



Mission Statement

“Provide safe, clean, reliable, accessible and friendly public transportation services to our region.”

Board of Directors

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Sanjay Ramabhadran
(Ram)

President & Chief Executive Officer

Thomas C. Lambert

October 30, 2018

Mr. Alan Clark
Director of Transportation Planning and Air Quality
Houston-Galveston Area Council
3555 Timmons, Suite 120
Houston, TX 77027

SUBJECT: Funding Commitment Letter for the Metropolitan Transit Authority's 2018 Transportation Improvement Program (TIP) Candidate Projects

Dear Mr. Clark:

The Metropolitan Transit Authority of Harris County (METRO) is pleased to submit seven applications for Federal funding consideration in the 2018 TIP Call for Projects. The applications are for the following projects:

- Downtown-Midtown Bus Operations
- Fleet Modern Refresh
- Gessner Bus Operations Optimized Service Treatments (BOOST)
- Inner Katy Bus Rapid Transit and Busway
- Universal Accessibility Improvements at Bus Stops
- West Belfort Park & Ride Modifications
- Westheimer Signature Bus Service

METRO is requesting to use Transportation Development Credits for two projects, Westheimer Signature Bus Service and Universal Accessibility. A traditional 80 percent Federal and 20 percent local match is being requested for the remaining projects except for Inner Katy Bus Rapid Transit and Busway project. Due to the significance of the Inner Katy Bus Rapid Transit and Busway project, METRO is proposing to overmatch with a 60 percent Federal and 40 percent local match funding split. Should these proposed projects be selected for Federal funding assistance, METRO will commit the appropriate local matching funds out of its annual local revenue of approximately \$900 million (based on FY 2019 projections). Please find the attached list of projects and their relevant information.

Thank you for your consideration of these applications. Should you have questions, or require additional information, please contact Clint Harbert at clint.harbert@ridemetro.org.

Sincerely,



Thomas Lambert
President & Chief Executive Officer

Attachment (1)

cc: Roberto Treviño, P.E (METRO)
Clint Harbert, AICP (METRO)
Albert Lyne (METRO)



METRO's 2018 TIP Call for Projects Funding Commitment List

Project	Investment Type	Description	Federal Request/Local Match
Fleet Modem Refresh	Other/Regional ITS	Replace obsolete modems in fleet and provide priority for emergency responders	\$4.5 m/\$1.1 m
Downtown/Midtown Bus Operations	Other/Transit Priority Infrastructure	Optimize six downtown/midtown corridors to improve bus operations and safety	\$21.3 m/\$5.3 m
Gessner BOOST	Other/Transit Priority Infrastructure	Optimize 49 Gessner operations with consolidated stops, traffic signal control, stop improvements and other strategies	\$5.1 m/\$1.3 m
Inner Katy BRT and Busway	Major Investment	Fill in gap in HOV lane system between Northwest Transit Center and Downtown to improve bus travel times	\$168.6 m/\$112.4 m
Universal Accessibility	Other/Active Transportation	Upgrade all bus stops to ensure compliance with Americans With Disabilities Act	\$90 m (\$18 m/year for 5 years)/TDC request \$18 m
West Bellfort Park & Ride Modifications	Other/State of Good Repair	Modify the site layout, add two bus bays and add parking to meet current and projected demand	\$18.7 m/\$4.7 m
Westheimer Signature Bus Service	Other/Transit Priority Infrastructure	Overlay signature bus service with local 82 Westheimer service	\$76.3 m/TDC request \$15.3 m



October 29, 2018

Mr. Alan C. Clark
Metropolitan Planning Organization Director
Houston-Galveston Area Council
P.O. Box 22777
Houston, TX 77227-2777

Subject: Letter of Support for the Metropolitan Transit Authority's 2018 Transportation Improvement Program Candidate Projects

Dear Mr. Clark:

Central Houston, Inc. is pleased to express its support for the candidate projects submitted by the Metropolitan Transit Authority of Harris County (METRO) for consideration in the 2018 Transportation Improvement Program Call for Projects, particularly filling the Inner Katy HOV gap and implementing Downtown Bus Operations Improvements.

