

Light Rail for Houston: Where We Are and Where We're Going

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Presentation Overview

- Project Purpose and Overview
- METRO Solutions Historical Development
- New Starts and a Review of the Federal Development Planning Process
- Construction updates of the North and Southeast Corridors



METRO's Vision

METRO is an innovative organization partnering with public and private organizations to deliver effective and efficient transportation system solutions within our expanding region.



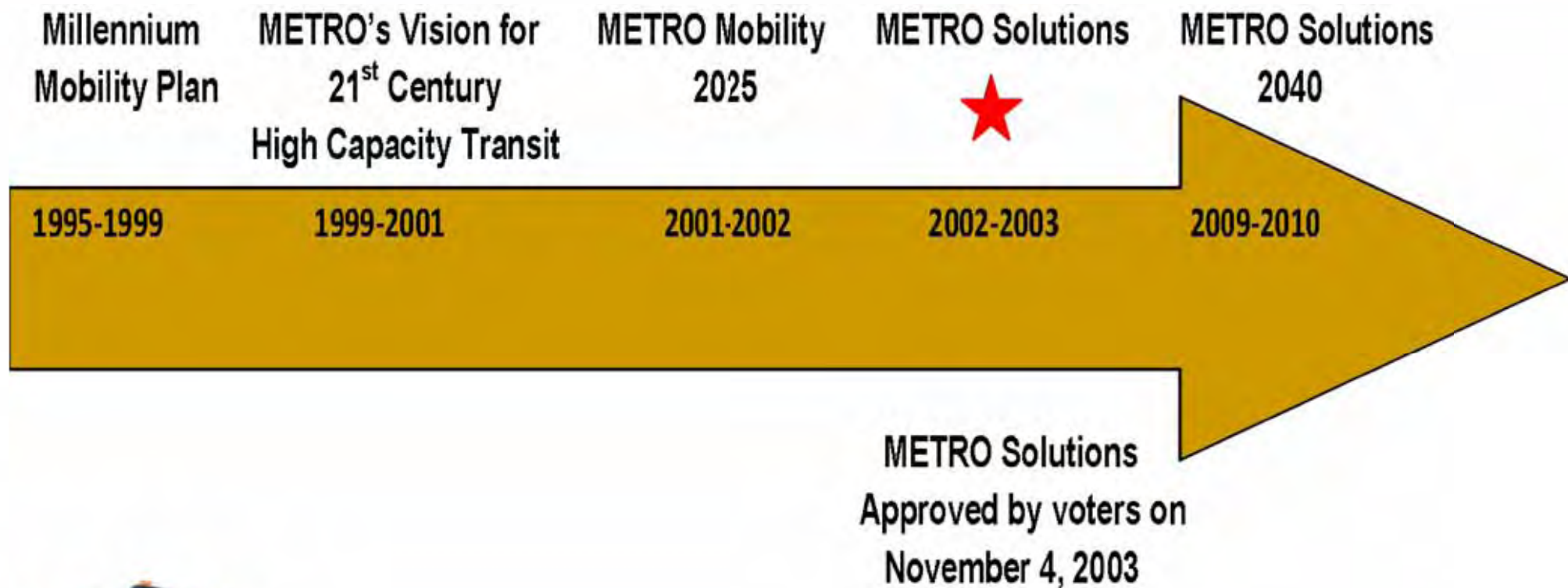
Project Purpose and Overview



METRO Solutions Historical Development



System Planning Time Line



Review of METRO Solutions

- Multi-modal long range transit plan for the Houston area for 2025
- Voter approved in November 2003
- Highlighted Light Rail Transit (LRT) as the preferred alternative in selected corridors
- Established priorities for high-capacity transit
- Established a blueprint for further local and federal required studies



2003 Referendum Overview

- Fixed guideway rapid transit
 - Bus
 - Rail
- Fixed Route Bus Service
- Commuter Rail
- HOT/HOV Lanes
- Transit Centers
- Intermodal Facilities
- Park & Rides



METRO Solutions Transit System Plan

64.8 Miles of Light Rail

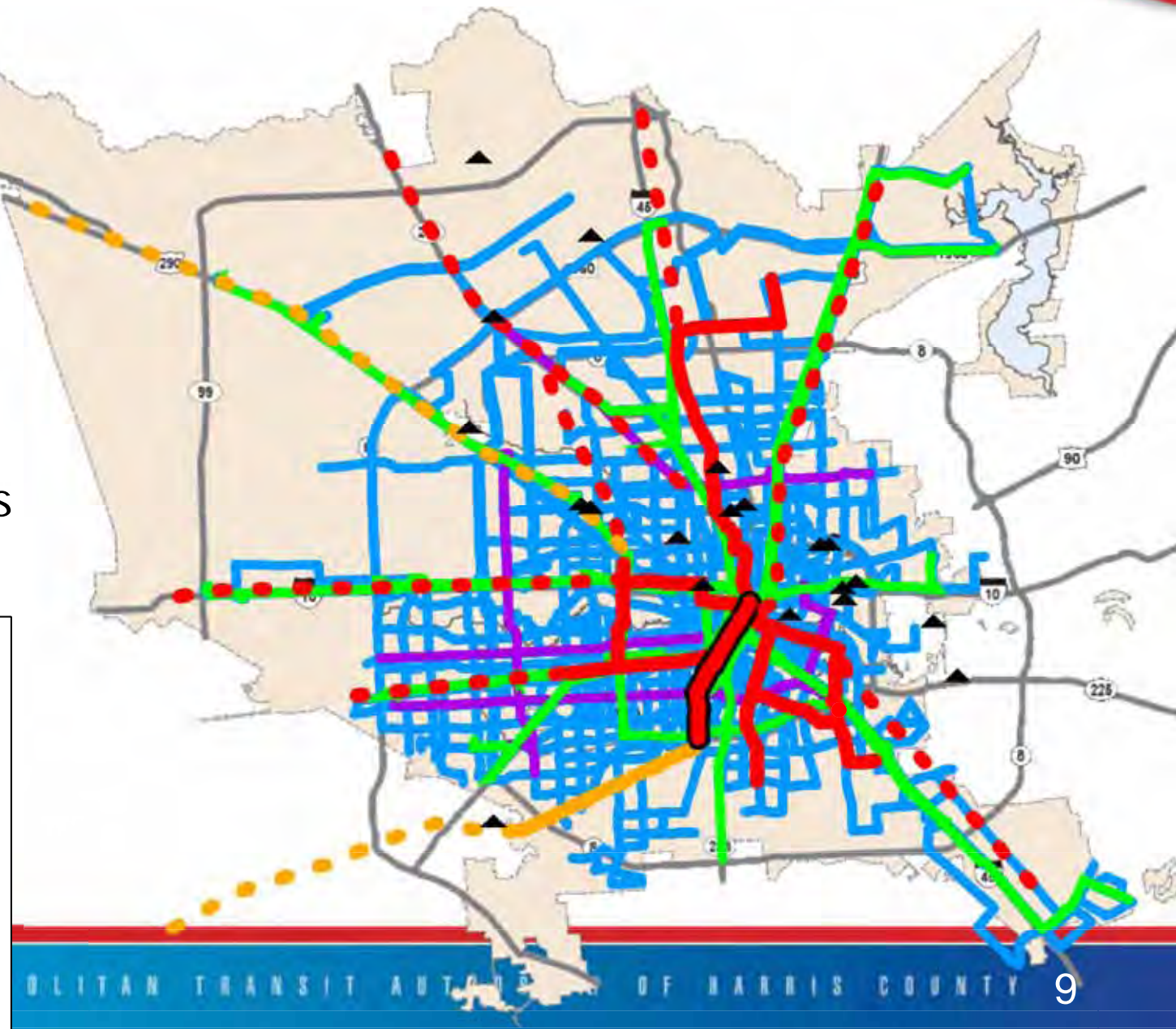
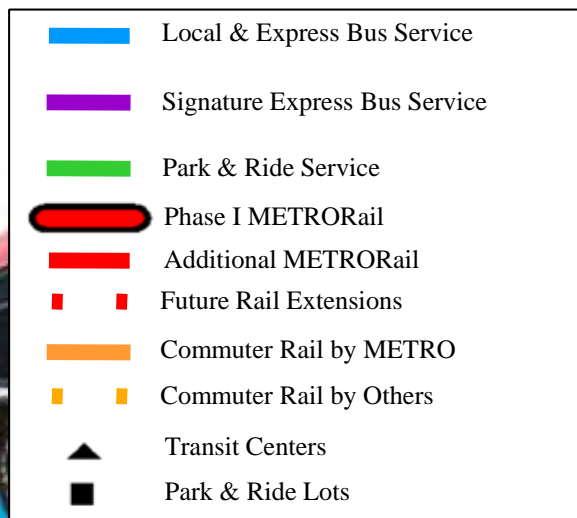
8 Miles of Commuter Rail

