THE NEED

- In 2010, 13,700 people lived in Fort Bend County (FBC) and commuted to work in Downtown Houston.
- Seamless (one seat, no transfer) park and ride (P&R) transit service is not available for residents making the commute from FBC to Downtown Houston.
- Researchers estimate latent demand for 1,700+ P&R one-way passenger trips per day.

SEAMLESS TRANSIT COST

- Federal funds may be available to help the cost of new P&R services from Fort Bend County.
- All projects require a “local match” to leverage the federal funds. The normal matching ratio for capital projects is 80/20 with a 20 percent “local match.” Operating grants have a 50/50 ratio.

- FBC Transit or METRO could operate P&R service between FBC and Downtown Houston.
- Researchers estimate FBC Transit operated P&R service requires between $212k to $709k local match*
- Option for METRO to provide P&R service is subject to METRO Board policy and will be at a higher local cost.

MAP -21

- MAP-21 is the two-year federal authorization that approves funding for transit through FY 2014.
- MAP-21 changed four funding programs that affect regional transit from FBC to Downtown Houston.
- Changes to these programs reduced formula funds for transit to the Houston urbanized area and reduced the local flexibility for how local operators can use funds.

MAP -21 FUNDING CONSTRAINTS CREATE CHALLENGES FOR LOCAL OPERATORS AS THEY WORK TO PROVIDE SEAMLESS TRANSPORTATION FROM FBC TO DOWNTOWN HOUSTON.

*Excludes capital investment for P&R facility