Since its inception, METRO has provided Houston-area residents and visitors with an array of convenient, comfortable, reliable, and safe transit options. METRO moves thousands of people each day via its paratransit, vanpool, light rail, local, and commuter bus services. The candidate projects, shown in the attached table, are components of METRO's overall strategy to improve the competitiveness of transit as a modal choice, while improving access to jobs, education, and recreational opportunities in the region.

A strong transit network is integral to maintaining a thriving and growing region; Central Houston, Inc. strongly supports these applications as they promise to increase the viability of transit as a transportation option. Securing regional funding assistance will augment METRO's ability to connect more people to jobs, enhance livability within the surrounding areas, and efficiently deliver first class transit service throughout the region's core.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Eury", written over a light blue horizontal line.


Robert M. Eury
Executive Director

Cc: Patrick Mandapaka, Assistant Director - Transportation, H-GAC
Clint Harbert, AICP, VP of System Planning, METRO
Albert Lyne, Director of Grant Programs, METRO




METRO's 2018 TIP Call for Projects List

	Project Name	Project Description and Project Elements	Total Project Cost
1.	Westheimer Signature Bus Service	<p>The proposed project would complete infrastructure improvements required to implement Signature Bus Service (SBS) in the Westheimer Road corridor from Downtown to West Oaks Mall. Signature service complements the existing local service as an overlay that provides a higher level of passenger amenities and passenger information at key destinations and at high ridership/ high transfer location stops. Existing bus stops would be optimized using stop consolidation, fare card readers, and operational improvements.</p> <p>A new, rapid service pattern offers faster trips, making stops only at key destinations and connection points from Hayes Rd to Edloe, and running express on all day two-way HOV lanes along IH 69/US 59 and Spur 527 between Edloe and Downtown. This service will also serve all local stops from Hayes Rd to West Oaks Mall during its span of service. Additional project components include bicycle and pedestrian improvements from METRO's Universal Accessibility as well as the First and Last Mile programs.</p> <p>The corridor is served by the frequent 82 Westheimer bus, the busiest bus line in Texas and the backbone of METRO's transit system in densely populated West Houston. A peak hour trip on the 82 lasts nearly 2 hours end-to-end, averaging less than 10 mph. The purpose of the project is to improve speed and reliability, overall system connectivity, provide an improved passenger experience and increase ridership while limiting impacts to existing traffic.</p> <p>This project also includes the inclusion of two-way all day HOV lanes on IH 69/US 59 and Spur 527, between Edlow St and Downtown/Midtown to avoid chronic congestion along Westheimer.</p>	\$77 Million
2.	West Bellfort Park & Ride Modification	<p>This project aims to reconfigure the West Bellfort Park & Ride lot to expand surface parking to accommodate current and future demand, expand bus bays, maximize operational efficiency and improve patron's access, safety and security. Other components throughout the facility that have reached the end of their useful life, such as the bus canopy, will also be replaced. A connection from the facility to the Keegan's Bayou Trail, in addition to other bicycle and pedestrian improvements associated with METRO's Universal Accessibility and First and Last Mile programs will be provided.</p> <p>Commuters in southwest Harris County increasingly rely on this facility to access employment, particularly in downtown Houston and the Texas Medical Center. In addition, the West Bellfort Park & Ride facility will serve the Uptown Bus Rapid Transit (BRT) service when it begins operations within the next year. The West Bellfort Park & Ride facility is often overcapacity on weekdays and results in patrons to park illegally throughout the lot, which creates unsafe conditions for both pedestrians and vehicles.</p>	\$20 to 31 Million
3.	Gessner BOOST Corridor (Includes FLM improvements)	<p>This project proposes to implement Bus Operations Optimized Service Treatments (BOOST) improvements along the Gessner corridor between the West Little York Park & Ride and the Fondren Meadow Drive/ Gessner Road intersection where the existing service terminates. Project elements include stop optimization, stop consolidation, signal coordination, new passenger shelters, and bicycle and pedestrian improvements associated with METRO's Universal Accessibility and First and Last Mile Programs. Bus-only lanes and queue jumps will be incorporated as feasible.</p> <p>The 46 Gessner Route is ranked within the top 15 routes which boasts an average 6,710 weekday boardings. Even though this route has high ridership, the customer experience is hampered with low average speeds and inconsistent reliability. Optimization of this route would improve travel times, reliability, and accessibility for METRO bus riders.</p>	\$7 Million