Over 250 miles of
two-way Park & Ride
service

9 New Park & Rides

About 44 New Bus Routes

9 New Transit Centers



2003 Referendum Overview

(Continued)

Light Rail

Phase I: 7.5 Miles of Light Rail

- UH Downtown to Reliant Center

Phase II: 39.7 Miles of Light Rail

- North Corridor 5.4 Miles from UH Downtown to Northline Mall
- Southeast Corridor 9.9 from Downtown to Gulfgate Area
- East End 6 Miles from Downtown to Griggs Road of South
- Westpark 6.6 from Wheeler Station to Hillcroft Transit Center
- Uptown 4.4 miles from Westpark to NW Transit Center
- Inner Katy 7.4 miles from Downtown to NW Transit Center



2003 Referendum Overview

(Continued)

Light Rail: Beyond Phase II

- North Corridor: 16.5 miles from Northline Mall to Greenspoint then Greenspoint to IAH
- Southeast Corridor: 7.2 Miles from Griggs @ the South Loop to Hobby Airport
- East End: 1.4 Miles from the Magnolia Transit Center to a point where it ties with the SE Line
- Sunnyside Corridor will be an extension of the SE line from Bellfort to Airport Blvd.



2003 Referendum Overview

(Continued)

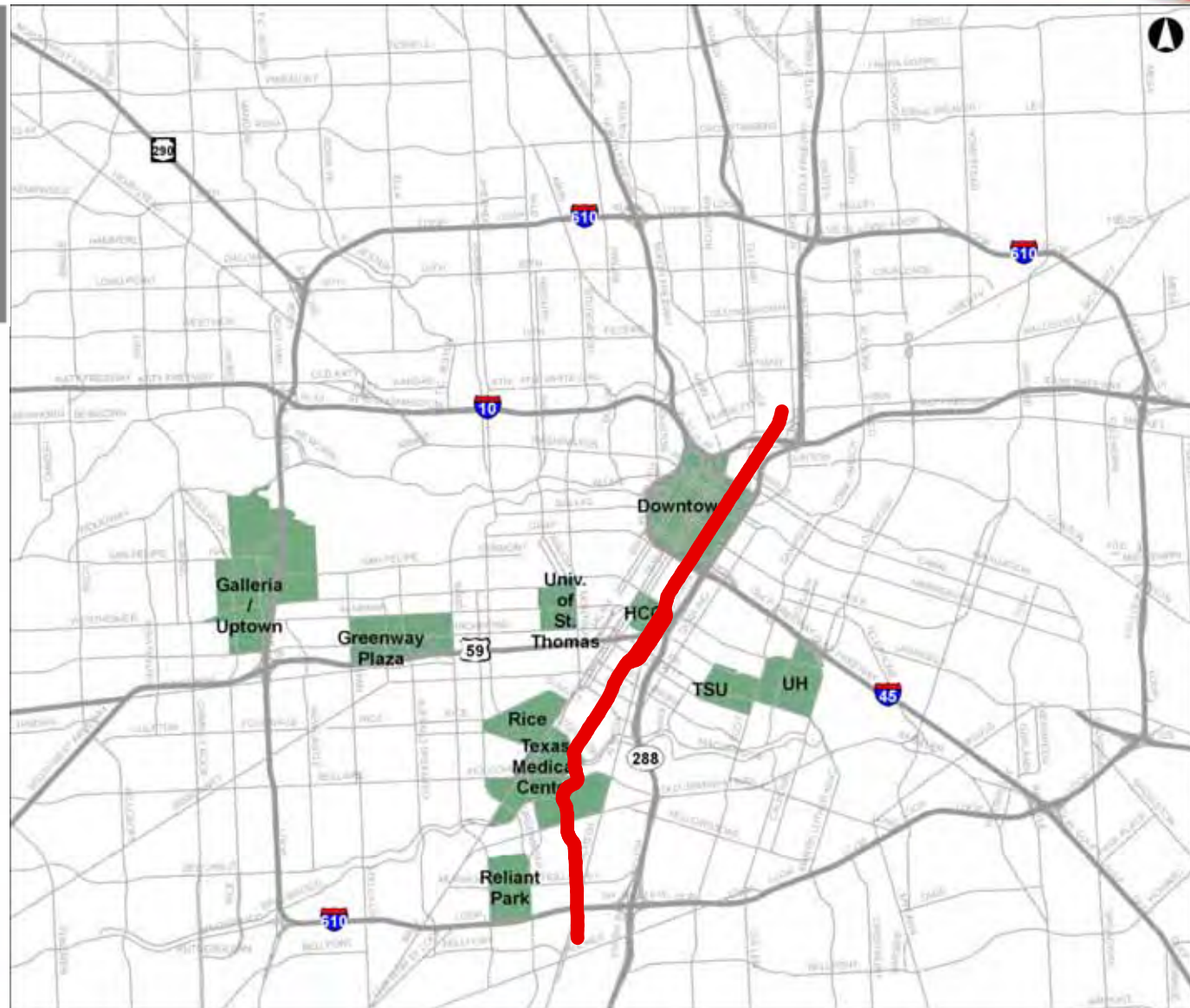
Commuter Rail

- US 90A: 8 Miles in the METRO service area extending from Fannin South Park & Ride to Fort Bend County
- US 290: Feasibility Study by Harris County of a 38 mile line parallel to US 290
- Other commuter rail corridors within the METRO service area as found to be feasible



