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June 14, 2021

Mr. Craig Raborn, AICP
Director, Transportation Planning
Houston-Galveston Area Council (H-GAC)
3555 Timmons Lane, Suite 120
Houston, Texas 77027

RE: Comments on Proposed Amendments to the 2045 Regional Transportation Plan (RTP)

Dear Mr. Raborn:

The Texas Department of Transportation (TXDOT) appreciates the opportunity to respond the Metropolitan Transit Authority of Harris County's (METRO) April 27, 2021, correspondence regarding comments on the Houston-Galveston Area Council's (H-GAC) 2045 Regional Transportation Plan (RTP) amendments.

I-10 Inner Katy Corridor Study from I-610 to I-45

TXDOT is keenly aware of the time sensitive nature of the Inner Katy Bus Rapid Transit (BRT) project. The BRT project was the top-ranking project during the 2018 H-GAC Call for Projects and currently is programmed in the H-GAC 2021–2024 Transportation Improvement Program (TIP) to let to construction January 2023. TXDOT will do everything possible to help METRO stay on this implementation timeframe.

The I-10 west (Inner Katy) corridor from I-610 to I-45 is a high-volume, multimodal and freight facility with limited available right-of-way (ROW) for future improvements. This section of roadway carries nearly 275,000 vehicles per day including single occupied vehicles, carpools, vanpools, and buses. Nearly eight (8) percent of the corridor's traffic is freight. METRO's Inner Katy BRT project will impact the State's ROW and the interstate facility.

The identification of existing and future transportation needs for the movement of people and goods within the I-10 Inner Katy corridor is paramount to ensure TXDOT can adequately respond to METRO's inclusion of the proposed Inner Katy BRT currently programmed in the H-GAC TIP.

Further, the inclusion of the High Capacity Transit Task Force's (HCTTF) recommendation of two-way High Occupancy Vehicle (HOV) facilities along most TXDOT freeway corridors in the 2045 RTP requires a better understanding of the impacts of these proposed improvements on the State Transportation System. The Regional Express Access Lanes Plan is our response to the HCTTF's activities.

In short, TXDOT must better understand the physical space ramifications and other impacts these proposed improvements may have on existing TXDOT facilities, including I-10. The I-10 Inner Katy Corridor Study is a direct response to the Inner Katy BRT implementation project. Otherwise, we would be evaluating METRO's Inner Katy BRT project without the necessary information to make sound engineering decisions about the future of the corridor.

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To TXDOT's knowledge, neither the METRO Inner Katy BRT project nor the HCTTF's recommendation of two-way HOV facilities developed enough project level environmental or engineering detail to determine impacts to the human environment, our facility, or the surrounding natural and built environment. Because of the lack of basic project level information on these projects and the certain impact to our facility, TXDOT initiated the I-10 Inner Katy Corridor Study so that we could collaboratively develop a shared vision for the future of I-10 Inner Katy.

TXDOT is committed to supporting the development and implementation of the proposed METRO Inner Katy BRT project. To date, TXDOT and METRO have worked collaboratively and cooperatively to identify and share information for the benefit of the traveling public. We have successfully delivered a joint Virtual Public Meeting event for the Inner Katy Corridor that showcased the METRO Inner Katy BRT project while also soliciting input concerning the existing and future transportation needs of the broader corridor. It is the identification of the needs and the discussion of potential solutions for which TXDOT is currently seeking an amendment to the 2045 RTP. Including the I-10 Inner Katy Corridor Study in the H-GAC long-range plan is the start of a conversation about the future of this vital corridor.

The implementation schedule for METRO's Inner Katy BRT project could be adversely impacted if as requested by METRO, the TXDOT Inner Katy project is not included in the 2045 RTP. Without inclusion of TXDOT's Inner Katy project in the RTP, TXDOT will not be able to make sound engineering decisions about the future development of the corridor.

Hempstead Corridor from I-610 to BW 8

The Hempstead Corridor currently exists in the 2045 RTP. Hempstead will undergo a feasibility study to determine potential scope changes to the project. The study has not commenced, but it will include significant stakeholder engagement and public involvement.

Thank you for the opportunity to respond. Should you have any questions, please contact Andrew C. Mao, P.E. at (713) 802-5301 or via email at Andrew.mao@txdot.gov.