METRO's 2018 TIP Call for Projects List

	Project Name	Project Description and Project Elements	Total Project Cost
4.	Downtown Bus Operations Improvements (Includes FLM improvements)	<p>This project aims to improve transit operations along the most traveled one-way road pairs through Downtown, including Smith Street (southbound) and Louisiana Street (northbound), Milam Street (southbound) and Travis Street (northbound), and Fannin Street (southbound and San Jacinto Street (northbound). Project elements include stop optimization, signal coordination, improved lane demarcation, improved shelters, boarding platforms, better signage and passenger information, and First and Last Mile's bicycle and pedestrian facilities and sidewalk improvements.</p> <p>Improvements will improve speed, reliability, and customer experience. Slow and inconsistent travel times throughout the Downtown area have ripple effects across the entire bus system considering most commuter bus routes serve Downtown and all three light rail lines meet at Central Station. Considering 57 bus routes travel through the study area, Downtown is easily the largest hub for ridership and connections.</p>	\$10 to 21 Million
5.	Universal Accessibility	<p>The infrastructure improvements include new sidewalks, reconstruction of existing sidewalks in disrepair, ADA accessible bus pads, ADA accessible ramps, accessible bus shelter-ready pads, and similar improvements throughout the METRO service area, which encompasses Harris County and Fort Bend County. This is proposed as a multiyear program to fund improvements at transit stops to eliminate barriers to access bus stops and all transit facilities.</p> <p>Transit stops are the gateways to public transportation. Each one welcomes riders into the system and provides a transition point of entry into the community. Inaccessible transit stops and facilities can make using transit difficult or impossible for people with mobility, visual, or other disabilities. Access to roughly 75% of the station/stops is difficult due to lack of or inadequate sidewalks and ramps.</p>	\$90 Million
6.	Bus IT Refresh	<p>Fleet modems will be replaced with dual modems with access to a high-speed broadband network (FirstNet) utilized solely by first responders. The new system will also provide GPS location information for real time METRO vehicle notifications and collect ridership information. Fare collection efforts will also be advanced through this enhanced broadband connection and provide Wi-Fi for customers on buses and light rail transit vehicles.</p> <p>The current modems in the METRO vehicle fleet are at the end of their useful product life. The manufacturer no longer supports the low bandwidth 3G devices and the modems must be replaced for METRO local and commuter buses, METROLift vehicles, dedicated Yellow Cabs that contract with METROLift, and light rail vehicles. The current modems only have a single channel and point of communication; in an emergency, if this channel is damaged or not functioning, emergency communications and operations would be seriously impacted. The new modems will allow access to two channels through the FirstNet system, which creates multiple points of connection during emergencies. This creates redundancy and resiliency, which is vitally important in that it allows for emergency communications and operations to function if one becomes inoperable.</p>	\$6 Million

METRO  **METRO's 2018 TIP Call for Projects List**

	Project Name	Project Description and Project Elements	Total Project Cost
7.	Inner Katy (Major Investment category)	<p>METRO proposes to fill the gap within the existing HOV network on IH-10 (Katy Freeway) beginning where the managed lanes begin at approximately Silber Road. This project will also connect the Inner-Katy Connector Ramp near the Northwest Transit Center (NWTC) and the Downtown Connector Ramp with two-way managed facility to enhance system connectivity between the Northwest Transit Center and Downtown. Two stops will be included and are located at Shepherd/Durham and Studemont Street. A new transit center will be constructed at Shepherd/Durham. This project will also incorporate improvements associated with METRO's Universal Accessibility and First and Last Mile programs. The total project length is for approximately 4.5 miles.</p> <p>The Inner West segment of IH-10 is currently the seventh most congested roadway segment in the region. The IH-10 west corridor between Uptown and Downtown is a vital east-west connection that provides access to the highest concentration of employment in the Houston region, including Downtown, Uptown, and the business centers along Allen Parkway. Currently, METRO routes within this corridor experience slow travel speeds and delays due to the high traffic volumes and frequent congestion along IH 10 West and parallel local streets. This project is anticipated to improve the average daily time savings between the NWTC and Downtown by approximately 50%. The continuous HOV lanes would also provide a rapid transit connection from Uptown and Downtown to the planned High-Speed Rail (HSR) terminus.</p>	\$281 Million



