



**Tiffany D. Thomas**  
Houston City Council Member, District F

June 22, 2024

Metropolitan Transit Authority of Harris County  
c/o Board of Directors  
1900 Main St  
Houston, TX 77002

Dear METRO Board of Directors:

Allow me to share my METRO story.

I spent much of my youth and young adult life experiencing the City of Houston on a METRO bus, whether it was the 132 Harwin Express, the 46 Gessner, the 82 Westheimer Rd, and 161 Wilcrest, formerly the 19. My family and I could connect from our neighborhood in Alief to the Texas Medical Center, the Galleria, and other work centers for employment, albeit it was a struggle connecting to multiple buses. As you can imagine, I was eager to cast my vote with other Houstonians in support of the METRONext Moving Forward Plan in 2019.

The possibility of connecting residents with rapid transit needs in neighborhoods ranging from Alief, Midwest and Westchase to the University of Houston, Texas Southern University, Greenway Plaza, and the Galleria was, in my opinion, the right turn for Houston and the right turn for METRO – as transit goes hand in hand with meaningful community and economic development. Unfortunately, METRO has made a wrong turn by canceling the University Corridor BRT.

I am not speaking solely for myself, but for the 300,000 residents in District F who would benefit from BRT.

I urge METRO to preserve our region's best opportunity to build the University Corridor Bus Rapid Transit (BRT) project by advancing the project to the next phase of the federal capital investment grant process. The University Corridor BRT is vital to Houston's transportation future. It will fill a critical missing east-west link in METRO's rapid transit network, connecting all of Houston's major job centers, universities, and over half of METRO's local bus routes. As METRO ridership continues to recover, it will provide a fast, reliable, and attractive trip for current and attract future customers.

Since 2021, METRO has worked with community and resident stakeholders and partner agencies to complete a significant part of the Project Development phase of the federal grant process. Thus far, the project has received positive scores from the Federal Transit Administration and is on track to receive over \$1 billion in grants covering 60% of total project costs. METRO has completed 30% geotechnical design based on current conditions and secured federal environmental clearance for the project, which will expire in November 2026. If METRO misses the **June 27, 2024**, deadline to move to the next phase, much of this work must be updated or redone.

I urge you to honor the will of the voters.

Sincerely,

Tiffany D. Thomas  
Houston City Council Member