Phase 1 Implementation

**METRORail
Red Line
opened for
service in
January 2004.**



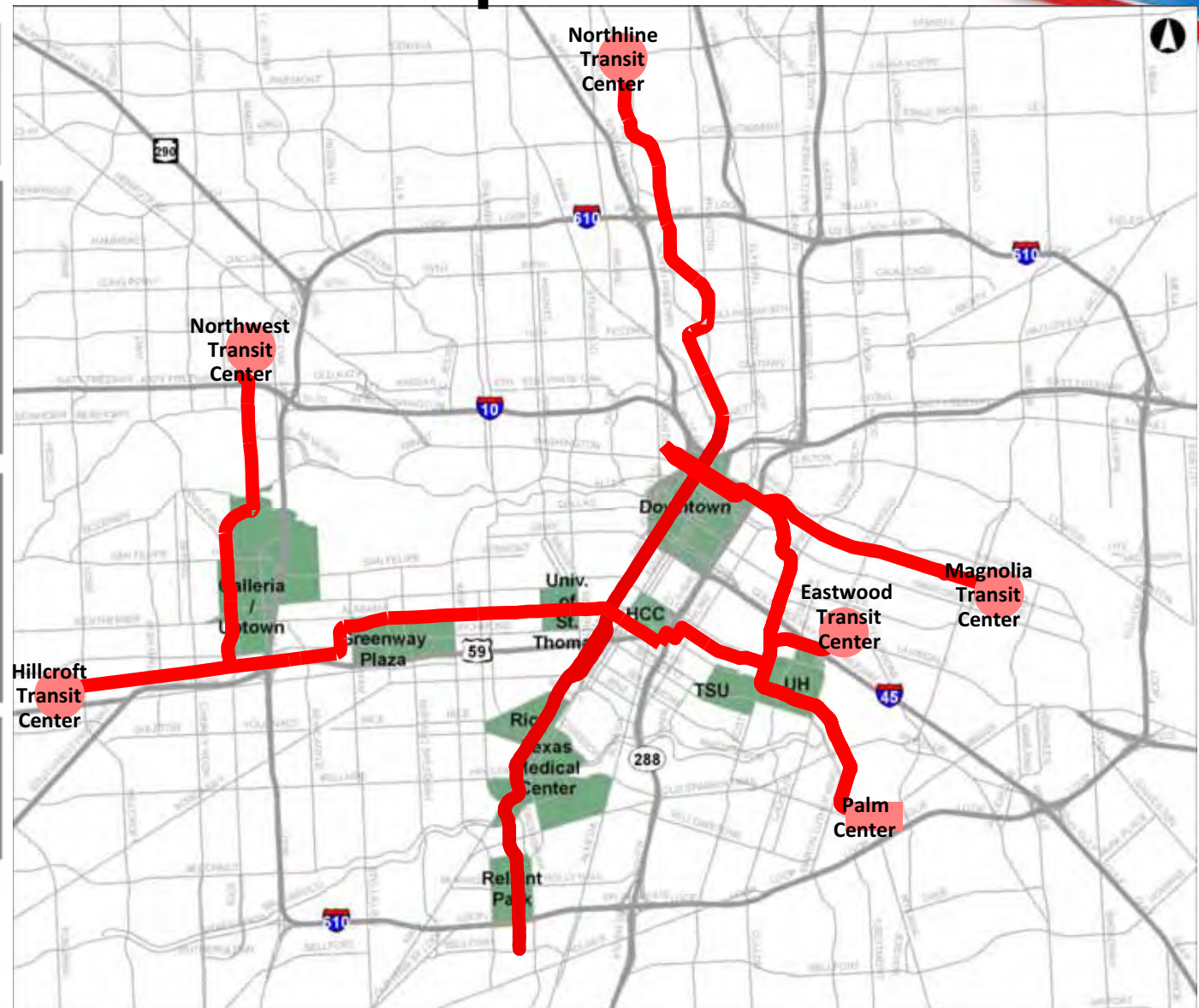
Phase 2 Implementation

East End corridor construction was initiated in March 2009.

Early utility work, design advancement, materials procurement and vehicle acquisition were initiated for North & Southeast corridors in March 2009.

University Corridor entered Preliminary Engineering in December 2009 and has a ROD pending.

Uptown Corridor alignment is being finalized.



Phase 2 Implementation

New Park & Rides

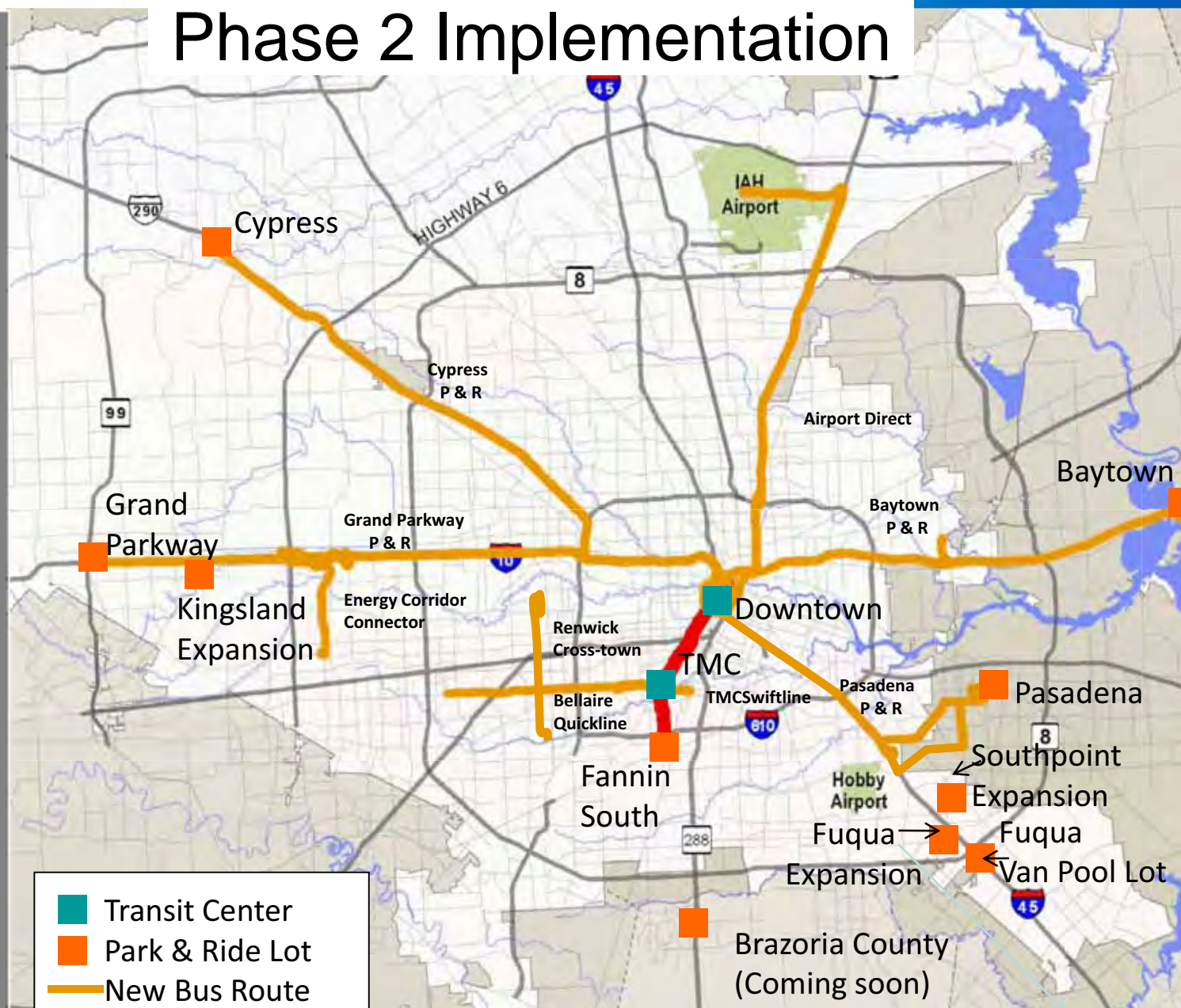
- Cypress P&R
- Baytown P&R
- Grand Parkway P&R
- Pasadena P&R
- Fuqua Van Pool Lot
- Southpoint P&R Expansion
- Kingsland P&R Expansion
- Fannin South P&R
- Brazoria County P&R