CITY OF HOUSTON
Houston Public Works

Sylvester Turner

Mayor

Carol Ellinger Haddock, P.E.
Director
P.O. Box 1562
Houston, Texas 77251-1562

832-395-2500
www.publicworks.houstontx.gov

October 24, 2018

Mr. Alan Clark
Transportation Director
Houston-Galveston Area Council
3555 Timmons Lane
Houston, TX 77227-2777

Dear Mr. Clark:

Houston Public Works (HPW) is coordinating with the Metropolitan Transit Authority of Harris County (METRO) to enhance transit access and service throughout the City of Houston. HPW has reviewed the projects proposed by METRO for funding in the 2018 Transportation Improvement Program (TIP) Call for Projects. Houston Public Works supports the METRO project proposals in the attached list.

HPW will continue to work with METRO through the development of each project to ensure the transit enhancements are incorporated into City right-of-way in a manner that provides for improved and safer multimodal operations in each corridor. Projects awarded funding will be subject to City of Houston final design review and approval prior to construction. In addition, any non-standard improvements in City right-of-way will require a maintenance agreement prior to construction.

Houston Public Works is committed to working with METRO and H-GAC to develop a high capacity transit network that will provide competitive options in this era of mobility as a service. Access and reliability will be key requirements for transit to succeed. We must work together to foster it as mobility options evolve.

Sincerely,

A handwritten signature in black ink, appearing to read "Carol Haddock", with the word "for" written below it.

Carol Haddock, P.E.
Director
Houston Public Works

cc: Jeffrey Weatherford, P.E., Deputy Director
Maureen Crocker, Assistant Director

CEHMC



METRO's 2018 TIP Call for Projects List

	Project Name	Project Description and Project Elements	Total Project Cost
1.	Westheimer Signature Bus Service	<p>The proposed project would complete infrastructure improvements required to implement Signature Bus Service (SBS) in the Westheimer Road corridor from Downtown to West Oaks Mall. Signature service complements the existing local service as an overlay that provides a higher level of passenger amenities and passenger information at key destinations and at high ridership/ high transfer location stops. Existing bus stops would be optimized using stop consolidation, fare card readers, and operational improvements.</p> <p>A new, rapid service pattern offers faster trips, making stops only at key destinations and connection points from Hayes Rd to Edloe, and running express on all day two-way HOV lanes along IH 69/US 59 and Spur 527 between Edloe and Downtown. This service will also serve all local stops from Hayes Rd to West Oaks Mall during its span of service. Additional project components include bicycle and pedestrian improvements from METRO's Universal Accessibility as well as the First and Last Mile programs.</p> <p>The corridor is served by the frequent 82 Westheimer bus, the busiest bus line in Texas and the backbone of METRO's transit system in densely populated West Houston. A peak hour trip on the 82 lasts nearly 2 hours end-to-end, averaging less than 10 mph. The purpose of the project is to improve speed and reliability, overall system connectivity, provide an improved passenger experience and increase ridership while limiting impacts to existing traffic.</p> <p>This project also includes the inclusion of two-way all day HOV lanes on IH 69/US 59 and Spur 527, between Edlow St and Downtown/Midtown to avoid chronic congestion along Westheimer.</p>	\$77 Million
2.	West Bellfort Park & Ride Modification	<p>This project aims to reconfigure the West Bellfort Park & Ride lot to expand surface parking to accommodate current and future demand, expand bus bays, maximize operational efficiency and improve patron's access, safety and security. Other components throughout the facility that have reached the end of their useful life, such as the bus canopy, will also be replaced. A connection from the facility to the Keegan's Bayou Trail, in addition to other bicycle and pedestrian improvements associated with METRO's Universal Accessibility and First and Last Mile programs will be provided.</p> <p>Commuters in southwest Harris County increasingly rely on this facility to access employment, particularly in downtown Houston and the Texas Medical Center. In addition, the West Bellfort Park & Ride facility will serve the Uptown Bus Rapid Transit (BRT) service when it begins operations within the next year. The West Bellfort Park & Ride facility is often overcapacity on weekdays and results in patrons to park illegally throughout the lot, which creates unsafe conditions for both pedestrians and vehicles.</p>	\$20 to 31 Million
3.	Gessner BOOST Corridor (Includes FLM improvements)	<p>This project proposes to implement Bus Operations Optimized Service Treatments (BOOST) improvements along the Gessner corridor between the West Little York Park & Ride and the Fondren Meadow Drive/ Gessner Road intersection where the existing service terminates. Project elements include stop optimization, stop consolidation, signal coordination, new passenger shelters, and bicycle and pedestrian improvements associated with METRO's Universal Accessibility and First and Last Mile Programs. Bus-only lanes and queue jumps will be incorporated as feasible.</p> <p>The 46 Gessner Route is ranked within the top 15 routes which boasts an average 6,710 weekday boardings. Even though this route has high ridership, the customer experience is hampered with low average speeds and inconsistent reliability. Optimization of this route would improve travel times, reliability, and accessibility for METRO bus riders.</p>	\$7 Million



