



Community Benefits

Downtown

Mode	Description	Highlights
Light Rail Transit	GREEN/PURPLE LINE LIGHT RAIL EXTENSION - THEATER DISTRICT TO COURTHOUSE	The 0.1-mile Green/Purple line extension runs from the current terminus at the Theatre District Station to the Courthouse area. This extension will provide a direct rail connection to many civic destinations from Downtown as well as areas off of MLK and the Magnolia Park area.
Bus Rapid Transit	IH 45 NORTH BUS RAPID TRANSIT (BRT) LINE - DOWNTOWN TO IAH AIRPORT/ IH 45 NORTH COMMUTER BUS ON TWO-WAY HOV - BW 8 TO SPRINGWOODS	The 22-mile Bus Rapid Transit (BRT) line will connect major employment centers including Downtown, IAH Airport, and Greenspoint. This BRT line provides a reliable rapid transit connection with a one seat ride between Downtown and IAH Airport. This service will significantly reduce travel times from Downtown to the IAH Airport. This project leverages investment in the IH 45 project by TxDOT.
Bus Rapid Transit	IH 10 WEST BUS RAPID TRANSIT (BRT) LINE - DOWNTOWN TO NORTHWEST MALL VIA DIRECT CONNECTION FROM NORTHWEST TRANSIT CENTER TO NORTHWEST MALL	The IH 10 West Bus Rapid Transit (BRT) line will operate as an extension of the Uptown BRT and provides a one seat ride between Uptown, NWTC, and Downtown. This 7.6-mile BRT extension will provide a direct connection between Gulfton Transit Center, Downtown, Uptown, NWTC, and the planned High-Speed Rail Terminal. The BRT line will provide a reliable transit alternative to one of the most congested roadway segments in the region and improve the speed and reliability of commuter service along the IH 10 West and 290 corridors to Downtown.



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Regional Express Network	IH 45 NORTH COMMUTER BUS ON TWO-WAY HOV - BW 8 TO SPRINGWOODS	Two-Way HOV lanes will be provided on IH 45 between BW 8 and Springwoods. Commuter Bus service along IH 45 between Downtown and Springwoods will provide not only a one seat ride from Springwoods to Downtown but also a reverse commute option from Downtown to the north. This service will improve travel times within the corridor and will connect to the IH 45 North BRT line at North Shepherd Park & Ride. This service will also add a new park & ride location at Springwoods.
Regional Express Network	IH 45 SOUTH DOWNTOWN TO BAY AREA BOULEVARD OFF PEAK DIRECTION DIAMOND LANES	The IH 45 South off-peak direction diamond lane will provide enhanced Regional Express service along the corridor. The off-peak diamond lane will operate between the Clear Lake area to Downtown. Off-peak diamond lanes support reverse commute options outside of the urban core and also provide faster more reliable travel times.
Regional Express Network	IH 69/US 59 NORTH DOWNTOWN TO KINGWOOD DRIVE OFF PEAK DIRECTION DIAMOND LANE	The IH 69/US 59 North off-peak direction diamond lane will provide enhanced Regional Express service along the corridor. The off-peak diamond lane will operate between Downtown and Kingwood, providing a faster and more reliable travel option; it will also support reverse commuter options.
Regional Express Network	IH 69/US 59 SOUTH EDLOE TO WEST BELLFORT ROAD OFF PEAK DIAMOND LANE	The IH 69/US 59 South off-peak direction diamond lane will provide enhanced Regional Express service along the corridor. The off-peak diamond lane will operate between Downtown and Sugar Land with faster more reliable travel option and will also support reverse commuter options.
Regional Express Network	SH 249 CORRIDOR AND TRANSIT FACILITIES TO BOUDREAUX	The SH 249 Corridor and transit facilities to Boudreaux Road consists of a 7.0-mile, two-way HOV lanes and three new facilities: a transit center at Willowbrook, and two Park & Rides- one at Louetta and one at Boudreaux. This project enhances the connections between activity centers such as Downtown, Uptown and TMC to the fast growing northwest Harris County area. It also leverages the investments currently being made by TxDOT to improve corridor capacity.



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BOOST	BUS OPERATIONS OPTIMIZED SYSTEM TREATMENTS (BOOST NETWORK)	Bus Operations Optimized System Treatments (BOOST) will improve travel times, reliability, accessibility, and the overall customer experience for over 40 percent of METRO's local bus riders on some of METRO's busiest routes. BOOST optimizes stop locations, traffic signal coordination, amenities, and accessibility improvements to enhance service.
Service Enhancements	DOWNTOWN/MIDTOWN TRANSIT IMPROVEMENTS	Downtown/Midtown improvements are designed to shorten transit travel times and enhance passenger convenience and comfort through a series of treatments including enhanced bus-only lanes, signal priority, stop optimization, passenger amenities, and passenger information.
Service Enhancements	SERVICE ENHANCEMENTS	System enhancements build upon METRO's New Bus Network by improving service on busy routes and expanding METRO's Frequent Bus Network. These enhancements will improve the connectivity between local routes and major destinations. Community Connectors help expand access to transit in low-density areas. A Community Connector service is proposed for the Aldine-Westfield area. Service enhancements also include Universal Accessibility to improve bus stops, nearby crosswalks and provide ADA-accessible ramps. First/Last Mile improvements will improve access to bus stops and transit centers.