New Transit Centers

- Texas Medical Center
- Downtown Transit Center

New Bus Service

- Airport Direct
- Baytown P&R
- Pasadena P&R
- TMC Swiftline
- Bellaire Quickline
- Renwick Cross-town
- Energy Corridor Connector
- Grand Parkway P&R
- Cypress P&R



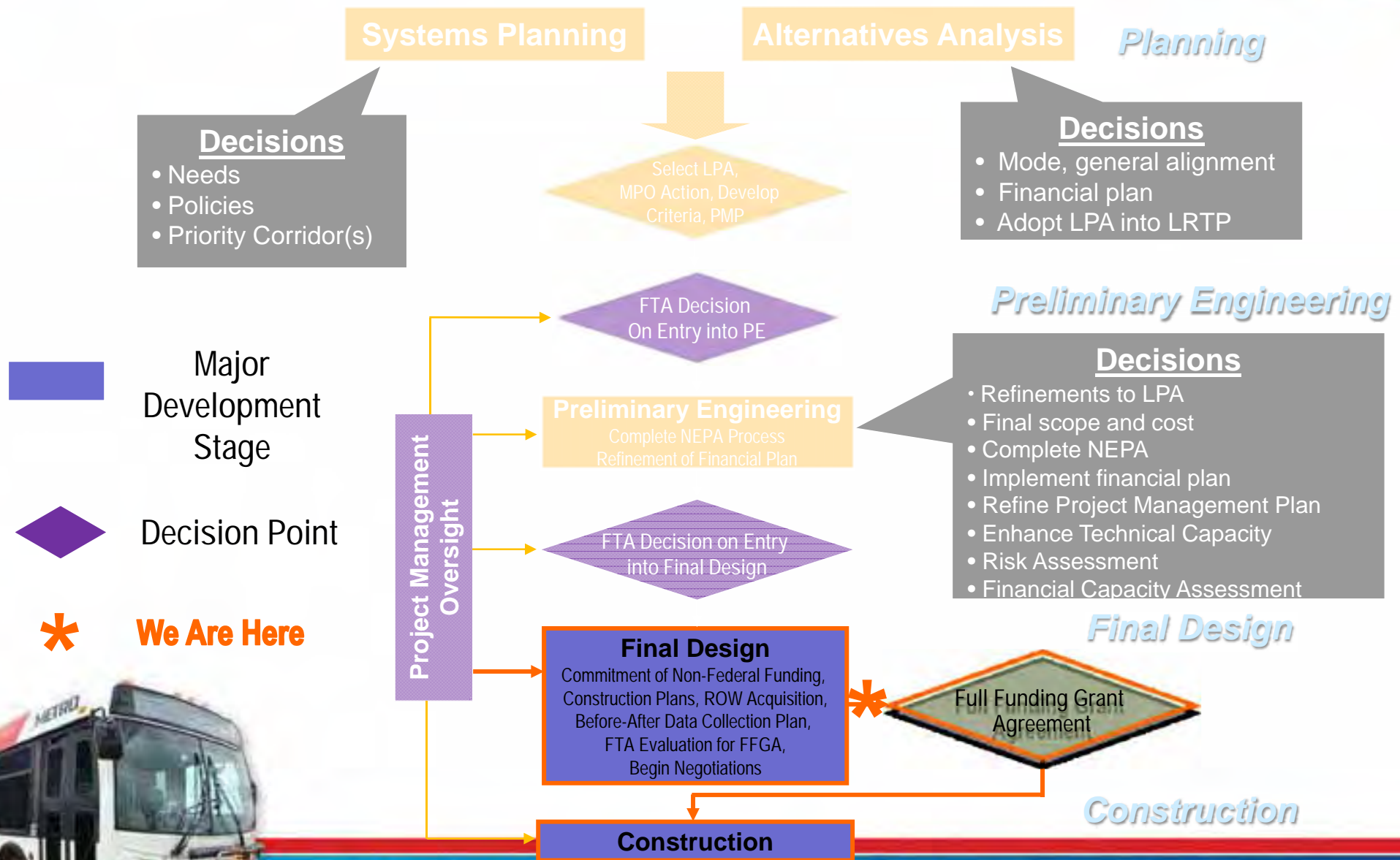
- Transit Center
- Park & Ride Lot
- New Bus Route
- METRORail