METRO's 2018 TIP Call for Projects List

Project Name	Project Description and Project Elements	Total Project Cost
4. Downtown Bus Operations Improvements (Includes FLM improvements)	<p>This project aims to improve transit operations along the most traveled one-way road pairs through Downtown, including Smith Street (southbound) and Louisiana Street (northbound), Milam Street (southbound) and Travis Street (northbound), and Fannin Street (southbound) and San Jacinto Street (northbound). Project elements include stop optimization, signal coordination, improved lane demarcation, improved shelters, boarding platforms, better signage and passenger information, and First and Last Mile's bicycle and pedestrian facilities and sidewalk improvements.</p> <p>Improvements will improve speed, reliability, and customer experience. Slow and inconsistent travel times throughout the Downtown area have ripple effects across the entire bus system considering most commuter bus routes serve Downtown and all three light rail lines meet at Central Station. Considering 57 bus routes travel through the study area, Downtown is easily the largest hub for ridership and connections.</p>	\$10 to 21 Million
5. Universal Accessibility	<p>The infrastructure improvements include new sidewalks, reconstruction of existing sidewalks in disrepair, ADA accessible bus pads, ADA accessible ramps, accessible bus shelter-ready pads, and similar improvements throughout the METRO service area, which encompasses Harris County and Fort Bend County. This is proposed as a multiyear program to fund improvements at transit stops to eliminate barriers to access bus stops and all transit facilities.</p> <p>Transit stops are the gateways to public transportation. Each one welcomes riders into the system and provides a transition point of entry into the community. Inaccessible transit stops and facilities can make using transit difficult or impossible for people with mobility, visual, or other disabilities. Access to roughly 75% of the station/stops is difficult due to lack of or inadequate sidewalks and ramps.</p>	\$90 Million
6. Bus IT Refresh	<p>Fleet modems will be replaced with dual modems with access to a high-speed broadband network (FirstNet) utilized solely by first responders. The new system will also provide GPS location information for real time METRO vehicle notifications and collect ridership information. Fare collection efforts will also be advanced through this enhanced broadband connection and provide Wi-Fi for customers on buses and light rail transit vehicles.</p> <p>The current modems in the METRO vehicle fleet are at the end of their useful product life. The manufacturer no longer supports the low bandwidth 3G devices and the modems must be replaced for METRO local and commuter buses, METROLift vehicles, dedicated Yellow Cabs that contract with METROLift, and light rail vehicles. The current modems only have a single channel and point of communication; in an emergency, if this channel is damaged or not functioning, emergency communications and operations would be seriously impacted. The new modems will allow access to two channels through the FirstNet system, which creates multiple points of connection during emergencies. This creates redundancy and resiliency, which is vitally important in that it allows for emergency communications and operations to function if one becomes inoperable.</p>	\$6 Million



