Service Option Advantages / Disadvantages

Considerations in Identifying Advantages and Disadvantages

- **Current passengers** (convenience, comfort, cost)
- **Future passengers** (ability to attract new riders)
- **Transit operator** (supervision of service quality, time and effort to manage, marketing)
- **Operating cost** (operating cost/unit, local share required)
- **Capital cost** (vehicle investment, park & ride
- **Other** (parking capacity at FBC lots; midday bus capacity downtown)

CURRENT SERVICE

Ride FBC Greenway Route to METRO West Bellfort Park & Ride and Transfer

On October 3, 2012, 90 passenger trips (49 A.M. and 41 P.M.) connected to/from downtown by making a transfer at West Bellfort Park & Ride and paying fares to FBC and METRO.

Generates: ~90 Trips

Advantages

- *No additional oversight by transit agencies*
- *No additional operating cost*
- *No additional vehicles*
- *No capital investment*
- *FBC stop at West Belfort P&R adds opportunity for passengers to board for destinations at Greenway Plaza*

Disadvantages

- *Requires passengers to transfer to reach downtown*
- *Requires passenger to pay two fares ($1 to FBC and $3.25 to METRO)*
- *Capacity for passengers transferring to downtown ~50 each peak period without adding additional service; some FBC bus trips to/from Greenway reach seated capacity with transfers*
- *Passengers may be required to wait for transfer to FBC at West Belfort P&R in PM due to less frequent FBC bus trips*
- *Not marketed as FBC to Central Houston connection*
- *No standardized commuter amenities onboard FBC vehicles*

Maintain current service? *OR* Pursue 1 or 2 phase improvement of service?

PHASE 1

(new park & ride facility not necessary, but desirable)

Option 2

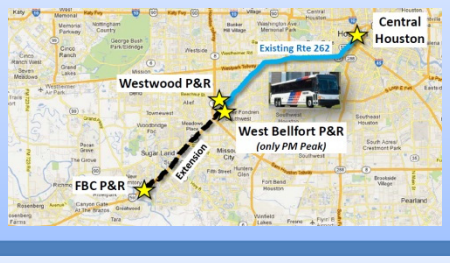
Fort Bend Shuttle – more trips than existing service (Operated by FBC)

Generates: ~200 Trips

OR

Option 3

Westwood Route 262 Extension to FB Park & Ride (Operated by METRO)



Generates: ~700 Trips

Advantages

- *Increases Option 1 passenger capacity for transfers from FBC to METRO at West Bellfort P&R*
- *Increases frequency of current route service to METRO West Bellfort P&R*
- *Lower operating cost/hour for FBC-operated service than Option 3*
- *Lower local share than Option 3 due to lower unit costs and FBC ability to draw down additional federal funds*

- *One seat ride for passengers from FBC to downtown Houston (no transfer)*
- *Passenger pays one fare (METRO)*
- *Vehicles are METRO commuter buses with additional passenger amenities and comfort*
- *Higher projected ridership than Option 2*
- *METRO price based on incremental revenue hours direct operating cost*
- *Minimal incremental management and supervision by METRO*
- *Marketing and customer service shared responsibility*
- *Recognizable, branded as service from FBC to downtown Houston*

Disadvantages

- *Requires passengers to transfer to reach downtown [No improvement as compared to Option 1]*
- *Requires passenger to pay two fares [No improvement as compared to Option 1]*
- *Lower ridership estimate vs Opt. 3*
- *Requires additional FBC operating supervision to ensure timely performance*
- *Requires additional FBC vehicles to operate the shuttle; vehicles are small buses with 32 seats*
- *Increased demand may exceed available parking capacity*
- *No standardized commuter amenities onboard FBC vehicles*

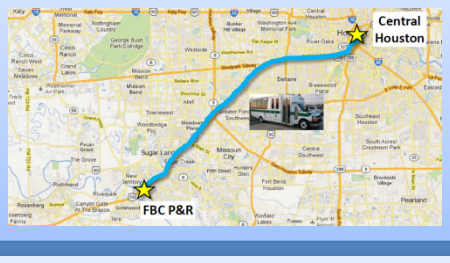
- *Higher operating cost/hour for METRO service as compared to FBC operation in Option 2*
- *Higher local share as compared to Option 2 due to higher METRO unit costs and FBC cannot apply additional federal funds*
- *Increased demand may exceed available parking capacity at existing FBC parking lot at UH*
- *Requires METRO to assign more buses in peak periods*
- *Requires space to park midday buses near downtown; METRO midday lot at or near capacity*

PHASE 2

(new park & ride facility necessary)

Option 4

Fort Bend Park & Ride (Operated by FBC)

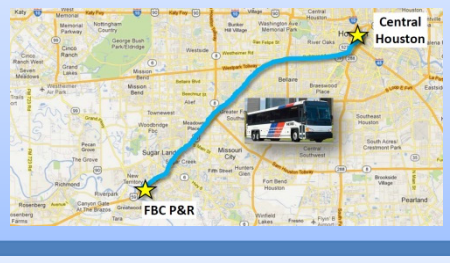


Generates: ~1,700 Trips

OR

Option 5

Fort Bend Park & Ride (Operated by METRO)



