Moving Forward Plan

Note: During the course of the implementation of METRONext, exact routes of the METRONext METROrapid and METRONext METROLift connections shown above will only be decided and finalized after an extensive community involvement process.

GOAL: TO SERVE MORE PEOPLE, AND MORE PLACES
If the METRONext Moving Forward Plan is approved by voters:

- The IH 45 METRONext METROrapid Line will provide a direct connection between Downtown, Greenspoint, and George Bush Intercontinental Airport.
- Connecting the Green Line and Purple Line and extending the combined lines for a direct ride to William P. Hobby Airport.
- The Inner Katy METRONext METROrapid Line will provide a transit connection between Uptown and Downtown and to the proposed High Speed Rail Terminal.
- The University Corridor METRONext METROrapid Line will provide a new east-west connection between major destinations.

GOAL: FASTER, MORE RELIABLE, AND MORE OFTEN
If the METRONext Moving Forward Plan is approved by voters:

- Expansion of the Regional Express Network in major freeway/HOV corridors will create new options for commuters.
- The Inner Katy METRONext METROrapid Line’s dedicated bus lanes are designed to benefit commuters in the IH 10 West and US 290 corridors.
- New investments and facilities seek to improve overall transit travel times. Increased service on more routes is designed to improve reliability and access.

GOAL: BETTER ACCESS AND CUSTOMER EXPERIENCE
If the METRONext Moving Forward Plan is approved by voters:

- Accessibility and usability, bus stop improvements, and first/last mile connections seek to make it easier to connect with transit including METROLift.
- Approximately 10 new Community Connectors / Circulators are designed to increase transit access within specific communities.
- A 25% increase in local bus service, new local routes, and improved amenities are intended to improve reliability and overall access to transit.
**Moving Forward Plan**

### METRORAPID (BRT)
- **Approximately 75 miles of METRORAPID service**
- **Five new METRORAPID corridors**

The METRORAPID Bus Rapid Transit (BRT) network is designed to provide station-to-station service similar to METRORail, but has the flexibility to accommodate multiple routes. A METRORapid line will provide a direct connection between Downtown and George Bush Intercontinental Airport. Another METRORapid line will provide direct, rapid service between Downtown, Uptown, Northwest Transit Center and the proposed High-Speed Rail terminal. Exclusive lanes could be used for autonomous vehicle transit in the future. METRORapid projects include:
- Interstate Highway 45 North to George Bush Intercontinental Airport
- Inner Katy Corridor to Northwest Transit Center / Proposed High Speed Rail / Uptown
- University Corridor between Westchase and Tidwell
- Uptown Corridor extension to Gulfton
- West Houston Corridor between West Little York Park & Ride and Missouri City

**COST:** $3.23 BILLION*

### REGIONAL EXPRESS
- **Approximately 110 miles of new or improved HOV lanes**
- **Reverse commute options**

The Regional Express Network is designed to provide transit trips between job centers and other major destinations throughout the day, seven days a week. It will use two-way HOV lanes providing direct access to existing and new transit centers and Park & Rides. The commuter buses will use improved bus lanes in Downtown and the Texas Medical Center, and provide connections to the METRORail and METRORapid networks. Regional Express projects include:
- United States Highway 90A Two-Way HOV
- Interstate Highway 10 West Two-Way HOV
- United States Highway 69 South Two-Way HOV Downtown to Edloe
- State Highway 249 Two-Way Diamond Lanes/HOV
- 4 Off-Peak Direction Diamond Lane Corridors

**COST:** $1.56 BILLION*

### METRORAIL (LRT)
- **Approximately 16 miles of METRORAIL extensions**
- **Four new extensions + one partnership project**

The expansion of the METRORail Light Rail Transit (LRT) system is designed to serve more people and places. The Red Line will extend north to a new multimodal center at the North Shepherd Park & Ride with connections to METRORapid, Regional Express Network, and local bus routes. The Green and Purple lines, combined, will extend to William P. Hobby Airport in the southeast, while to the west of Downtown the lines will be extended to the City of Houston Municipal Courthouse. METRORail projects include:
- Connecting the Green Line and Purple Line and extending the combined lines to William P. Hobby Airport
- Extensions of Green and Purple Lines to the City of Houston Municipal Courthouse
- Extension of Red Line to North Shepherd
- Potential Red Line Extension - Fannin South Transit Center to Missouri City and Sugar Land (Phase 1 project development only; further project development requires a defined partnership)

**COST:** $2.10 BILLION*

### BOOST AND SIGNATURE
- **Approximately 290 miles of BOOST and Signature Network**
- **16 BOOST routes + one Signature bus service**

The BOOST network includes 16 of METRO's high-ridership, frequent bus routes where speed, reliability and access improvements are designed to enhance the customer experience. Improvements could include bus stop relocation, new shelters, accessibility upgrades, transit signal priority, and real-time passenger information. The Westheimer Signature Bus Service is designed to include infrastructure and service improvements to provide fast transit connections between Downtown, Greenway, Uptown, Westchase, and West Oaks to State Highway 6. The Signature Service will use a new two-way HOV facility on United States Highway 290/Interstate Highway 69 South between Midtown and Edloe Street.

**COST:** $179 MILLION*

### SYSTEM ENHANCEMENTS
- **Approximately 21 new or improved Park & Rides and Transit Centers**
- **Approximately 10 new Community Connectors / Circulators**
- **Systemwide route improvements**
- **Bus stop enhancements, such as new shelters, accessibility upgrades, and enhanced passenger information**
- **Bus Operating Facility**
- **Downtown, Midtown, and Texas Medical Center transit improvements**
- **Park & Ride Service Enhancements**
- **Accessibility and usability improvements**
- **Other investments designed to reduce barriers for seniors, the disabled and other users of METRO’s transit system, including METROLift services**
- **Improvements to facilitate portions of a rider’s trip before and after use of METRO’s transit system (First Mile/Last Mile)**
- **Safety and Security Enhancements**

**COST:** $414 MILLION*

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*All costs are estimated in 2017 dollars. Note: During the course of the implementation of METRONext, exact routes of the METRORapid and METRORail connections shown above will only be decided and finalized after an extensive community involvement process.