METRO's 2018 TIP Call for Projects List

	Project Name	Project Description and Project Elements	Total Project Cost
7.	Inner Katy (Major Investment category)	<p>METRO proposes to fill the gap within the existing HOV network on IH-10 (Katy Freeway) beginning where the managed lanes begin at approximately Silber Road. This project will also connect the Inner-Katy Connector Ramp near the Northwest Transit Center (NWTC) and the Downtown Connector Ramp with two-way managed facility to enhance system connectivity between the Northwest Transit Center and Downtown. Two stops will be included and are located at Shepherd/Durham and Studemont Street. A new transit center will be constructed at Shepherd/Durham. This project will also incorporate improvements associated with METRO's Universal Accessibility and First and Last Mile programs. The total project length is for approximately 4.5 miles.</p> <p>The Inner West segment of IH-10 is currently the seventh most congested roadway segment in the region. The IH-10 west corridor between Uptown and Downtown is a vital east-west connection that provides access to the highest concentration of employment in the Houston region, including Downtown, Uptown, and the business centers along Allen Parkway. Currently, METRO routes within this corridor experience slow travel speeds and delays due to the high traffic volumes and frequent congestion along IH 10 West and parallel local streets. This project is anticipated to improve the average daily time savings between the NWTC and Downtown by approximately 50%. The continuous HOV lanes would also provide a rapid transit connection from Uptown and Downtown to the planned High-Speed Rail (HSR) terminus.</p>	\$281 Million



October 19, 2018

Alan C. Clark
Houston-Galveston
P.O. Box 22777
Houston, Tx 77227-2777

**SUBJECT: Letter of Support for the Metropolitan Transit Authority's 2018
Transportation Improvement Program Candidate Project**

Dear Mr. Clark:

Midtown Redevelopment Authority is pleased to express its support for the candidate projects submitted by the Metropolitan Transit Authority of Harris County (METRO) for consideration in the 2018 Call for Projects.

Since its inception, METRO has taken a leadership role in providing Houston-area residents and visitors with a wide array of convenient, comfortable, reliable and safe transportation options. Its local bus, commuter bus, light rail, paratransit, and van pool services move thousands of people each day. The candidate projects, shown in the attached table, are components of METRO's overall strategy to improve the competitiveness of transit as the preferred mode of transportation, as well as provide access to jobs, educational and recreational opportunities in the Houston region.

Midtown Redevelopment Authority highly supports these applications and hopes the projects are awarded the requested funds. Securing regional funding assistance would augment METRO's ability to connect more people to jobs, enhance livability within the surrounding areas and efficiently deliver first class transit service in the Houston region.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Thibodeaux", written over a long, thin horizontal line.

Matt Thibodeaux,
Executive Director

cc: Patrick Mandapaka, Assistant Director, H-GAC
Clint Harbert, AICP, VP of System Planning
Alvert Lyna, Director of Grant Programs, METRO

410 Pierce Street, Suite 355, Houston, Tx 77002
713-526-7577 Ph 713-526-7519 Fax



BORRIS L. MILES

STATE SENATOR • DISTRICT 13

COMMITTEES: AGRICULTURE, WATER, & RURAL AFFAIRS • HEALTH & HUMAN SERVICES • NATURAL RESOURCES & ECONOMIC DEVELOPMENT • NOMINATIONS

October 31, 2018

Alan C. Clark
Houston-Galveston
P.O. Box 22777
Houston, TX 77227-2777

SUBJECT: Letter of Support for the Metropolitan Transit Authority's 2018 Transportation Improvement Program Candidate Projects

Dear Mr. Clark:

I am pleased to offer this letter supporting the Metropolitan Transit Authority of Harris County (METRO) in their pursuit of transportation funds through the Houston-Galveston Area Council's 2018 Transportation Improvement Program Call for Projects. METRO will comply with all applicable minority- and women-owned business enterprise programs and make a good faith effort to utilize local businesses.

