

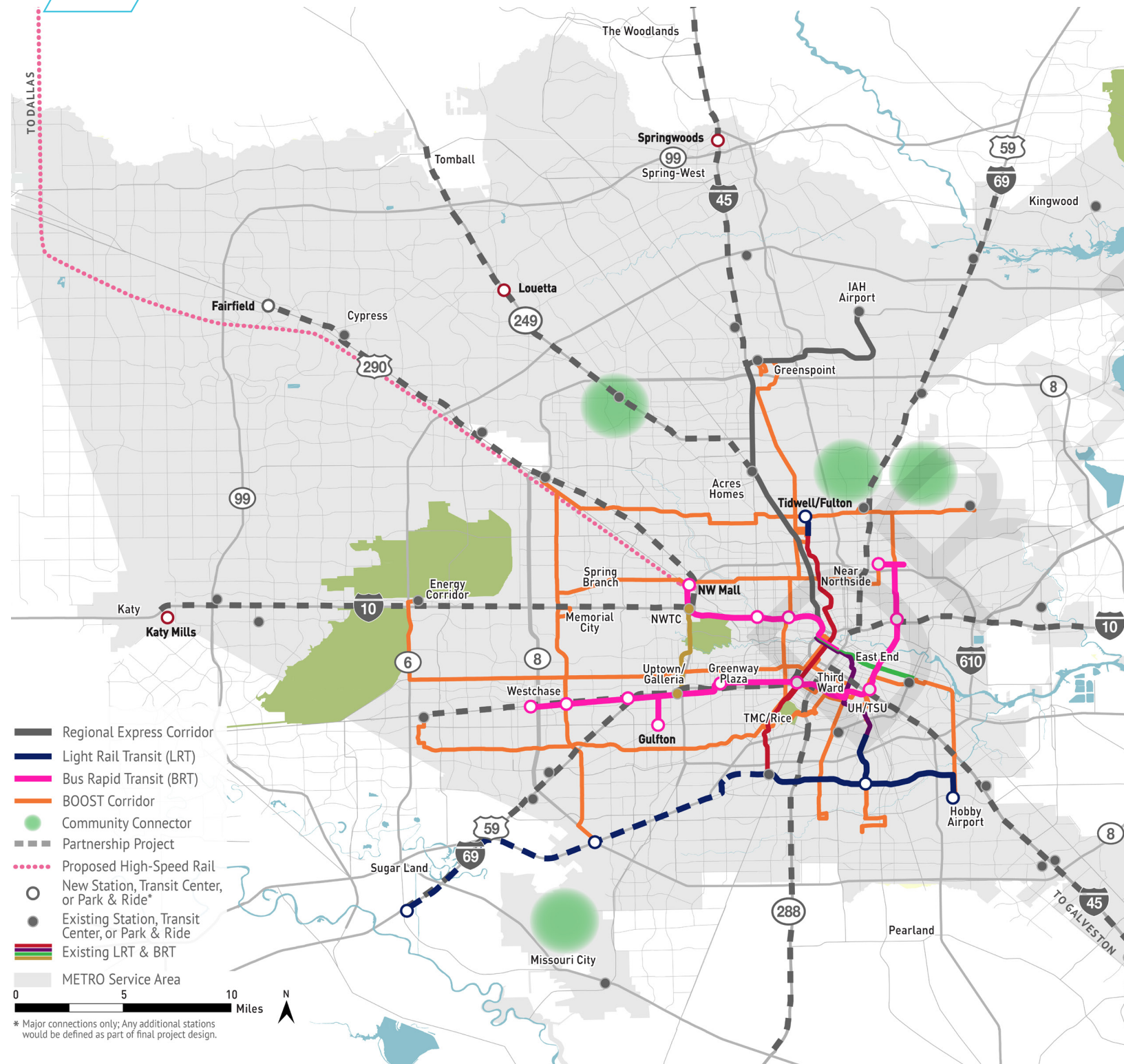
Disclaimer

This presentation is being provided solely for preliminary discussion purposes by the Board of Directors of the Metropolitan Transit Authority of Harris County, Texas (METRO) during a workshop session on July 26, 2018. It includes draft alternative transit plans, which utilize a range of modes of transportation based on different funding scenarios, including a draft long-term plan that provides a vision of future transit in the service area assuming unconstrained financial resources. The draft plans are based on various financial estimates, economic forecasts and other assumptions, which are subject to change. As a result, the final proposed plan could differ materially. Additionally, any proposed plan or project conducted by METRO is subject to certain approvals and authorization, including approval by the METRO Board of Directors.

METRO makes no claim, promise or guarantee of any kind, including with respect to the feasibility or future implementation of any proposed plans or projects discussed herein.



