

Figure 3-2. Annotated Outline of the Measure Factsheet

Each measure is numbered alphanumerically with the first letter of the emissions sector serving as the letter code (e.g., E = Energy).

Each measure includes a descriptive title

T-25. Extend Transit Network Coverage or Hours



Measure Description

This measure will expand the local transit network by either adding or modifying existing transit service or extending the operation hours to enhance the service near the project site. Starting services earlier in the morning and/or extending services to late-night hours can accommodate the commuting times of alternative-shift workers. This will encourage the use of transit and therefore reduce VMT and associated GHG emissions.

Subsector

Transit

Locational Context

Urban, suburban

Scale of Application

Plan/Community

Implementation Requirements

There are two primary means of expanding the transit network: by increasing the frequency of service, thereby reducing average wait times and increasing convenience, or by extending service to cover new areas and times.

Cost Considerations

Infrastructure costs for extending the physical network coverage of a transit system can be significant. Costs to expand of track-dependent transit, such as light rail and passenger rail, are high and can require resource- and time-intensive advanced planning. Costs to expand vehicle-dependent transit, such as busses, are likewise high but may be limited to procurement of additional vehicles. Any expansion of transit, including just service hours, would increase staffing and potentially maintenance costs. A portion of these costs may be offset by increased transit usage and associated income. Commuters who may more easily be able to travel without a car may also observe cost savings from reduce vehicle usage or ownership.

Expanded Mitigation Options

This measure is focused on providing additional transit network coverage, with no changes to transit frequency. This measure can be paired with Measure T-26, *Increase Transit Service Frequency*, which is focused on increasing transit service frequency, for increased reductions.

Summarizes the measure at a high level and explains how the measure reduces GHG.

Identifies the measure subsector (Transportation and Energy sector measures only).

Outlines considerations for measure implementation and application that are locationally relevant (Transportation sector measures only).

Identifies whether the measure is applicable at the Project/Site, Plan/Community, or both.

Provides key implementation requirements that must be met to achieve the cited GHG reductions.

Considerations relevant to measure costs and savings.

Shows potential variations for how a measure could be implemented to achieve additional reductions or co-benefits.

Provides an overview of each measure's reduction potential.

GHG Mitigation Potential

4.6% Up to 4.6% of GHG emissions from vehicle travel in the plan/community

Identifies benefits that may be achieved by the measure.

Co-Benefits (icon key on pg. 34)



Considerations relevant to climate risk reduction.

Climate Resilience

Increasing transit network coverage or hours improves the reliability of the transportation network and allows redundancy to exist even if an extreme event disrupts part of the system. They could also incentivize more people to use transit, resulting in less traffic and better allowing emergency responders to access a hazard site during an extreme weather event.

Considerations relevant to health and equity.

Health and Equity Considerations

This measure increases access to social, educational, and employment opportunities. Expansion of transit networks need to ensure equitable access by all communities to the transit system.