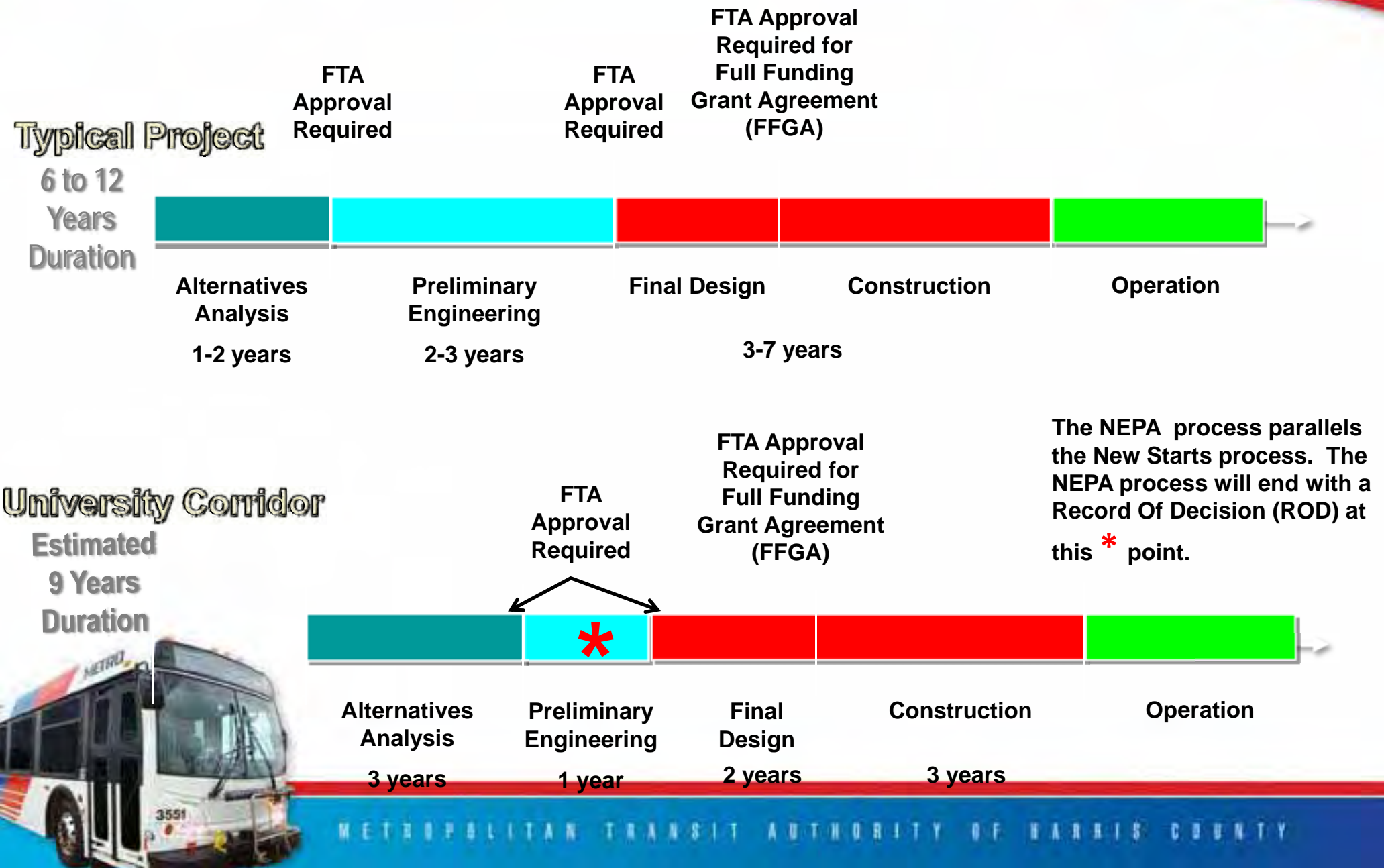
The Federal Planning Process



New Starts Development Process: North & Southeast Corridors



New Starts Project Development Process



Federal Funding Assumptions

- North Corridor
 - \$756 million (YOE\$) for total project
 - Includes capital costs and vehicles for 2030 demand, right-of-way, soft costs, and contingency
 - FTA has identified their contribution as \$450 million
 - \$75 million are designated in the FY 2010 federal budget
 - \$75 million are proposed in the FY 2011 federal budget



Federal Funding Assumptions

- Southeast Corridor
 - \$823 million (YOE\$) for total project
 - Includes capital costs and vehicles for 2030 demand, right-of-way, soft costs, and contingency
 - FTA has identified their contribution as \$450 million
 - \$75 million are designated in the FY 2010 federal budget
 - \$75 million are proposed in the FY 2011 federal budget



Status of Projects in the Federal Development Process



North Corridor



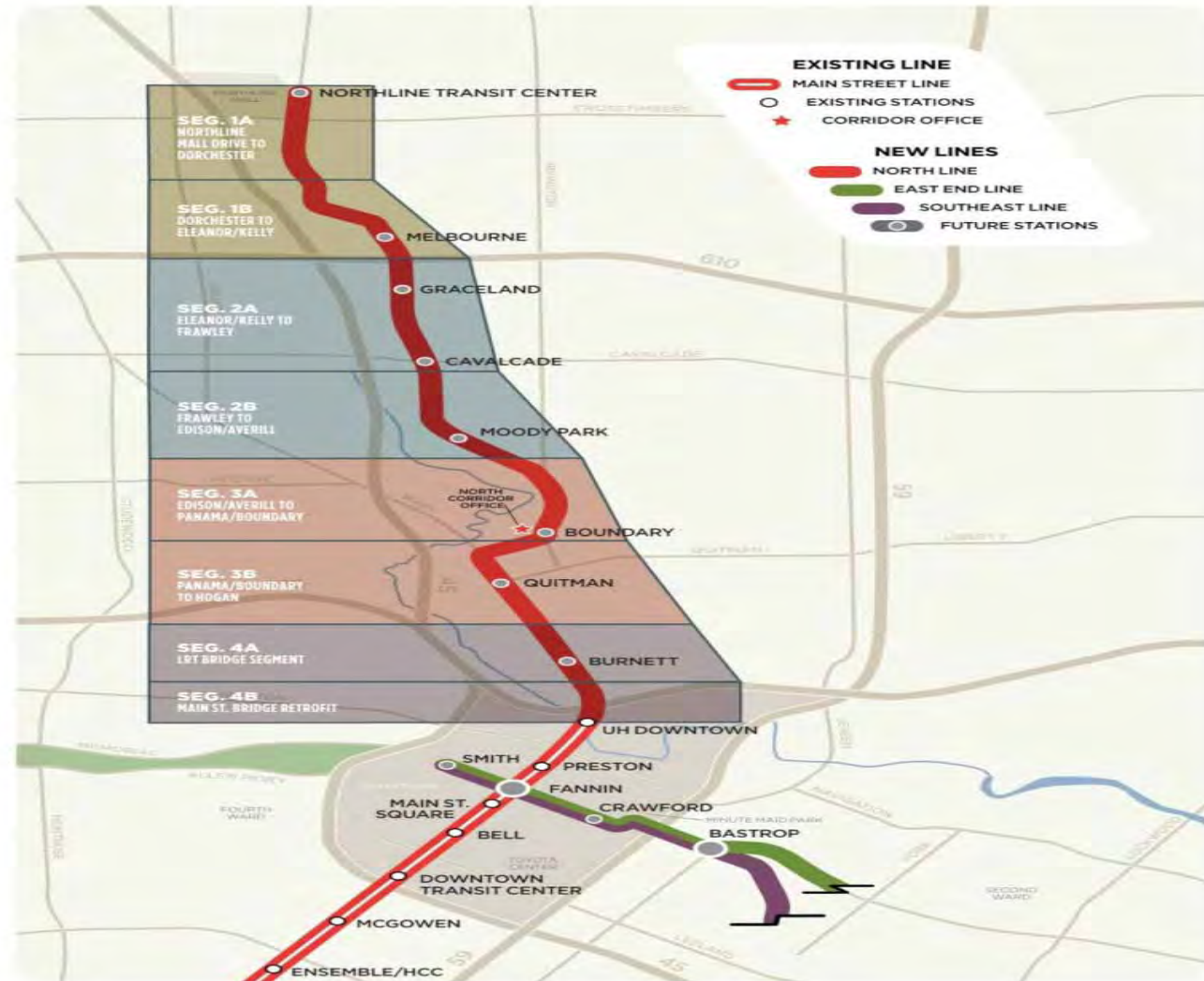
North Corridor

- North Corridor (continuation of the Red Line) 5.3 Miles
- 8 Stations(Burnett Plaza, Quitman, Boundary, Moody Park, Cavalcade, Graceland, Melbourne, Northline Mall)
- Destinations: Northline Commons, Moody Park, Houston Community College Northline



