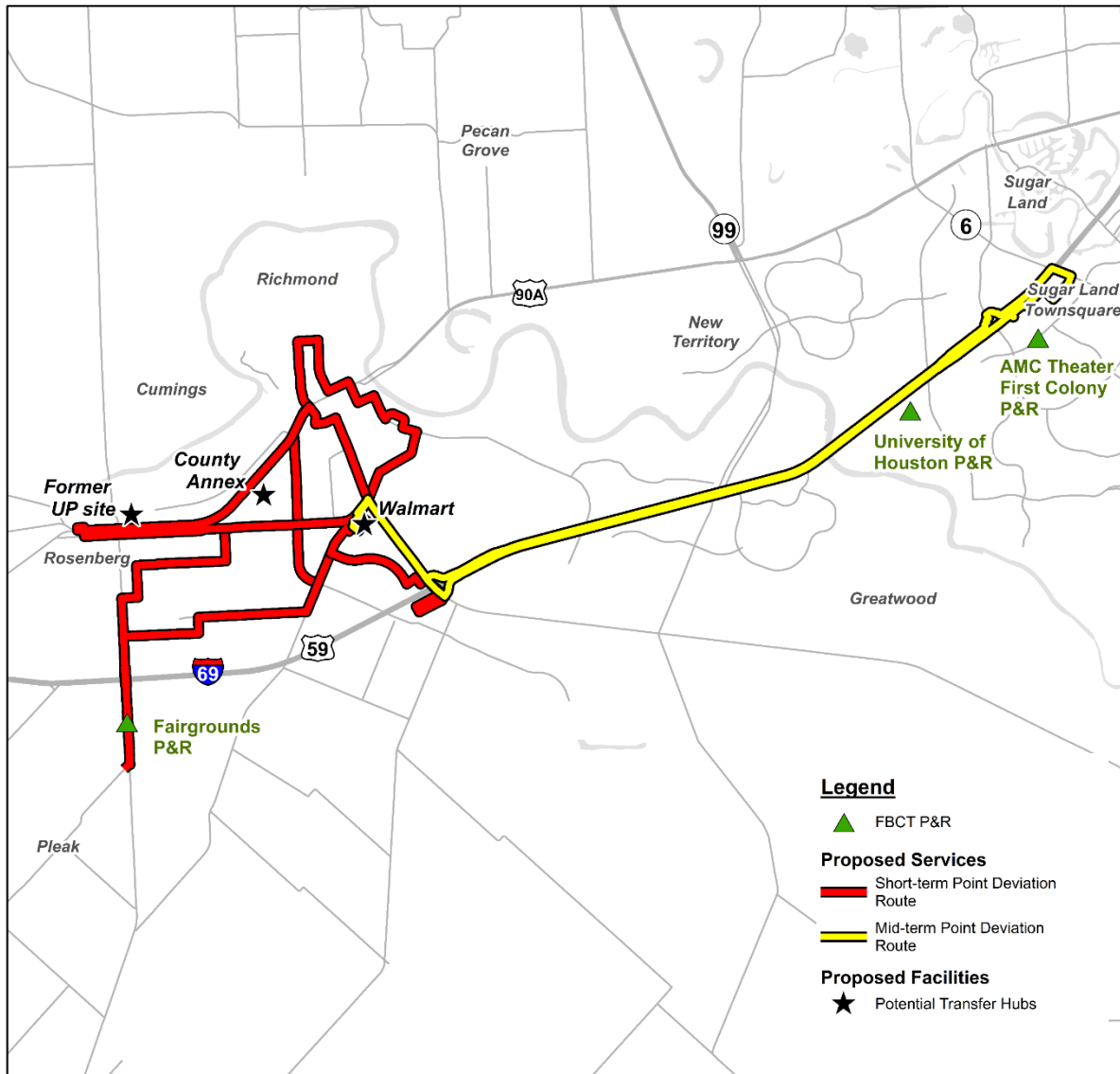
Proposed Services

- Long term vision: Commuter bus service to TMC & Downtown
- Permanent P&R south of Missouri City