Sincerely,



Eliza C. Paul P.E.
District Engineer
Houston District

Attachment

CC: James W. Koch, P.E., Director, Transportation Planning and Development,
Houston District, TXDOT
Andrew C. Mao, P. E., Director, Advanced Transportation Planning, Houston District, TXDOT
Vishu Lingala, H-GAC



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April 27, 2021

Mr. Craig Raborn
Director Transportation Planning
Houston-Galveston Area Council
P.O. Box 22777
Houston, Texas 77227-2777

RE: Comments on Proposed Amendments to the 2045 Regional Transportation Plan

Dear Mr. Raborn,

On behalf of the Metropolitan Transit Authority, I am providing the following comments on Proposed Amendments to the 2045 Regional Transportation Plan.

IH 10W Studemont to Houston Ave

METRO's proposed Inner Katy Busway was selected and funded by the Transportation Policy Council as part of its most recent Call for Projects. As the highest ranked major transportation investment in the Call, this project will continue access for transit buses to Downtown and other destinations inside the 610 West Loop from three major transit corridors: IH 10 West, US 290 and the Galleria Bus Rapid Transit.

The Inner Katy Busway was previously approved by TPC as part of the Regional Transportation Plan (TPC) and is already identified in the current Transportation Improvement Program. It was part of the extensive public outreach conducted during the development of the voter approved METRONext referendum.

It is a time sensitive project and will provide significant benefit to all transit riders using the Northwest Transit Center where transit patrons using express transit in one corridor may connect to another, greatly expanding their potential destinations. It will also expand express transit services to neighborhoods along the Inner Katy corridor. Consequently, METRO is aggressively advancing this high priority project. This work includes



continued public engagement on the development of the necessary design and engineering work to fulfill environmental analysis leading to federal approval for construction.

METRO agrees that TxDOT should examine alternatives to mitigate the potential for main lane flooding and opportunities to provide HOV Lane capacity beyond that provided by METRO's Inner Katy Busway. However, these steps will require significant analysis and additional time as TxDOT address concerns that are far beyond the scope of the Inner Katy Busway approved by TPC and by METRONext voters. METRO is, therefore, concerned that TPC approval of TxDOT's IH 10W project may unnecessarily delay METRO's implementation of the Inner Katy Busway.

METRO requests that its project (the Inner Katy Busway) be retained in the Regional Transportation Plan and Transportation Improvement Program as a project of separate and independent benefit.

METRO further requests the TPC delay or provide only conditional approval of TxDOT's IH 10W project from Studemont to Houston Avenue until METRO has had the opportunity to consult with TxDOT and the Federal Transit and Highway Administrations to establish that its currently approved project will be permitted to advance, receive needed environmental approvals, and move to early implementation.

Hempstead Road and IH 610 Managed Lanes

METRO shares the concerns voiced by the City of Houston and other commenters that the Purpose and Need for the elevated managed lanes proposed for Hempstead Road and IH 610W are not well established and that TxDOT has not demonstrated community support for their proposals.

We also share the concern that previous planning activity for these two proposals was conducted so long ago the recommendations from this work may not be consistent with changes in land use and travel over the last 15-20 years.

METRO also believes that historic traffic congestion on the West Loop and US 290 may be relieved by the soon to be completed IH-69/IH-610 West Loop interchange and the expansion of US 290.

The two proposed express lane projects do not seem to advance the vision for High Capacity Transit as described in the recently approved 2045 Long Range Plan. The proposed at-grade bus lanes on Hempstead could allow for some improvement in local transit services but don't reflect the level of express transit service provided today on US 290 or identified in the new 2045 RTP.

It is METRO's desire to work with TxDOT and our regional partners to conduct the planning work needed to clearly identify the transportation needs in these corridors and the alternative ways to address them. Working together, we can achieve broad community support for the development and implementation of any recommendations.

Attached you will find comments on a list of METRO projects in the 2045 RTP related to the air quality conformity determination. This list is the result of ongoing discussions between METRO and H-GAC. Per those discussions, METRO will send a letter requesting the addition of projects to the 2045 RTP that do not impact air quality conformity. I appreciate the support of your staff in developing the list and comments.