Line Segments of the North Corridor

NORTH CORRIDOR



Lime Stabilization: Irvington Bike Lanes



Preparing to Install AT&T Ductbank: Segment 4A



Placing Concrete Pavement: Irvington Bike Lanes



Setting AT&T Man Hole: Segment 4A



Placing Sanitary Sewer Man Hole: Segment 3A



Demolishing Condominiums: Segment 4A



METRO and Community Outreach

METRO Solutions **Community Advisory Boards (CABs):**

- METRO has established Community Advisory Boards (CABs) along the North, and Southeast Corridors.
- The CABs consists of representatives from corridor neighborhoods, business community and elected officials.
- CABs meet on a monthly basis and the agenda provides for a construction update, an action item list that is reviewed and updated at each meeting and a question and answer period



Business Assistance Program

Providing Technical Assistance

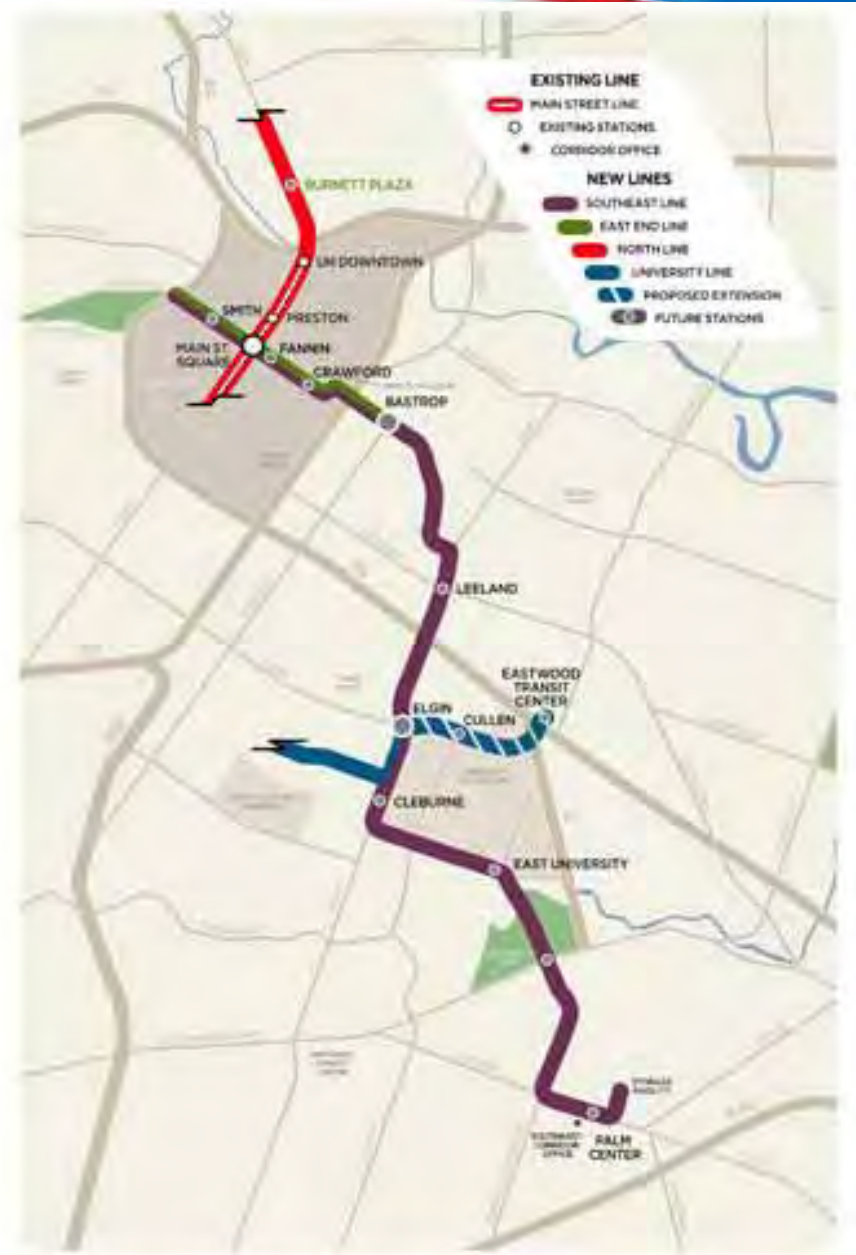


Southeast Corridor



SOUTHEAST CORRIDOR

- More than 6 miles of rail and 10 stations
- Connects downtown with University of Houston, Texas Southern University, MacGregor Park and Palm Center.
- Stations in the vicinity of UH: Elgin, Cleburne and Wheeler/MLK Stations



SOUTHEAST LINE CONSTRUCTION STATUS

AS OF 01.31.10



- Segment 4A – Demolition
 - 601 Nagle
 - 2801 Capitol
- Segment 3B –
 - Storm Drain installation
- Segment 3A – Power Pole relocation
- Segment 2B – No work
- Segment 2A –
 - Storm Drain Installation
- Segment 1C – No work
- Segment 1B –
 - Median Demolition
 - Getting ready for temp paving
- Segment 1A – No work



Structure Demo at 601 Nagle



Structure Demo at 2801 Capitol



Structure Demo at 2801 Capitol



SOUTHEAST CORRIDOR SEGMENT 3B

SCOTT STREET

- Temporary traffic switch has taken place
- North bound traffic now running where medians were.
- Utility relocation work has started. 2 MH's
- Have successfully worked out issues with Cuz n Laws on business access.
- Utility work will continue for the next few months.