Since its inception, METRO has taken a leadership role in providing Houston-area residents and visitors with a wide array of convenient, comfortable, reliable and safe transportation options. Its local bus, commuter bus, light rail, paratransit, and van pool services move thousands of people each day. The candidate projects, shown in the attached table, are components of METRO's overall strategy to improve the competitiveness of transit as the preferred mode of transportation, as well as provide access to jobs, educational and recreational opportunities in the Houston region.

CAPITOL OFFICE:
P.O. Box 12068
AUSTIN, TEXAS 78711
(512) 463-0113
FAX: (512) 463-0006

DIAL 711 FOR RELAY CALLS

CENTRAL HOUSTON OFFICE:
5302 ALMEDA ROAD, SUITE A
HOUSTON, TEXAS 77004
(713) 665-8322
FAX: (713) 665-0009

NORTHEAST OFFICE:
3300 LYONS AVENUE, SUITE 301
HOUSTON, TEXAS 77020
(713) 223-0387
FAX: (713) 223-0524

FORT BEND OFFICE:
2440 TEXAS PARKWAY, SUITE 110
MISSOURI CITY, TEXAS 77489
(281) 261-2360
FAX: (281) 261-4726

I highly support these applications and hope the projects are awarded the requested funds. Securing regional funding assistance would augment METRO's ability to connect more people to jobs, enhance livability within the surrounding areas, and efficiently deliver first class transit service in the Houston region.

Sincerely,

A handwritten signature in black ink, appearing to be 'Borris L. Miles', with a long horizontal flourish extending to the right.

Borris L. Miles
Senator, District 13

cc: Patrick Mandapaka, Assistant Director, H-GAC
Clint Harbert, AICP, VP of System and Capital Planning, METRO
Albert Lyne, Director of Grant Programs, METRO



KARLA CISNEROS
Houston City Council Member, District H

October 31, 2018

Alan C. Clark
Houston-Galveston
P.O. Box 22777
Houston, TX 77227-2777

Re: Metropolitan Transit Authority's 2018 Transportation Improvement Program Candidate Projects

Dear Mr. Clark,

As Council Member for District H, I am pleased to support the candidate projects submitted by the Metropolitan Transit Authority of Harris County (METRO) for consideration in the 2018 Call for Projects.

Since its inception, METRO has taken a leadership role in providing Houston-area residents and visitors with a wide array of convenient, comfortable, reliable and safe transportation options. Its local bus, commuter bus, light rail, paratransit, and van pool services move thousands of people each day. The candidate projects, shown in the attached table, are components of METRO's overall strategy to improve the competitiveness of transit as the preferred mode of transportation, as well as provide access to jobs, educational and recreational opportunities in the Houston region.

I support these applications and hope the projects are awarded the requested funds. Securing regional funding assistance would augment METRO's ability to connect more people to jobs, enhance livability within the surrounding areas, and efficiently deliver first class transit service in the Houston region.

Sincerely,

A handwritten signature in blue ink that reads "Karla Cisneros".

Karla Cisneros
Council Member, District H

cc: Patrick Mandapaka, Assistant Director, H-GAC
Clint Harbert, AICP, VP of System and Capital Planning, METRO
Albert Lyne, Director of Grant Programs, METRO



David W. Robinson

Houston City Council Member, At-Large 2

Committees

Chair, Transportation, Technology & Infrastructure
Vice-Chair, Quality of Life
Vice-Chair, Regulation and Neighborhood Affairs
Budget and Fiscal Affairs

Ethics, Elections and Council Governance
Housing and Community Affairs
Houston First Board Member, Ex-Officio
Second Vice Chair, Transportation Policy Council

October 31, 2018

Alan C. Clark
Houston-Galveston Area Council
P.O. Box 22777
Houston, TX 77227

RE: Metropolitan Transit Authority's 2018 Transportation Improvement Program Candidate Projects

Dear Mr. Clark,

I am pleased to support the candidate projects submitted by the Metropolitan Transit Authority of Harris County (METRO) for consideration in the 2018 Call for Projects.