Sincerely,



Tom Lambert
President & Chief Executive Officer

cc: Tom Jasien, Deputy CEO
Clint Harbert, Vice President – System & Capital Planning
Alan Clark, Chief Strategy Officer
Albert Lyne, Director – Grant Programs
Vishu Lingala, H-GAC

MPID	COUNTY	FACILITY	FROM	TO	DESCRIPTION	FY	ANALYSIS YEAR	PROJECT COST (\$M, FY)	Comments/Proposed Changes	H-GAC Notes	METRO updates to cost and descriptions as requested by H-GAC on 4/20/21	
15483	Harris	MMTC	McAuliffe		Advanced high capacity transit MM-610/MATC some provisions	2024	2024	\$1.00	Delete. Included in Inner Katy project #11473.	OK will be deleted after public comment period	n/a	
15549	Harris	Northline TC			Northline TC. FY 2021	2021	2017 (2017)	\$29.40	Change Analysis Year to Exempt. Project Cost \$40.37M (2020)	Shows correct in public comment document	\$40.37 (2020 \$)	
16240	Harris	Buffalo Bayou Day Lot	McAuliffe	San Jacinto	Buffalo Bayou day lot. FY 2022	2022	Exempt	\$4.15	Edit From Limit and Description	OK will be corrected in RTP listing after public comment period	Cost 0.	
18150	Harris	Downtown Houston Transit Corridors			Improve signage and pavement markings (e.g. red bus only lane designations), signal timing and operations, optimize bus stop design and spacing and enhance passenger information on "bus-only" lanes. Louisiana St (NB)/Smith St (SB) corridor from SP 527 to Franklin St; Travis St (NB)/Milam St (SB) from SP 527 to Commerce St; and San Jacinto St (NB)/Fannin St (SB) from McGowan St to Franklin St	2026	2020	Exempt	\$51.97	Change FY. Project cost \$28.79 M (2020)	OK will be corrected in RTP listing after public comment period	\$21 m (2017 \$)
18151	Harris	Westheimer Signature Bus Service	Downtown Houston	West Oaks Mall	Rapid service from Hayes Rd to Edloe St and express service on I 69 between Edloe and DT	2024	2021	Exempt	\$148.55	Change FY. Project Cost \$114.49M (2020)	OK will be corrected in RTP listing after public comment period	\$76 M (2017 \$)
18160	Harris	Uptown BRT	Bellaire/Uptown TC	Gulfton TC	Southern extension of Uptown BRT from Bellaire-Uptown TC to Gulfton TC, includes 3 stations	2020	2020	2040 (2020)	\$180.79	Edit description. Change FY and Analysis Year. Project Cost \$135.63M (2020)	It is coded correctly in the model. Fiscal year and analysis years will be corrected in RTP listing after comment period.	\$110 M (2017 \$)
18161	Harris	Uptown BRT	NWTC	Northwest Mall	Extension of Uptown BRT from NWTC to NW Mall/proposed Texas Central HSR terminal. Includes 2 stations	2020	2020	2046 (2020)	\$106.15	Part of Inner Katy project #11473. Change FY and Analysis Year.	It is coded correctly in the model. Fiscal year and analysis years will be corrected in RTP listing after comment period.	n/a
18162	Harris	Green & Purple METRO lines	Theater District	Municipal Courthouse	Extension of Green & Purple LRT lines	2024	2020	2030	\$23.80	Change Analysis Year. Project Cost \$26.95M (2020)	It is coded correctly in the model. Fiscal year and analysis years will be corrected in RTP listing after comment period.	\$24 M (2017 \$)
18164	Harris	Bellaire Gulfton TC	McAuliffe/Bellaire Blvd		Construct new transit center at Bellaire-Bld and Chimney Rook	2020	2020	Exempt	\$24.02	Edit Facility, From limit and Description. Project cost \$64.85 (2020)	OK will be corrected in RTP listing after public comment period	\$34 M (2017 \$)
18167	Fort Bend	SH 6	Near FL Bend Pkwy		Construct park and ride along SH 6 near East Bend Pkwy in Sierra Plantation, replacing existing paved spaces in Kroger parking lot	2024	Exempt	\$42.37	Edit description	OK will be corrected in RTP listing after public comment period	\$19 M (2017 \$)	
18173	Harris	METRO Service Area			Enhancements include ADA compliant sidewalks, adjustments to crosswalk dimensions, bench shelter, electronic and bus stop signs, bike rack, lighting and landscaping. Located where significant amount of transfer activity is likely to occur but where a full stand-in transit center is not warranted, e.g. interchanges of high-volume bus routes, such as the Green	2040	2040	\$6.03	SPINNER is shown as High Capacity Task Force. It duplicates #18227. Delete.	OK will be deleted after public comment period	n/a	