Setting a MH F-18 at Scott / Coyle



Backfilling 36" RCP



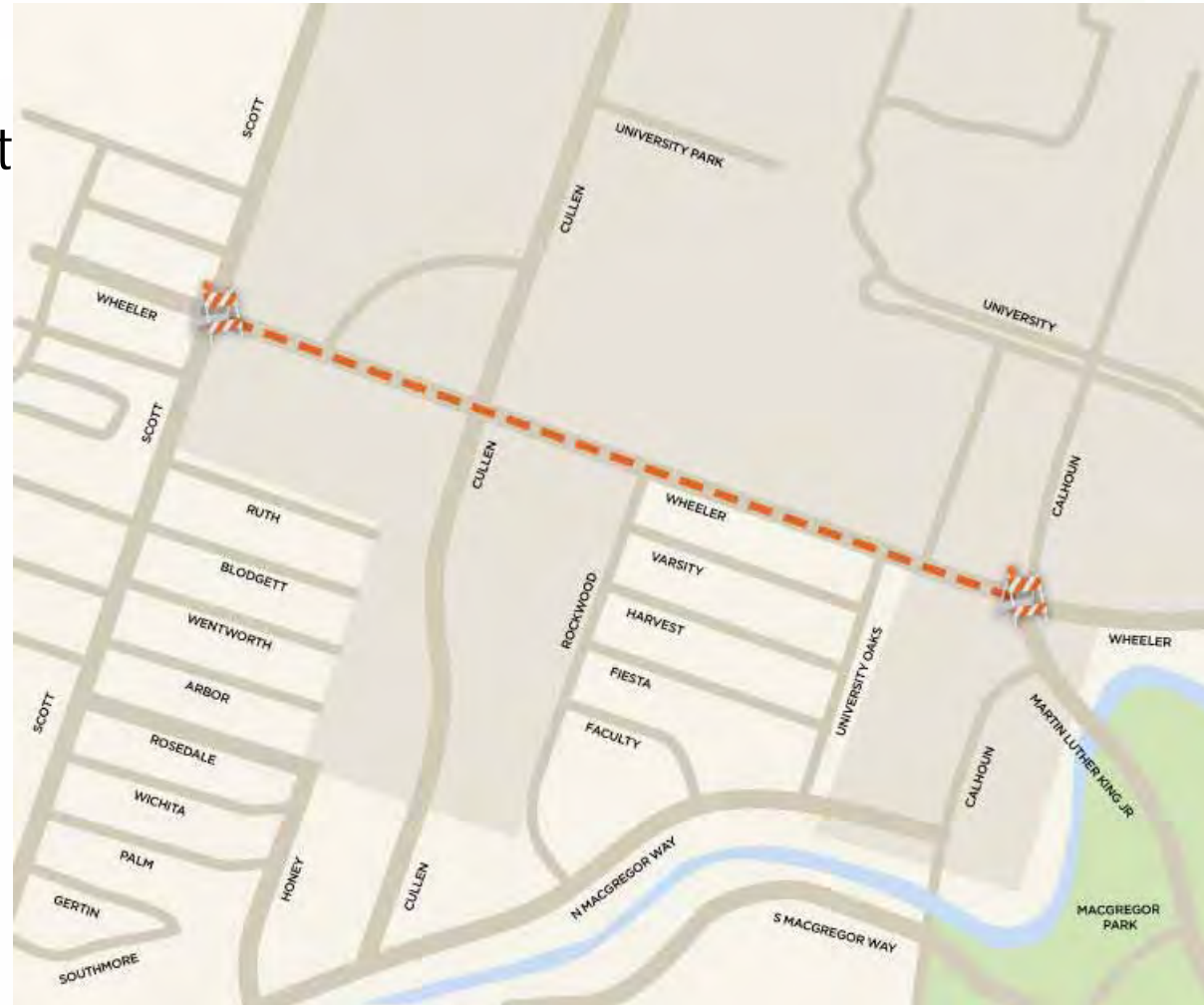
Setting Trench Box for 48" RCP



SOUTHEAST CORRIDOR SEGMENT 2A

WHEELER

- Jimerson has started with installation of MH at Calhoun and MLK
- Will continue with RCP
- Most of the work will be on METRO ROW
- CNP-E work will start within two weeks, near Rockwood
- Safe student access through our work zone



Pedestrian Walk Paths



Setting new Storm System



Pedestrian Walk Paths



Segment 1B - Update

MLK BLVD

- Resicom has demolished over half of the medians
- Temporary paving will happen within two weeks
- Utility installation should start early May
- Access to cross streets, businesses and residences will be maintained.



Getting medians ready





Gas Station – OST/MLK
DEMO May 17th

Gas Station – MLK/Griggs
Demo May 2010



METROPOLITAN TRANS



UPCOMING WORK



3A – Public / Private Utilities

4A – Public / Private Utilities

1A – Public / Private Utilities

1A – Demolition of Chevron
Station at Griggs/MLK

University Corridor



EIS Milestones

- Scoping: June/August 2006
- DEIS: July 2007
- Public Hearing: August 2007
- Selection of LPA: October 2007
- Revised LPA: July 2008
- Permission to Enter PE: December 2009
- FEIS: January 2101
- ROD: Pending