Since its inception, METRO has taken a leadership role in providing Houston-area residents and visitors with a wide array of convenient, comfortable, reliable and safe transportation options. Its local bus, commuter bus, light rail, paratransit, and van pool services move thousands of people each day. The candidate projects are components of METRO's overall strategy to improve the competitiveness of transit as the preferred mode of transportation, as well as provide access to jobs, educational and recreational opportunities in the Houston region.

I strongly support these applications and hopes the projects are awarded the requested funds. Securing regional funding assistance would augment METRO's ability to connect more people to jobs, enhance quality of life, and efficiently deliver first-class transit service in the Houston region.

Gratefully,

David W. Robinson, FAIA
Council Member, At-Large Position 2

cc: Patrick Mandapaka, Assistant Director, H-GAC
Clint Harbert, AICP, VP of System and Capital Planning, METRO
Albert Lyne, Director of Grant Programs, METRO



RODNEY ELLIS
COMMISSIONER

October 30, 2018

Alan C. Clark Houston-Galveston
P.O. Box 22777
Houston, TX 77227-2777

Letter of Support for the Metropolitan Transit Authority's 2018 Transportation Improvement Program Candidate Projects

Dear Mr. Clark:

Increasing transportation options for Harris County residents is a key to the economic growth for the region. As Commissioner of Harris County Precinct One, I support Metropolitan Transit Authority of Harris County's (METRO) candidate projects in the *2018 Call for Projects*. Since its inception, METRO has taken a lead role in providing Houston-area residents and visitors with a wide array of convenient, comfortable, reliable and safe transportation options.

METRO's candidate projects will provide even greater access to these transportation options, increasing public transit's competitiveness as the preferred mode of transportation in our region. In helping make public transit the preferred option for our growing population, we can mitigate the long-term environmental impacts of commuting by automobile and possibly reduce the need for additional road construction.

Thousands of Harris County residents and visitors to this world-class region benefit from METRO's reliable and safe transportation options, such as local buses, commuter buses, light rail, paratransit, and van pool services each day. Awarding the requested funds would increase the livability of Harris County residents by connecting them to surrounding areas and attract more out of town guests.

Harris County Precinct One supports METRO's applications that will provide increased transportation options to this region.

Sincerely,

Rodney Ellis
Commissioner
Harris County Precinct One



**TEXAS
CENTRAL**

October 25, 2018

Houston-Galveston Area Council
Attn: Alan C. Clark
P.O. Box 22777
Houston, TX 77227-2777

Subject: 2018 Call for Projects

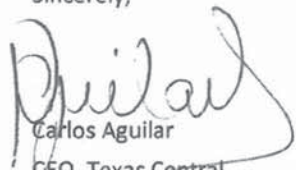
Dear Mr. Clark:

Texas Central is pleased to support the Inner-Katy candidate project along with all the projects submitted by METRO for consideration in the 2018 Call for Projects. The Inner-Katy project, connecting the Northwest Transit Center with Downtown Houston, is an important project that will help connect the highest concentration of employment in the Houston region.

METRO has taken a leadership role in providing Houston-area residents and visitors with a wide array of convenient, comfortable, reliable and safe transportation options. Its local bus, commuter bus, light rail, paratransit, and van pool services move thousands of people each day. The candidate projects, shown in the attached table, are components of METRO's overall strategy to improve the competitiveness of transit as the preferred mode of transportation, as well as provide access to jobs, educational and recreational opportunities in the Houston region.

Texas Central supports these applications and hopes the projects are awarded the requested funds. Securing regional funding assistance would augment METRO's ability to connect more people to jobs, enhance livability within the surrounding areas, and efficiently deliver first class transit service in the Houston region.

Sincerely,


Carlos Aguilar
CEO, Texas Central

cc: Patrick Mandapaka, Assistant Director, H-GAC Clint Harbert, AICP, VP of System Planning
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