Moving Forward Plan A



**SERVING MORE PEOPLE,
MORE PLACES**

**FASTER, MORE RELIABLE,
AND MORE OFTEN**

BETTER ACCESS & CUSTOMER EXPERIENCE

HIGHLIGHTS & BENEFITS

12 MILES



LIGHT RAIL TRANSIT (LRT) EXTENSION

34 MILES



BUS RAPID TRANSIT (BRT) NETWORK

174 MILES



BUS OPERATIONS OPTIMIZED SYSTEM TREATMENTS (BOOST NETWORK)

10%



INCREASE IN BUS SERVICE

160 MILLION

2040 ANNUAL BOARDINGS
SYSTEMWIDE

NEW FACILITIES, SERVICES & PARTNERSHIPS

10



BOOST NETWORK ROUTES

4



COMMUNITY CONNECTORS

3



TRANSIT CENTERS AND PARK & RIDES

SERVICE & ACCESS IMPROVEMENTS



IMPROVED BUS SERVICE AND BUS STOPS



RESILIENCY PLANNING



TEN PARTNERSHIP PROJECTS



UNIVERSAL ACCESSIBILITY

Moving
Forward
Plan A

HIGH CAPACITY RAPID
TRANSIT PROJECTS

- LEGEND
- LRT
 - BRT
 - EXPRESS BUS
 - EXISTING LRT & BRT

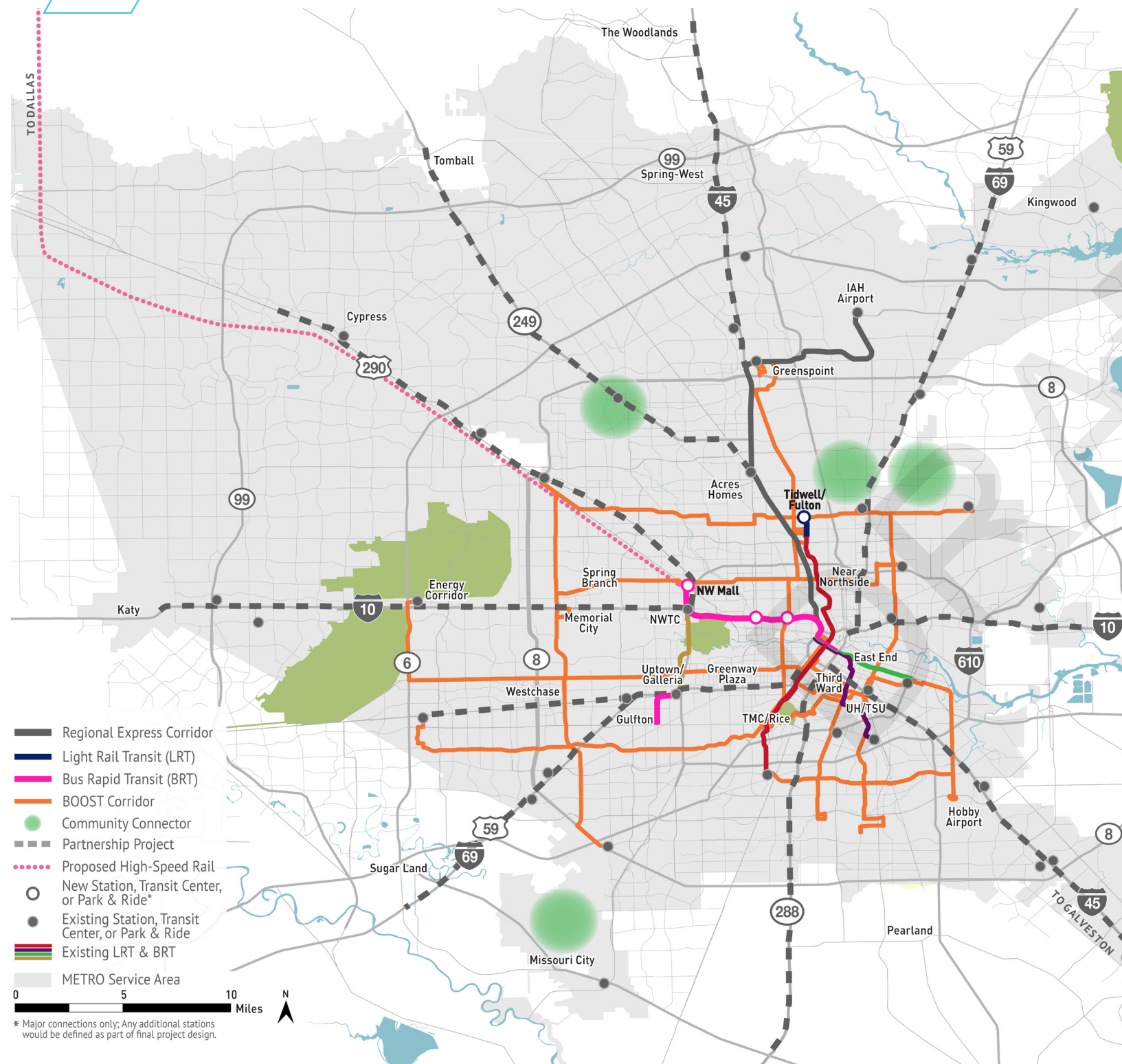
RED LINE	PURPLE LINE	RED LINE	UNIVERSITY CORRIDOR	UPTOWN/ GULFTON	INNER KATY	IH 45 NORTH
LIGHT RAIL EXTENSION	LIGHT RAIL EXTENSION	LIGHT RAIL EXTENSION	BRT LINE	BRT LINE EXTENSION	BRT LINE/ EXPRESS BUS	SIGNATURE EXPRESS BUS
NORTHLINE TRANSIT CENTER/ HCC TO TIDWELL RD	PALM CENTER TO BELLFORT ST	FANNIN SOUTH TRANSIT CENTER TO HOBBY AIRPORT	WESTCHASE PARK & RIDE TO KASHMERE TRANSIT CENTER	UPTOWN TRANSIT CENTER TO GULFTON	UPTOWN TO DOWNTOWN AND HIGH SPEED RAIL (HSR)	DOWNTOWN TO GREENSPPOINT/IAH AIRPORT
1 MILE 1 STATION	2.5 MILES 4 STATIONS	9.0 MILES 9 STATIONS	22.0 MILES 34 STATIONS	2.3 MILES 3 STATIONS	8.5 MILES 7 STATIONS	25 MILES 2 STATIONS