Other Considerations

- Fort Bend Pkwy Extension to Grand Pkwy
- Travel times on FM 521

RICHMOND/ROSENBERG SERVICE



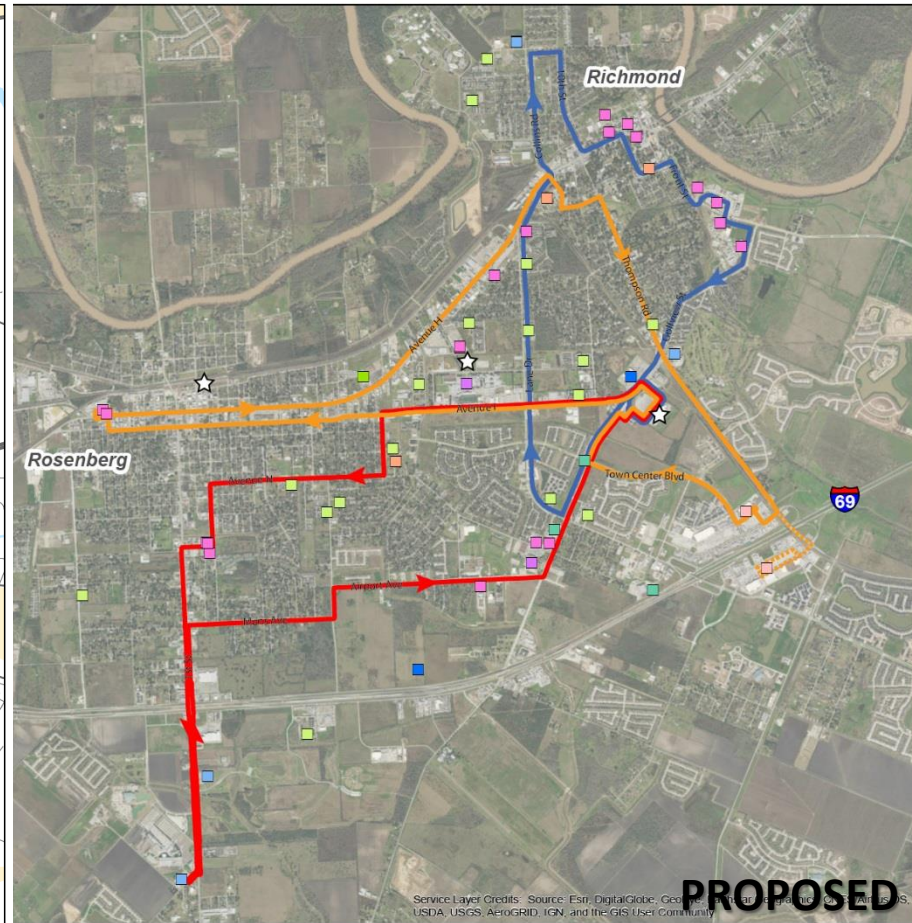
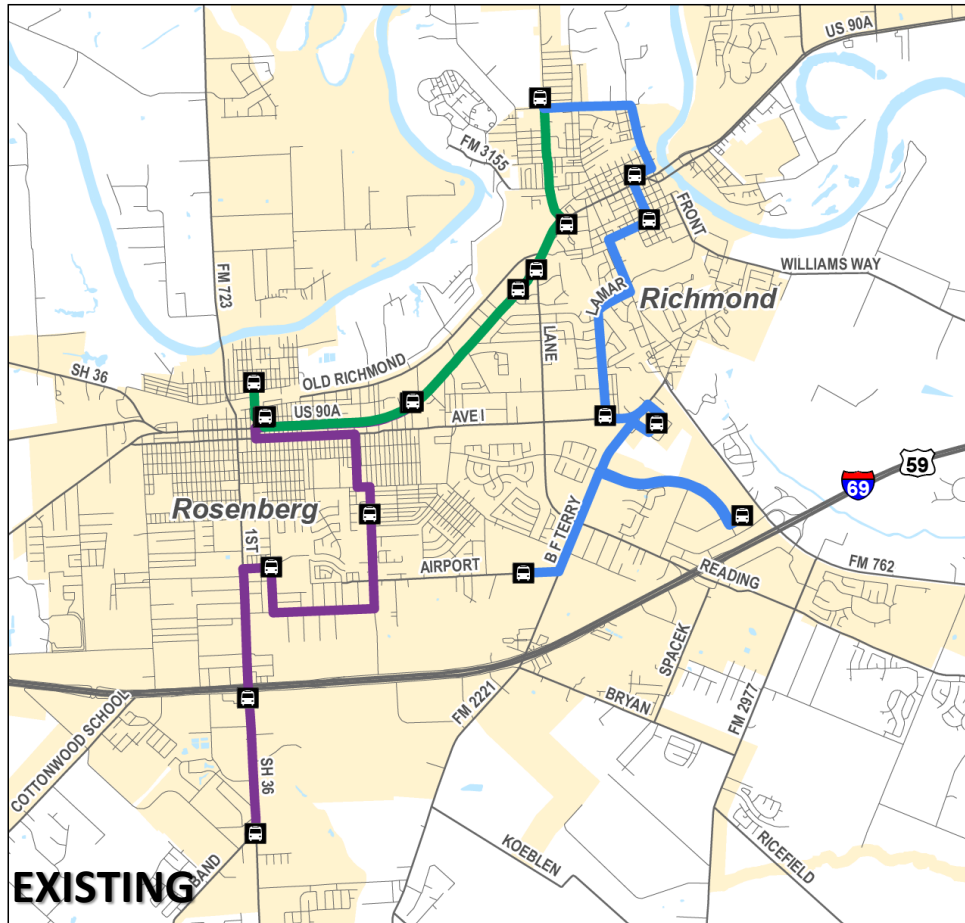
Proposed Services