Generates: ~1,700 Trips

Advantages

- *One seat ride for passengers from FBC to downtown Houston (no transfer)*
- *Passenger pays one fare (FBC)*
- *Higher projected ridership than Options 2 and 3*
- *Lower operating cost/hour for FBC-operated service than Option 5*
- *Lower local share than Option 5 due to lower unit costs and FBC ability to draw down addl. federal funds*
- *Recognizable, branded as service from FBC to downtown Houston*

- *One seat ride for passengers from FBC to downtown Houston (no transfer)*
- *Passenger pays one fare (METRO)*
- *Vehicles are METRO commuter buses with additional passenger amenities and comfort*
- *Higher projected ridership than Options 2 and 3*
- *METRO price based on revenue hours at direct operating cost*
- *Incremental increase in METRO management and supervision*
- *Marketing and customer service shared responsibility FBC/METRO*
- *Recognizable, branded as service from FBC to downtown Houston*

Disadvantages

- *Vehicles operated by FBC small bus with 32-seats and fewer passenger amenities, less comfortable bus for longer distance commute*
- *Requires more peak buses than Option 5 due to smaller capacity*
- *Significant expansion of service requires additional FBC management, supervision, marketing, and customer service*
- *No facility to park midday buses downtown Houston; operating costs includes miles/hours for buses to return to FBC midday*
- *Long-term project to develop park & ride facility [same as Option 5]*

- *Higher operating cost/hour for METRO service as compared to FBC operation in Option 4*
- *Higher local share as compared to Option 4 due to higher METRO unit costs and FBC cannot apply additional federal funds*
- *Requires METRO to assign more buses in peak periods than Option 3*
- *Requires space to park midday buses near downtown; METRO midday lot at or near capacity*
- *Long-term project to develop park & ride facility [same as Option 4]*

Local Share by Service Option

LOCAL SHARE… are funds required from local sources to match Federal grants. (e.g. governments, non-profits, partners, etc.)

CURRENT SERVICE
Ride FBC Greenway Route to METRO West Bellfort Park & Ride and Transfer

On October 3, 2012, 90 passenger trips (49 A.M. and 41 P.M.) connected to/from downtown by making a transfer at West Bellfort Park & Ride and paying fares to FBC and METRO.

Generates: ~90 Trips

Maintain current service? *OR* Pursue 1 or 2 phase improvement of service?

PHASE 1

(new park & ride facility not necessary, but desirable)

Option 2

Fort Bend Shuttle – more trips than existing service (Operated by FBC)

Generates: ~200 Trips

OR

Option 3

Westwood Route 262 Extension to FB Park & Ride (Operated by METRO)

Generates: ~700 Trips

PHASE 2

(new park & ride facility necessary)

Option 4

Fort Bend Park & Ride (Operated by FBC)

Generates: ~1,700 Trips

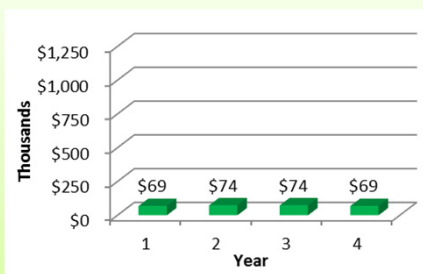
OR

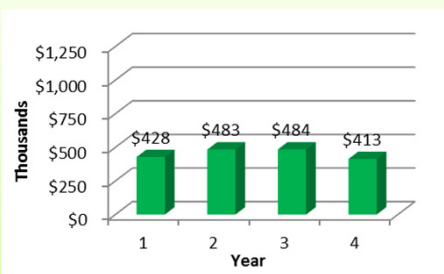
Option 5

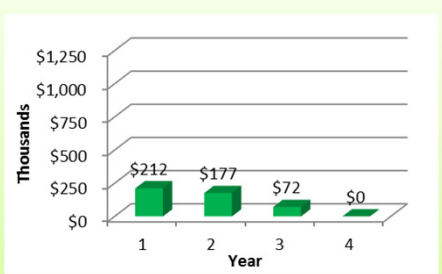
Fort Bend Park & Ride (Operated by METRO)

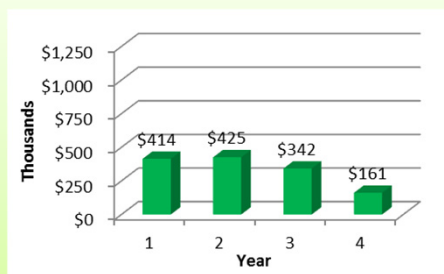
Generates: ~1,700 Trips

Base Case, Local Share Dollars









All amounts are 2013 dollars (not inflation adjusted)

