Note: During the course of the implementation of METRONext, exact routes of the METRORapid and METRORail connections shown above will only be decided and finalized after an extensive community involvement process.
The METRORapid Bus Rapid Transit (BRT) network is designed to provide station-to-station service similar to METRORail, but has the flexibility to accommodate multiple routes. A METRORapid line will provide a direct connection between Downtown and George Bush Intercontinental Airport. Another METRORapid line will provide direct, rapid service between Downtown, Uptown, Northwest: Transit Center and the proposed High-Speed Rail terminal. Exclusive lanes could be used for autonomous vehicle transit in the future. METRORapid projects include:

- Interstate Highway 45 North to George Bush Intercontinental Airport
- Inner Katy Corridor to Northwest Transit Center / Proposed High-Speed Rail terminal
- University Corridor between Westchase and Tidwell
- Uptown Corridor extension to Gulfton
- West Houston Corridor between West Little York Park & Ride and Missouri City

**COST: $3.23 BILLION***

The Regional Express Network is designed to provide transit trips between job centers and other major destinations throughout the day, seven days a week. It will use two-way HOV lanes providing direct access to existing and new transit centers and Park & Rides. The commuter buses will use improved bus lanes in Downtown and the Texas Medical Center, and provide connections to the METRORail and METRORapid networks. Regional Express projects include:

- United States Highway 59/Interstate Highway 69 South
- Interstate Highway 45 North Two-Way HOV
- Interstate Highway 10 Two-Way HOV
- Interstate Highway 69 South Two-Way HOV
- Interstate Highway 1010 Two-Way HOV
- United States Highway 59/Interstate Highway 69 South
- State Highway 249 Two-Way Diamond Lanes/HOV
- 4 Off-Peak Direction Diamond Lane Corridors

**COST: $1.56 BILLION***

The expansion of the METRORail Light Rail Transit (LRT) system is designed to serve more people and places. The Red Line will extend northwest to a new multimodal center at the North Shepherd Park & Ride with connections to METRORapid, Regional Express Network, and local bus routes. The Green and Purple lines, combined, will extend to William P. Hobby Airport in the southeast, while to the west of Downtown the lines will be extended to the City of Houston Municipal Courthouse. METRORail projects include:

- Connecting the Green Line and Purple Line and extending the combined lines to William P. Hobby Airport
- Extensions of Green and Purple Lines to the City of Houston Municipal Courthouse
- Extension of Red Line to North Shepherd
- Potential Red Line Extension - Fannin South Transit Center to Missouri City and Sugar Land (Phase 1 project development only; further project development requires a defined partnership)

**COST: $2.10 BILLION***

The BLUEST network includes 17 of METRO’s high-ridership, frequent bus routes where speed, reliability and access improvements are designed to enhance the customer experience. Improvements could include bus stop relocation, new shelters and accessibility upgrades, transit signal priority, and real-time passenger information. The Westheimer Signature Bus Service is designed to include infrastructure and service improvements to provide fast transit connections between Downtown, Greenway, Uptown, Westchase, and West Oaks. The Signature Service will use a new two-way HOV facility on United States Highway 59/Southwest Transitway between Midtown and Edloe Street.

**COST: $179 MILLION***

**COST: $414 MILLION***

* All costs are estimated in 2017 dollars.

Note: During the course of the implementation of METRONext, exact routes of the METRORapid and METRORail connections shown above will only be decided and finalized after an extensive community involvement process.