- Short term: Redesign to operate on a pulse basis at a single transfer point
- Medium term: New route to Sugar Land Town Square

Other Considerations

- Challenges in implementing point deviation service to Sugar Land

EXISTING VS. PROPOSED RICHMOND/ROSENBERG ROUTES



SH 6 and FM 1092

Transit Opportunities and Challenges

SH 6

- Highly developed commercial corridor
- Connections to all major east-west regional highways
- High speed roadway with up to 9 travel lanes at major intersections
- Most destinations feature large setbacks from the road

FM 1092

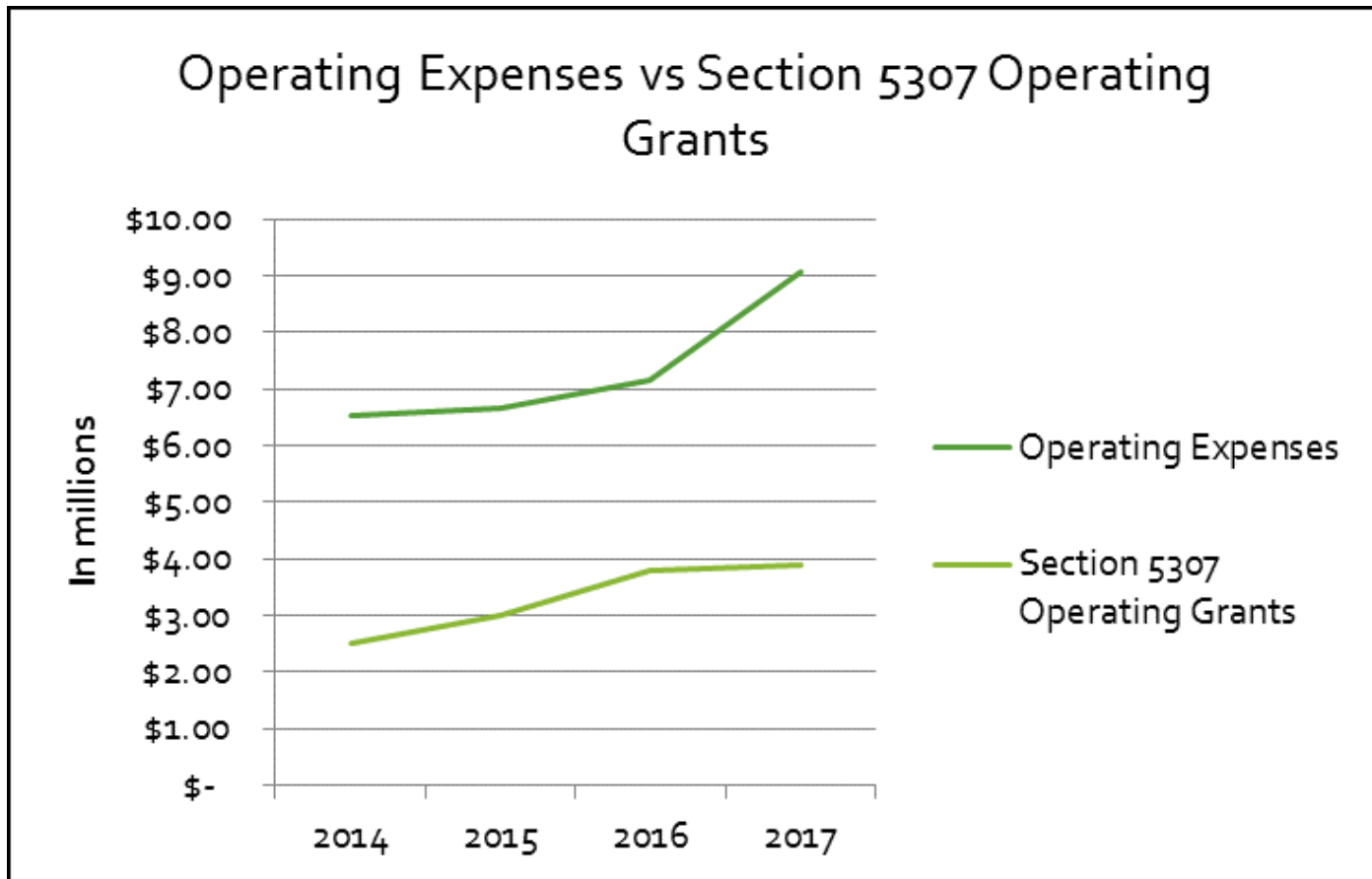
- Bookended by two major destinations
- High population density
- Large industrial developments
- Major destinations located along side streets

Further study is recommended to identify appropriate transit strategies in these corridors

