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.
Overview of METRONext process
Presentation of Draft Vision & Moving Forward Plans
Financial Forecast
Next Steps

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Why METRONext?
A Critical Plan for a Dynamic, Changing Region

› A bold, transformative vision
› Support a more resilient Houston region
› First major capital planning effort since METRO Solutions 2003
› Regional transit framework
› Build on success of New Bus Network and light rail expansion
Project Milestones

We are here
Inputs to the Vision Development

- Board & Executive Leadership Team
- Community & Stakeholder Input
- Existing Conditions Assessment & Technical Analysis
- Agency Partners & Technical Stakeholders
Board Goals and Priorities
Community Stakeholders: Four Emerging Themes

• Connections
  › Better serve major activity centers
  › Connect airports
  › Link region to jobs, education, and services
  › Expand commuter network
  › New Transit Oriented Development (TOD) hubs
    » Retail, residential, and employment development at transit hubs
Community Stakeholders: Four Emerging Themes

• Speed and Reliability
  › Exclusive right-of-way for transit
  › Expanded two-way HOV/HOT and all-day service
  › Rail and BRT expansion
  › Traffic signal priority for transit vehicles
  › Bus stop improvements and optimization
    » Stop consolidation, access improvements, and far side stops
Community Stakeholders: Four Emerging Themes

• Customer Experience
  › Safe, clean, accessible & attractive facilities
  › First/last mile access
  › More & better shelters
  › Real-time passenger information
  › Safety improvements
Community Stakeholders: Four Emerging Themes

• Innovation
  › New and emerging technologies
  › Autonomous vehicles
  › Transportation Network Company (TNC) integration
  › Mobile applications and tools
Coordination with Regional Partners

- Technical Stakeholders Advisory Committee
- Potential Implementation Partners
  - TxDOT
  - City of Houston
  - Harris County
  - Multi-cities
  - H-GAC
  - Others
Technical Analysis

Travel Patterns

Development Density

Major Investment Corridors
The METRONext Long-Term Vision Plan

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METRONext
Long-Term Vision Plan
Building the METRONext Long-Term Vision

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Core Rapid Transit: LRT

› Fast and reliable network backbone
› Extends the existing Red, Green, and Purple Lines
› Focused on dense, higher-ridership corridors, and key destinations
› Connects major destinations including airports
› Provides Downtown-NWTC link
Core Rapid Transit: BRT

› Serves dense, high-ridership corridors, and key destinations, especially in the Southwest area
› Allows multiple routes to use the same busway
› Integrates with HOV/HOT lanes
BOOST Network
(Bus Operations Optimized System Treatments)

› Improves speed and reliability on high frequency, high ridership bus routes

› Toolbox includes:
  » Transit signal priority
  » Stop optimization/relocation
  » New shelters
  » Access improvements
  » Queue jumps - transit vehicle moves through intersection first
  » Bus-only lanes
  » Enhanced passenger information
Local Bus System Enhancements

- Improvements identified on nearly every existing route
- New routes and expanded coverage
- Enhances frequency, span, and route alignments
- Expands late-night service
- Improves connectivity
- Fast to implement
Regional Express
(Park & Rides)

- Fast regional trips between activity centers and major destinations
- All-day, all-week service, including weekends
- Utilizes expanded two-way HOV/HOT
- Expands commuter service to new destinations
Customer Experience

Universal Accessibility

First/Last Mile

Safety
Customer Experience

Transit Oriented Development

Resiliency

Fleet and Facilities
Programs

Major Activity Centers’ Operations and System Improvements

Bus Operations

Rail Capacity and Operations
Partnership Opportunities

› Partner projects serving major destinations outside METRO service area
› Assumes partnership commitment from an outside entity
› High Capacity Transit Task Force integration
The METRONext Long-Term Vision Plan
Vision Plan Investments

Major Investments:
- 200 mi Two-way HOV
- 100 mi Extended LRT lines
- 90 mi New BRT system
- 500 mi BOOST Network

Service & Access Improvements:

Fleet & Operational Investments:
- 211 New light rail vehicles
- 448 New buses
- 33 BOOST corridors

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Key Long-Term Vision Plan Benefits

Delivers faster, more reliable connections

460% increase in people served and 120% increase in employment covered within ½ mile of LRT/BRT network

Speed, reliability and access improvements

Expanded late-night service

New two-way Regional Express Network

Access for 440% more low-income households to LRT/BRT network; improved service for all Complete Communities

More Bus Shelters with Better Access

Innovate with new technologies in vehicles and passenger communications
Applying Financial Assumptions
Key Assumptions & Conclusion

Key Financial Assumptions:

- No increase in sales tax rate (remains 8.25%) and no property tax increase
- Net Sales Tax Revenues available to METRO are based on the annual growth rates (FY2019 – FY2040) formulated by Dr. Robert W. Gilmer, University of Houston – C.T. Bauer College of Business as of June 2018
- General Mobility Program continues through 2040
- Bus and Light Rail infrastructure projects are financed using 45% debt/55% grant funds
- Bus system enhancements and optimization projects are financed using debt and local funds
- Forecasted expenditures include operating and maintenance costs for all METRONext projects
- METRO’s Board approved cash reserve requirements (25% of operating expenses plus $10MM) are met

Conclusion:

Under the above financial constraints, approximately 3 -8 percent of the $35 billion in METRONext Vision Projects can be completed during the FY2019 through FY2040 period.
METRONext

Moving Forward

Plan A
Forward Plan

Plan A

LRT Extensions
- Red Line to Hobby Airport
- Purple Line to Bellfort/Hobby Airport
- Red Line North to Tidwell

BRT
- University BRT
- Inner Katy BRT
- Uptown BRT Extension

BOOST Network
- 10 Corridors

Bus Network Improvements
- Route improvements including 4 Community Connectors
- Universal Accessibility

Regional Express
- IH 45 from Downtown to Greenspoint and IAH

Facilities
- Fairfield Park & Ride
- Gulfton Transit Center
- Tidwell/Fulton Transit Center
- 3 Vanpool lots
Moving Forward Plan A

Highlights and Benefits

12 mi  🚉  Extended LRT
34 mi  🚗  New BRT
174 mi 🚌  BOOST Network

3 🚌  Park & Rides, Transit Centers
4 🚗  Community Connectors
10% 🚌  Increase in Bus Service

Service & Access Improvements:

- IMPROVED BUS SERVICE AND BUS STOPS
- RESILIENCY PLANNING
- PARTNERSHIP PROJECTS
- UNIVERSAL ACCESSIBILITY
**Forward Plan**

**Plan B**

**LRT Extensions**
- Red Line North to Tidwell with new Transit Center

**BRT**
- Inner Katy BRT
- Uptown BRT Extension

**BOOST Network**
- 10 corridors

**Bus Network Improvements**
- Route improvements including 4 Community Connectors
- Universal Accessibility

**Regional Express**
- IH 45 from Downtown to Greenspoint and IAH Airport

**Partnership Projects**
- Expansion of Two-way HOV Network
Moving Forward Plan B

Highlights and Benefits

- 1 mi: Extended LRT
- 11 mi: New BRT
- 174 mi: BOOST Network
- 1 Transit Center
- 4 Community Connectors
- 10% Increase in Bus Service

Service & Access Improvements

- Improved Bus Service and Bus Stops
- Resiliency Planning
- Partnership Projects
- Universal Accessibility
Next Steps