METRONext GOALS

IMPROVE MOBILITY	Ridership (Daily Boardings)	2,200	2,700	14,300	59,500	6,700	28,650 <small>Includes high speed rail and express bus riders</small>	5,000
	Pop+Emp Density (sq mi)	15.6	11.9	26.6	25.8	53.0	94.1	79.2
	Major Activity Centers Served	0	3	3	4	1	2	3
	Frequent Routes Connected	1 ROUTE	3 ROUTES	4 ROUTES	10 ROUTES	3 ROUTES	7 ROUTES	2 ROUTES
	Ease of Bike/Pedestrian Access	HIGH	HIGH	HIGH	HIGH	HIGH	HIGH	MEDIUM
SUPPORT VIBRANT COMMUNITIES	Economic Growth Potential	MEDIUM	MEDIUM	MEDIUM	HIGH	MEDIUM	HIGH	MEDIUM
	Low-Income Population Served	480	1,390	3,220	10,170	1,760	510	840
ENSURE RETURN ON INVESTMENT	Capital Cost (2017)	\$124M	\$372M	\$1.021B	\$1.163B	\$110M	\$327M	\$98M

Note: Also includes BOOST Network, Service Enhancements and Universal Accessibility & First/Last Mile.

Moving Forward Plan B



**SERVING MORE PEOPLE,
MORE PLACES**

- Red Line Extension to a new transit center at Tidwell/Fulton improves bus and rail connections and provides a better experience for riders.
- Inner Katy Bus Rapid Transit (BRT) Line to Downtown provides a rapid transit connection between Uptown and Downtown with fast connections to the proposed Houston-Dallas High Speed Rail station at Northwest Mall.
- Signature Express Bus between Downtown, Greenspoint, and IAH Airport delivers faster and more convenient trips.
- Partnership investments in all major freeway/HOV corridors create new options for commuters and other regional travel to avoid traffic and enjoy faster trips.

**FASTER, MORE RELIABLE,
AND MORE OFTEN**

- New Bus Operations Optimized System Treatments (BOOST) Network improves speed and reliability in high ridership bus corridors, reducing trip times for most riders.
- Service enhancements include new routes, later hours, and more weekend service to provide options for more people.
- Increased service on more routes improves frequency.

BETTER ACCESS & CUSTOMER EXPERIENCE

- New Community Connectors in Homestead, Aldine Westfield, SH 249/Seton Lake, and Missouri City areas efficiently increase transit access in lower density areas.
- Universal accessibility, bus stop improvements, and first/last mile connections make it easier to get to and from transit.