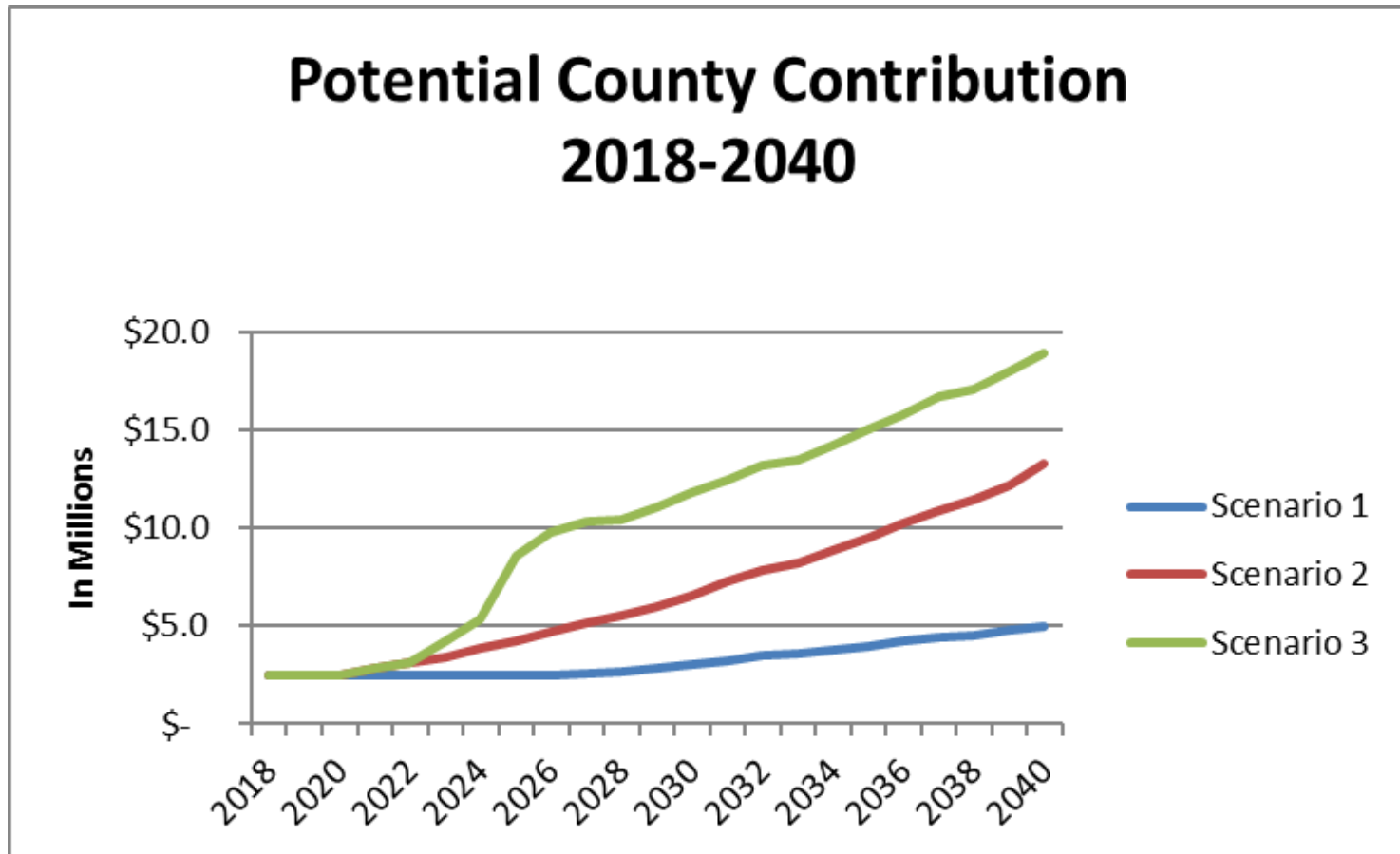
FINANCIAL ANALYSIS

- Purpose of analysis:
 - To understand FBCT's financial capacity for the continuation of current services and for implementing new services
- Analysis based on:
 - FBCT's last four years of revenue and expenditures (2014 – 2017)
 - Historical County budget data (1996-2016)
 - Trends in federal funding for transit