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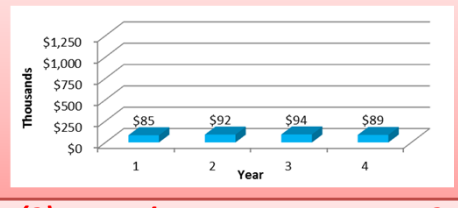
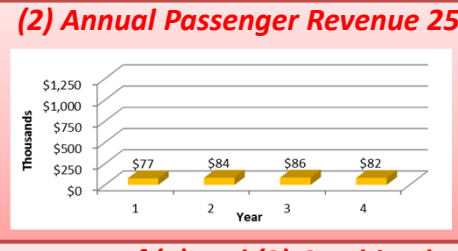
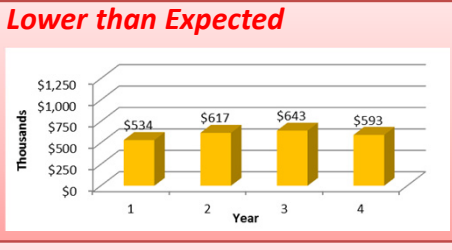
Risk Scenarios, Local Share Dollars

(1) Annual Operating Cost Increases 25%

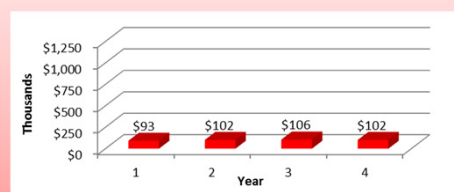


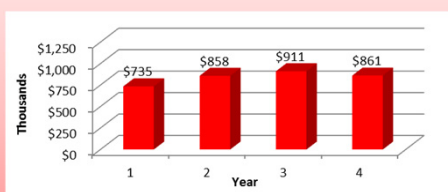
(2) Annual Passenger Revenue 25% Lower than Expected





Impact of (1) and (2) Combined





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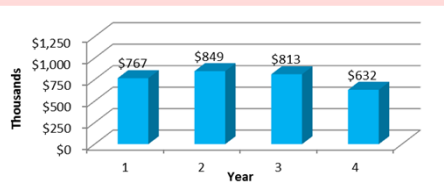
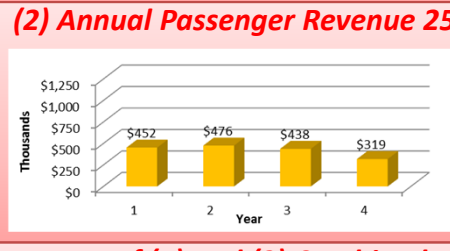
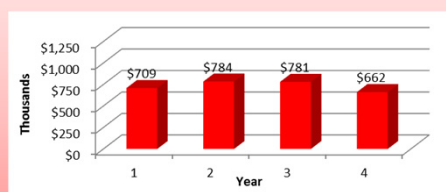


(2) Annual Passenger Revenue 25% Lower than Expected



Impact of (1) and (2) Combined



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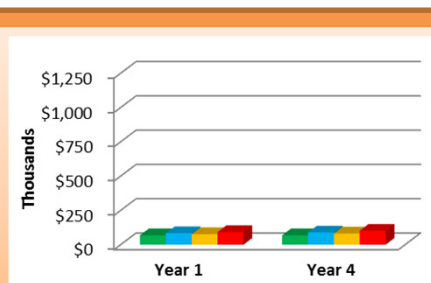
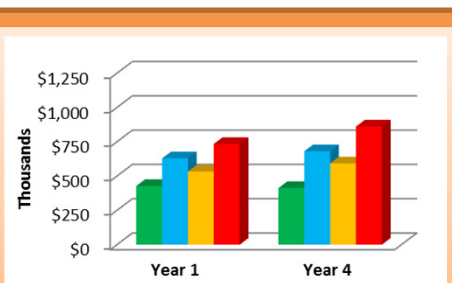
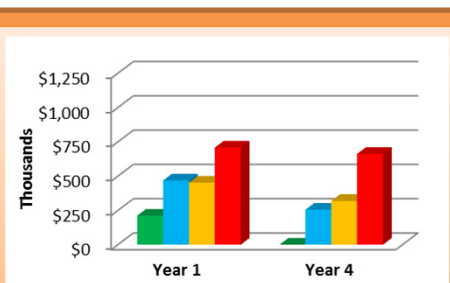
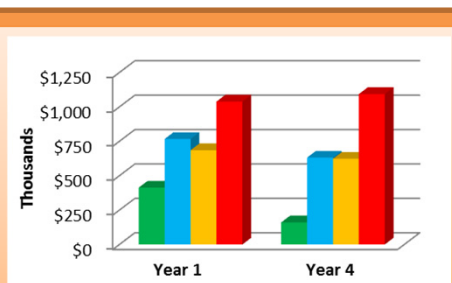
Summary of Local Share *(colors defined in charts above)*









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