**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 Belfort 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 Belfort Park & Ride and paying fares to FBC and METRO.

- **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

- **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 Belfort P&R
  - Increases frequency of current route service to METRO West Belfort 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

- **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

#### PHASE 2
*(new park & ride facility necessary)*

- **Option 4**
  - Fort Bend Park & Ride *(Operated by FBC)*
  - Generates: ~1,700 Trips

- **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)*
  - Vehicles are METRO commuter buses with additional passenger amenities and comfort
  - Higher projected ridership than Options 2 and 3
  - 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**
  - 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)*

- **Generates:** ~90 Trips

- **Option 2**
  - More trips than existing service *(Operated by FBC)*
  - Generates: ~200 Trips

- **Option 3**
  - Westwood Route 262 Extension to FB Park & Ride *(Operated by METRO)*
  - Generates: ~700 Trips

- **Option 4**
  - Fort Bend Park & Ride *(Operated by FBC)*
  - Generates: ~1,700 Trips

- **Option 5**
  - Fort Bend Park & Ride *(Operated by METRO)*
  - Generates: ~1,700 Trips

**Generates:** ~90 Trips
### Local Share by Service Option

**CURRENT SERVICE**
- Ride FBC Greenway Route to METRO West Belfort 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 Belfort Park & Ride and paying fares to FBC and METRO.

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

#### PHASE 1
- **Option 2**: Fort Bend Shuttle – more trips than existing service (Operated by FBC)
  - Generates: ~200 Trips
- **Option 3**: Westwood Route 262 Extension to FB Park & Ride (Operated by METRO)
  - Generates: ~700 Trips

#### PHASE 2
- **Option 4**: Fort Bend Park & Ride (Operated by FBC)
- **Option 5**: Fort Bend Park & Ride (Operated by METRO)
  - Generates: ~1,700 Trips

### Base Case, Local Share Dollars

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### Risk Scenarios, Local Share Dollars

#### (1) Annual Operating Cost Increases 25%

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#### (2) Annual Passenger Revenue 25% Lower than Expected

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

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

Generates: ~90 Trips