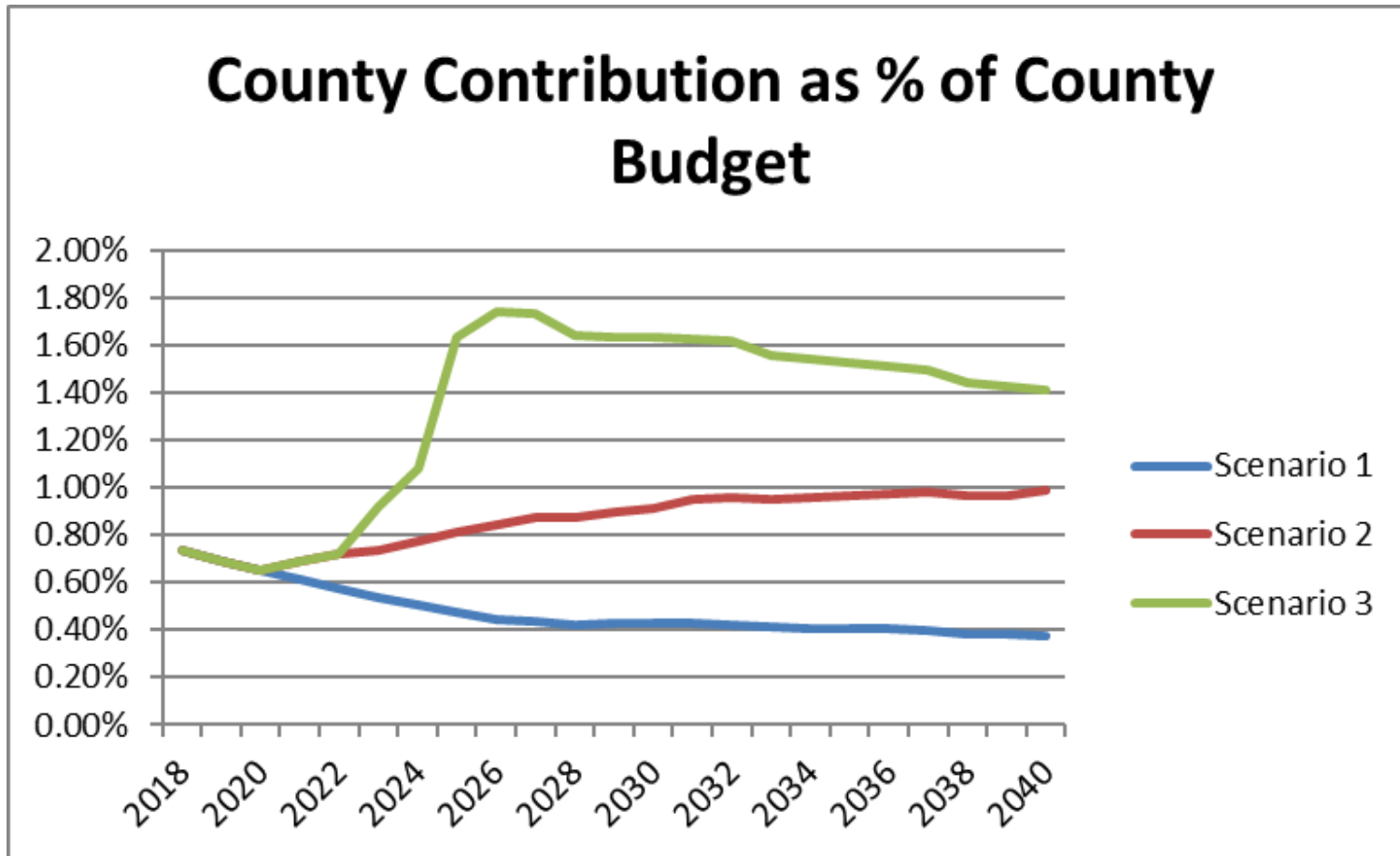
Federal Funding Challenge



Scenario Results



Scenario Results



Financial Plan

- Scenario 2 used to develop revenue and expenditure forecast (2018-2040)
- Plan is constrained for first five years with a county contribution of \$2M/annually
- County contribution covers shortfall in operating revenue
- Includes short-term program of projects
- After 2023, plan does not include specific projects

Summary

- Final draft document contains short-term and long-term recommendations
 - Improve marketing strategies
 - Revise Richmond/Rosenberg service
 - Initiate Westchase service
 - Initiate Downtown service
- Continue to pursue capital funding opportunities
- Work with federal, state and local partners to find solutions for increased operating revenue