HIGHLIGHTS & BENEFITS

1 MILE



LIGHT RAIL TRANSIT (LRT) EXTENSION

12 MILES



BUS RAPID TRANSIT (BRT) NETWORK

174 MILES



BUS OPERATIONS OPTIMIZED SYSTEM TREATMENTS (BOOST NETWORK)

10%



INCREASE IN BUS SERVICE

160 MILLION

2040 ANNUAL BOARDINGS
SYSTEMWIDE

NEW FACILITIES, SERVICES & PARTNERSHIPS

10



BOOST NETWORK ROUTES

4



COMMUNITY CONNECTORS

1



TRANSIT CENTER

SERVICE & ACCESS IMPROVEMENTS



IMPROVED BUS SERVICE AND BUS STOPS



RESILIENCY PLANNING



PARTNERSHIP PROJECTS



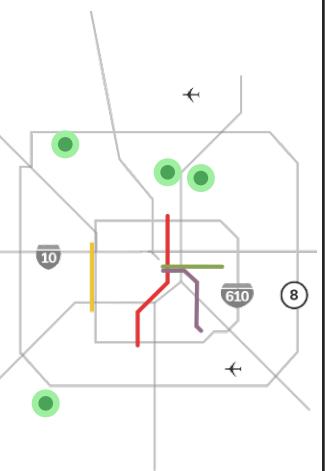
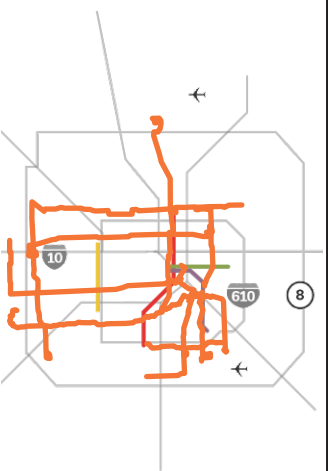
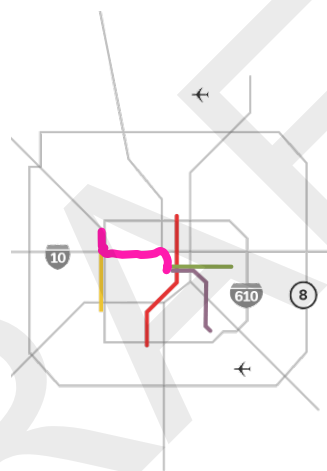
UNIVERSAL ACCESSIBILITY

Moving Forward Plan B

LEGEND

- LRT
- BRT
- REGIONAL EXPRESS
- BOOST NETWORK
- COMMUNITY CONNECTOR
- METRO SERVICE AREA
- EXISTING LRT & BRT

RED LINE	UPTOWN/ GULFTON	INNER KATY	IH 45 NORTH	BOOST NETWORK	SERVICE ENHANCEMENTS	UNIVERSAL ACCESSIBILITY & FIRST/LAST MILE
LIGHT RAIL EXTENSION	BRT LINE EXTENSION	BRT LINE/ EXPRESS BUS	SIGNATURE EXPRESS BUS		INCLUDING 4 COMMUNITY CONNECTORS	
NORTHLINE TRANSIT CENTER/ HCC TO TIDWELL RD	UPTOWN TRANSIT CENTER TO GULFTON	UPTOWN TO DOWNTOWN AND HIGH SPEED RAIL (HSR)	DOWNTOWN TO GREENSPONT/IAH AIRPORT			
1 MILE 1 STATION	2.3 MILES 3 STATIONS	8.5 MILES 7 STATIONS	25 MILES 2 STATIONS	174 MILES IMPROVED STOPS	10% INCREASED BUS SERVICE IMPROVED STOPS	IMPROVED ACCESS TO STATIONS AND STOPS



METRONext GOALS

IMPROVE MOBILITY	Ridership (Daily Boardings)	2,200	6,650	27,300* Includes high speed rail and express bus riders	5,000	9,000* Increment over existing routes	49,000	IMPROVES ACCESSIBILITY
ENHANCE CONNECTIVITY	Pop+Emp Density (sq mi)	15.6	53.0	94.1	79.2	20.4	10.3	PRIORITIZES POPULATION CENTERS
	Major Activity Centers Served	0	1	2	3	10	20	ALL ACTIVITY CENTERS
	Frequent Routes Connected	1 ROUTE	3 ROUTES	7 ROUTES	2 ROUTES	21 ROUTES	21 ROUTES	ALL ROUTES
SUPPORT VIBRANT COMMUNITIES	Ease of Bike/Pedestrian Access	HIGH	HIGH	HIGH	MEDIUM	HIGH	HIGH	HIGH
	Economic Growth Potential	MEDIUM	MEDIUM	HIGH	LOW	LOW	LOW	N/A
ENSURE RETURN ON INVESTMENT	Low-Income Population Served	480	2,550	510	835	124,000	204,370	ALL POPULATIONS
	Capital Cost (2017)	\$124M	\$110M	\$327M	\$98M	\$77M	\$25M	\$70M