RFPID	COUNTY	FACILITY	FROM	TO	DESCRIPTION	FY	ANALYSIS YEAR	PROJECT COST (M, YOE)	Comments/Proposed Change	H-GAC Notes	METRO updates to cost and descriptions as requested by H-GAC on 4/20/23		
18173	Harris	Northline TC North LRT (Red Line)	Northline TC	N Shepherd Park and Ride	Extension of Red/North LRT line from Northline TC to N Shepherd park and ride- includes 8 stations	2040	2031	2046	2040	51,561.40	Edit Description, Change FY and Analysis Year. Project Cost \$954.61 M (2020\$)	OK will be corrected in the model. Fiscal year and analysis years will be corrected in RTP listing after comment period.	\$634 M (2017 \$)
18174	Harris	MLK/Gigge Rd. Southeast LRT (Purple Line)- Green/Purple Line LRT extension to Hobby Airport	MLK/Gigge Rd	Hobby Airport	Extension of Green/Purple/SE LRT line from MLK/Gigge to Hobby Airport via MLK and East Dallas- includes 9 stations	2040	2023	2045	\$2,143.45	Change Description and FY Project cost \$1,971.78M (2020\$)	OK will be corrected in the model. Fiscal year and analysis years will be corrected in RTP listing after comment period.	\$1.49 B (2017 \$)	
18175	Harris	Magnolia Park TC East LRT (Green Line)	Magnolia Park TC	Hammberg and Goodbody	Extension of Green/Good LRT line from Magnolia Park TC to Hobby Airport via Hammberg and Goodbody- includes 8 stations	2040	2046	2046	\$3,188.00	Delete. Combined with 18174.	OK will be deleted after public comment period.	n/a	
18176	Harris	University Line Corridor	Westchase Park and Ride	Tidwell TC	New BRT busway from Westchase park and ride to Tidwell TC via Westpark, Richmond, Alaba, Sign and Lookwood- includes 41 stations	2040	2025	2046	2030	\$1,556.00	Edit description, Change FY and Analysis Year. Project Cost \$1,938.25 M (2020\$)	It is coded correctly in the model. Fiscal year and analysis years will be corrected in RTP listing after comment period.	\$1.56 B (2017 \$)
18177	Harris	Geosner West Houston Corridor (HWB)	Missouri City park and ride	Wilowbrook, Ma&W Little York Park and Ride	New BRT busway from SWH-BUS-GOAL to Missouri City park and ride to Wilowbrook Mall via Geosner- includes 40 stations	2040	2037	2046	2040	\$2,885.00	Change FY and Analysis Year Project cost \$793M (2017\$)	OK will be corrected in the model. Fiscal year and analysis years will be corrected in RTP listing after comment period.	\$793 M (2017 \$)
18178	Harris	CS	Downtown Houston	Bush IAH	New BRT service from DT to IAH, includes 4 stations	2040	2027	2046	2030	\$588.76	Change FY and Analysis Year Project cost \$299.27 M (2020 \$)	It is coded correctly in the model. Fiscal year and analysis years will be corrected in RTP listing after comment period.	\$242 M (2017 \$)
18182	Harris	SH 249	Boudreaux Dr	Holkiter Dr	Construct new 2-way, all-day HOV facility	2040	2027	2046	2030	\$277.99	Change FY and Analysis Year	It is coded correctly in the model. Fiscal year and analysis years will be corrected in RTP listing after comment period.	\$204 M (2017 \$)
18184	Harris	IH 10W	Westgreen	FM 359	Extension of 2-lane HOV facility	2040	2023	2041	\$337.95	Change FY Project cost \$526.31 M (2020\$)	OK fiscal year will be corrected in RTP listing after public comment period. TxDOT (FY 2023) HOV Project is already coded in 2030, 2040 and 2045 AYS.	\$414 M (2017 \$)	
18186	Harris	IH 45	Downtown Houston	Nass 1 Bypass	Conversion of existing 1-lane reversible HOV lane (2 lanes one-lane in each direction) HOV facility	2040	2028	2045	2030	\$122.47	Change FY and Analysis Year to be consistent with #18186	It is coded correctly in the model. Fiscal year and analysis years will be corrected in RTP listing after comment period. We will review the description with METRO.	Cost ok. Description ok.
18187	Harris	I-59N	Downtown Houston	Spencer park and ride- Kingwood Dr	Conversion of existing 1-lane reversible HOV lane on I 69 East from DT to Kingwood P&R to 2-way, all day facility	2028	2030	\$116.13	Change To Limit and Description.	Shows correct FY and AY in public comment document. We will review description with METRO.	Cost ok. Change description to include Kingwood P&R		
18183	Harris	Spencer Hwy			Bus priority installation, bus stop optimization, and bus-pooling along Airport/College/Spencer between Hobby Airport and East Texas College in LaSalle	2040	2040	2040	\$6.53	Delete. Not a METRO project.	OK will be deleted after public comment period.	n/a	