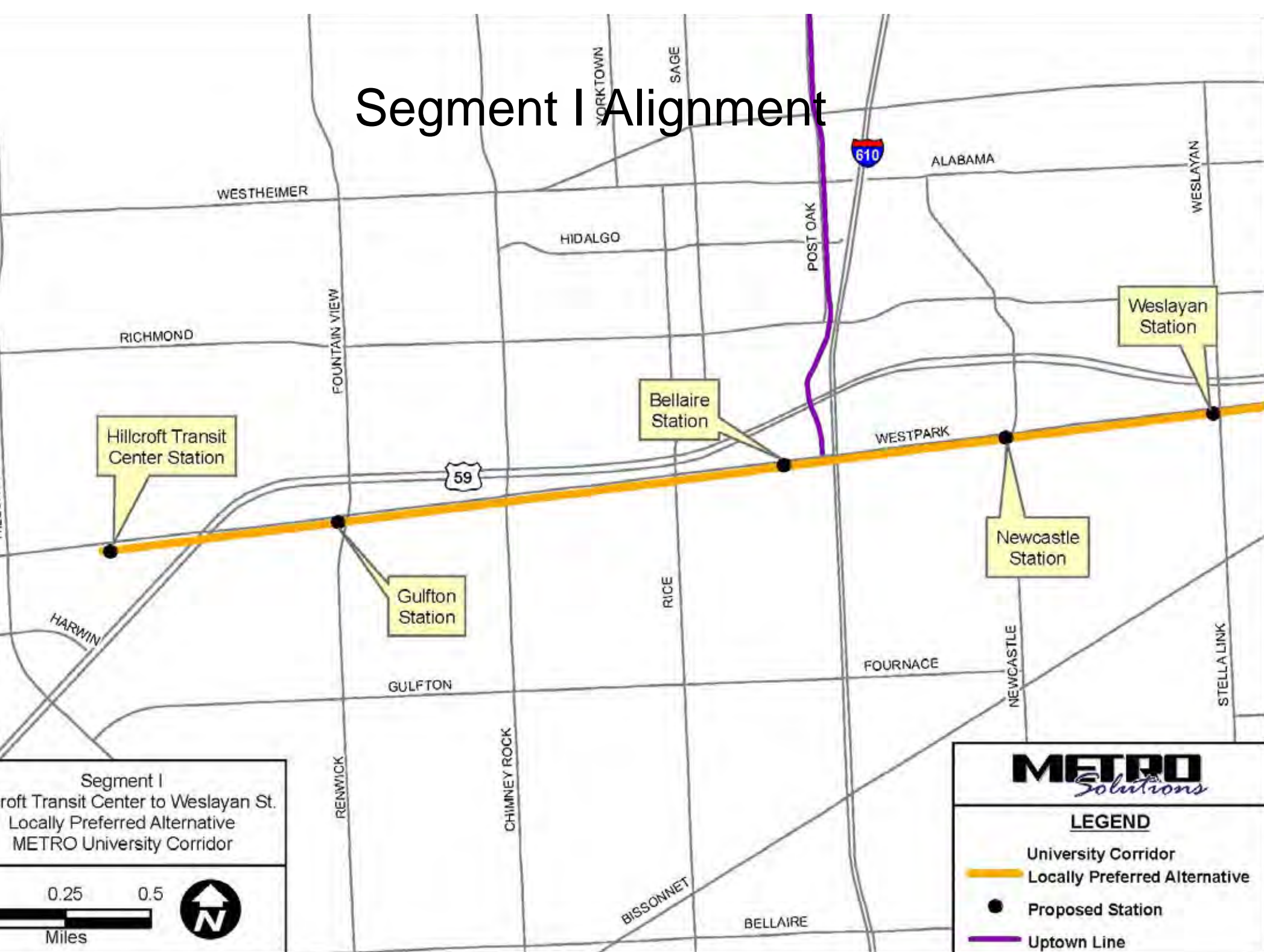


University Corridor

- 11.36 mile LRT line
- Hillcroft Transit Center to Eastwood Transit Center
- 19 stations (3 with parking; 4 with parking by others)
- 2 elevated sections – UPRR and US 59



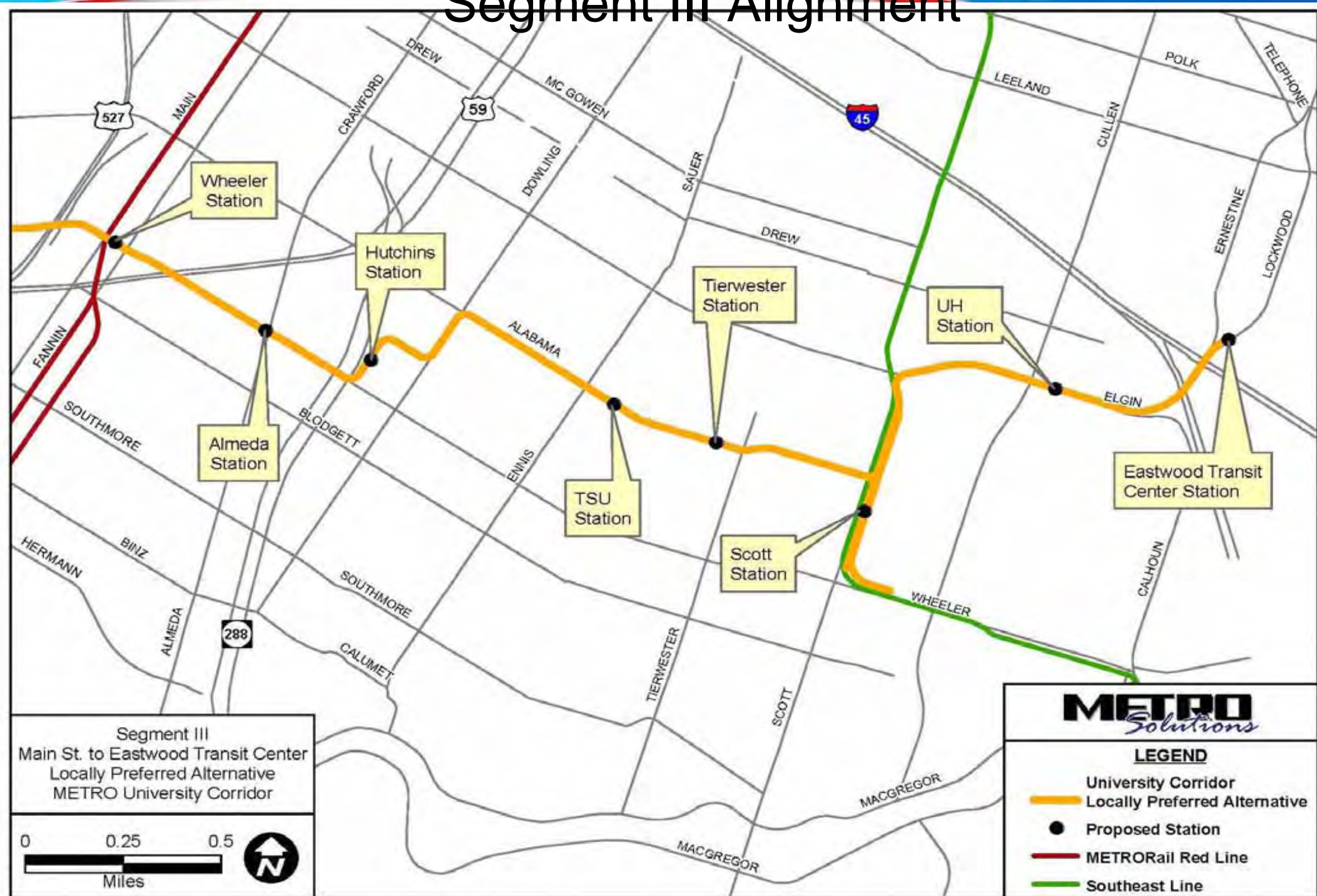
Segment I Alignment



Segment II Alignment



Segment III Alignment



EIS Analysis Categories

- Land Use & Socio-Economic Impacts
- Acquisitions & Displacements
- Historic & Archeological Preservation
- Parklands
- Visual Impacts
- Safety & Security
- Environmental Justice
- Water Resources
- Biota & Habitat
- Threatened & Endangered species
- Air Quality
- Noise & Vibration
- Hazardous & Regulated Material
- Utilities
- Economic Effects
- Permits
- Transportation Effects
- Pedestrians & bicyclists
- Financial Analysis
- Secondary & Cumulative impacts
- Construction Impacts



US 90A

- Identified for Federal Project Development Process
- Scoping commencing Spring 2010
- 3 proposed stations
- Daily projected ridership 23,000 (2030)
- Approximately eight miles in length



Long Range Plan Update

- 2035 Plan
- Phase 3 Program
 - Corridor studies
 - Regional transit service and facilities
 - Revised priorities
 - Updated funding strategies



On-Going Long Range Planning

- Implementing new policy for maintaining agency's Long Range Plan
- Update every three years to support the H-GAC Regional Transportation Plan
- Identify new demands for transit service in the H-GAC eight county region



QUESTIONS & ANSWERS