APPOB	COUNTY	FACILITY	FROM	TO	DESCRIPTION	FY	ANALYSIS YEAR	PROJECT COST (M, YOE)	Comments/Proposed Changes	M-GAC Notes	METRO updates to cost and descriptions as requested by M-GAC on 4/20/21	
18192	Fort Bend	Missouri City Park and Ride	US 90A	BW 8	Replaces existing MC park and ride with new facility closer to intersection of US 90A and BW 8	2040	2020	2044-2048	Change FY and Analysis Year. Project Cost \$61 M (2020\$)	OK fiscal year will be corrected in RTP listing after public comment period. AY will be changed to Exempt	\$36.7 M (2021 \$)	
18198	Harris	Springwoods Park and Ride	Near Springwoods Village Pkwy		New Park and ride in the vicinity of IH 45 N and Springwoods Village Pkwy	2040-2039	2044-2045	\$52.14	Change FY and Analysis Year	OK fiscal year will be corrected in RTP listing after public comment period. AY correctly changed to Exempt	\$35 M (2017 \$)	
18199	Fort Bend	Katy Ft Bend Rd.	Near Kingsland		New park and ride	2040	2020	2040	Change FY.	OK fiscal year will be corrected in RTP listing after public comment period. AY correctly changed to Exempt	\$35 M (2017 \$)	
18200	Harris	Louetta Park and Ride	At Louetta Rd		Construct park and ride facility	2040	2027	2044-2030	Change FY and Analysis Year	OK fiscal year will be corrected in RTP listing after public comment period. AY correctly changed to Exempt	\$35 M (2017 \$)	
18201	Harris	SH 249	At Boudreaux Rd		Construct park and ride facility	2040	2027	2044-2030	Change FY and Analysis Year	OK fiscal year will be corrected in RTP listing after public comment period. AY will be changed to Exempt	\$35 M (2017 \$)	
18209	Harris	Rosenberg Park and Ride			New park and ride in downtown Rosenberg	2040	Exempt	\$26.07	Wrong county; not a METRO project	OK fiscal year will be corrected in RTP listing after public comment period.	n/a	
18213	Harris	Memorial City Transit Center	Gessner		New transit center in vicinity of Gessner and IH 10W	2040	2033	2045	Exempt	Change FY and Analysis Year	OK fiscal year will be corrected in RTP listing after public comment period.	\$35 M (2017 \$)
18214	Harris	Willowbrook-TC-4 SH 249	At FM 1960		Construct Willowbrook transit center at SH 249 and FM 1960	2040	2027	2044	Exempt	Change FY and Analysis Year	OK fiscal year and limits will be corrected in RTP listing after public comment period.	\$35 M (2017 \$)
18404	Harris	Inner Katy Corridor	HE 10 W	Katy-Four-Diamond intersection 3-way ramp	Construct multimodal dedicated BRT busway including grade-separation and connection to HOV-Lanes-and-transit-center	2036	Exempt	\$336.43	Duplicate to #11473. Delete	OK will be deleted after public comment period	Delete project. Project #11473 should be named "Inner Katy Busway"	
TBD	Harris	Southwest Corridor (US 90A)	TMC	Missouri City (BW 8 and SH 6)	Commuter bus on 2-way HOV	2041	2041	\$385.00	Project was coded but not added to RTP list. Cost in 2017 \$		M-GAC will add to RTP list at appropriate time. Change description to "Transit corridor with multiple transportation hubs"	
TBD	Harris/FB	Red Line	Fennin South transit center	Missouri City	Red Line LRT extension (planning phase)	2045	2045	\$18.00	Project was coded but not added to RTP list. Cost in 2017 \$		Cost for planning only.	
TBD	Harris	Green Line	@ Park Place Blvd and IH 45 S		Construct new Park Place multimodal transit center and park and ride	2038	Exempt	\$68.00	Not on RTP list. Cost in 2017 \$		Add to RTP.	
TBD	Harris	University Corridor	@ Tidwell		Construct Wheeler multimodal TC	2033	Exempt	\$52.00	Not on RTP list. Cost in 2017 \$		Add to RTP.	
TBD	Harris	Marey Rd	In vicinity of US 90		Construct new park and ride between US 90 and IH 10 E	2040	Exempt	\$41.00	Not on RTP list. Cost in 2017 \$		Add to RTP.	
TBD	Harris	Kingwood Dr.	@ US 59H		Construct new park and ride; part of IH 69/US 59 S off-peak HOV/diamond lanes	2040	Exempt	\$63.00	Not on RTP list. Cost in 2017 \$		Both parties agreed delete. Replaced by 2-way HOV project.	
TBD		US 290	@ Fairfield Place Dr.		Construct new Fairfield park and ride	2041	Exempt	\$58.00	Not on RTP list. Cost in 2017 \$		Add to RTP	

MPPOD	COUNTY	FACILITY	FROM	TO	DESCRIPTION	FY	ANALYSIS YEAR	PROJECT COST (M, YOE)	Comments/Proposed Changes	H-GAC Notes	METRO updates to cost and descriptions as requested by H-GAC on 4/20/23
TBD	Harris	IH 45 S	Downtown	Bay Area Blvd.	IH 45 S Off-Peak HOV/Diamond Lanes & signage	2025	2030	\$6.31	Not on RTP list.		Both parties agreed delete. Replaced by 2-way HOV project.
TBD	Harris	I 69 N	Downtown	Kingwood Dr.	I 69/IUS 59 North Off-Peak HOV/Diamond Lanes & signage	2025	2030	\$7.17	Not on RTP list.		Both parties agreed delete. Replaced by 2-way HOV project.
TBD	Harris	I 69 S	Edloe	West Bellfort Blvd.	I 69/IUS 59 South Off-Peak HOV/Diamond Lanes & signage			\$4.36	Not on RTP list.		Both parties agreed delete. Replaced by 2-way HOV project.
TBD	Harris/FB	METRO Service Area	VA	VA	Park & Ride service enhancements/FLM improvements for reverse commute	2025	Exempt	\$20 M	Not on RTP list. Cost in 2017 \$		Add to RTP
TBD	Harris	Bellaire Blvd.	TMC Transit Center	Palm Center Transit Center	BOOST - Bellaire/Palm Center Quickline Extension	2027	Exempt	\$3.09	Not on RTP list.		Add to RTP.
TBD	Harris	TMC			TMC transit improvements and service integration	2040	Exempt	\$30 M	Not on RTP list. Cost in 2017 \$		Add to RTP.
TBD	Harris	Scott			BOOST improvements	2022	Exempt	\$25.00	Request to amend TIP in progress		Add to TIP
TBD	Harris	Airline/Montrose			BOOST improvements	2022	Exempt	\$26.00	Request to amend TIP in progress		Add to TIP
TBD	Harris	Westheimer	Downtown	SH 6	BOOST improvements	2022	Exempt	\$44.00	Request to amend TIP in progress		Add to TIP
TBD	Harris	BOOST Corridors	VA	VA	BOOST improvements	2024	Exempt	\$50.00	TIP Placeholder for BOOST corridors. Request to amend TIP in progress		Add to TIP
18180	Harris	BOOST Corridors	VA	VA	BOOST improvements - Bus priority treatments, bus stop optimization, and frequent service along multiple arterials	2040		\$103 M	RTP placeholder for BOOST corridors. Cost in 2017 \$		Add to RTP
TBD	Harris	Westheimer	@ West Oaks Mall		Construct transit center	2022	Exempt	\$5 M	Request to amend TIP will be sent to H-GAC		Add to TIP