Proposed Changes for the January, 2024 Service Change

Metropolitan Transit Authority of Harris County (METRO)

Public Hearing to be conducted on Tuesday, October 24, 2023 10:00 a.m.

PROPOSED METRO SERVICE ADJUSTMENTS
January 2024 Service Change

METRO is conducting a public hearing regarding a series of route and schedule modifications that will take place in January 2024.

The public hearing is scheduled for Tuesday, October 24, 2023 10:00 a.m. at the METRO Headquarters, 1900 Main Street, 2nd Floor Board Room.

If you would like to make a public comment in person or virtually, please register with the METRO Board office at least 48 hours in advance of the hearing. To register, please send an email to BoardOffice@RideMETRO.org, or call 713-739-4834.

The public may also join the public hearing via Zoom at https://us02web.zoom.us/j/81285956302 or by dialing: 346-248-7799 or 1-888-475-4499 (Toll Free), Meeting ID: 812 8595 6302. Participation on Zoom is only necessary if you want to provide comments during the public hearing. Otherwise, you may view a livestream of the virtual hearing online at https://www.ridemetro.org/Pages/BoardStreamingVideo.aspx. A video recording of the hearing will also be archived on www.ridemetro.org.

Please do not hesitate to send us your comments, suggestions, or questions at (713) 635-4000 or at www.RideMETRO.org.

Thank you for riding METRO and please see the information below detailing how your specific bus and rail route **could** change in **January 2024.**

Route Adjustments

(Please see pages 4 - 49 for proposed maps and schedules)

44 Acres Homes – 7 days/week – Adjust the route and schedule to serve the new Downtown Layover Lot located at 815 Travis Street, making the detour permanent.

85 Antoine / Washington – 7 days/week – Adjust the route and schedule to serve the new Downtown Layover Lot located at 815 Travis Street, making the detour permanent.

102 Bush IAH Express – 7 days/week – Adjust the route and schedule to serve the new Downtown Layover Lot located at 815 Travis Street, making the detour permanent.

108 Veterans Memorial – 7 days/week – Adjust the route and schedule to serve the new Downtown Layover Lot located at 815 Travis Street, making the detour permanent.

67 Dairy Ashford – 7 days/Week – Extend the route to the Addicks Park & Ride Lot.

Schedule Adjustments

(Schedules under development)

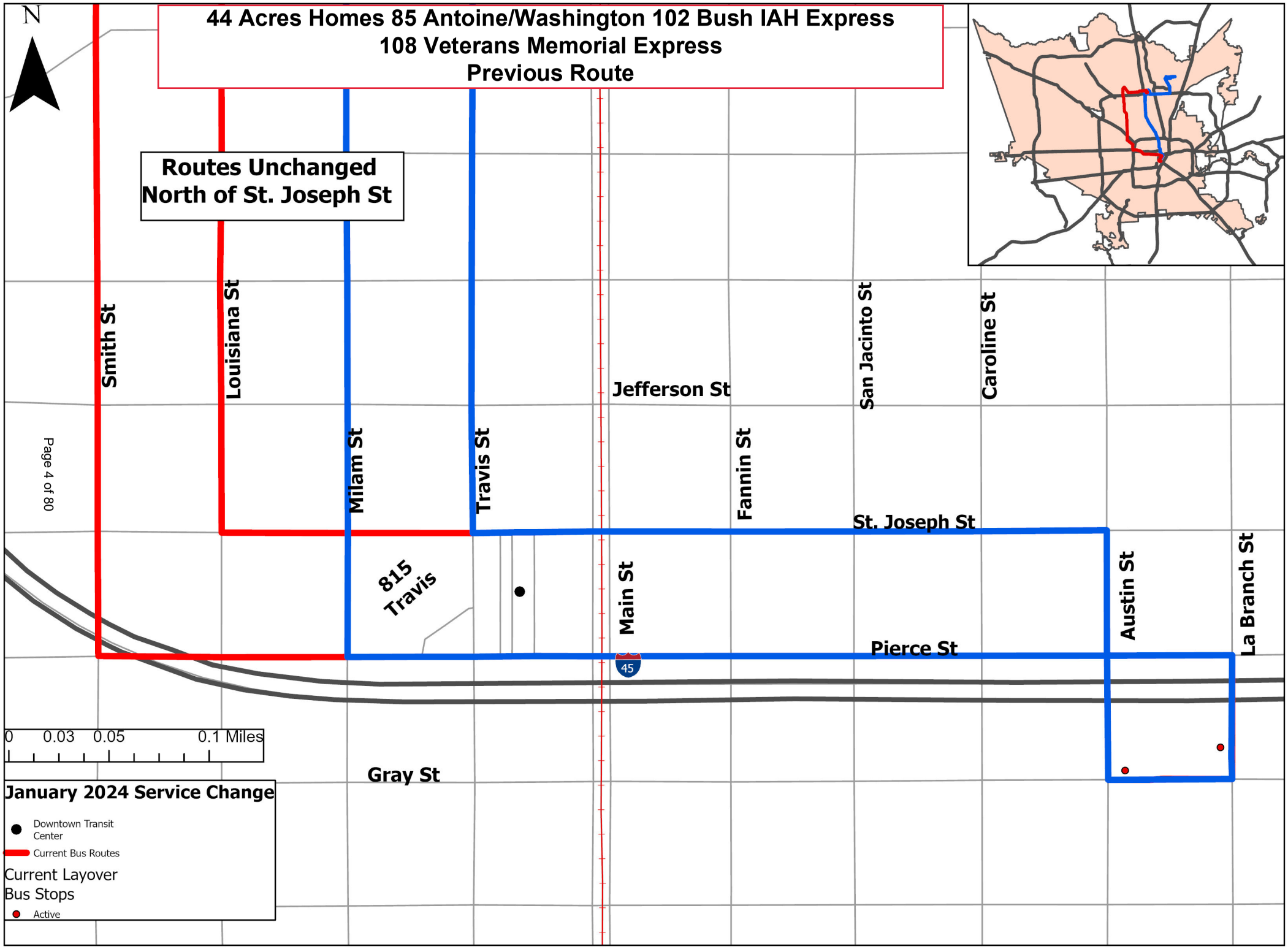
The following routes will be examined for schedule adjustments to address overloads / improve on time performance / better match service with return to work/traffic conditions/workforce availability.

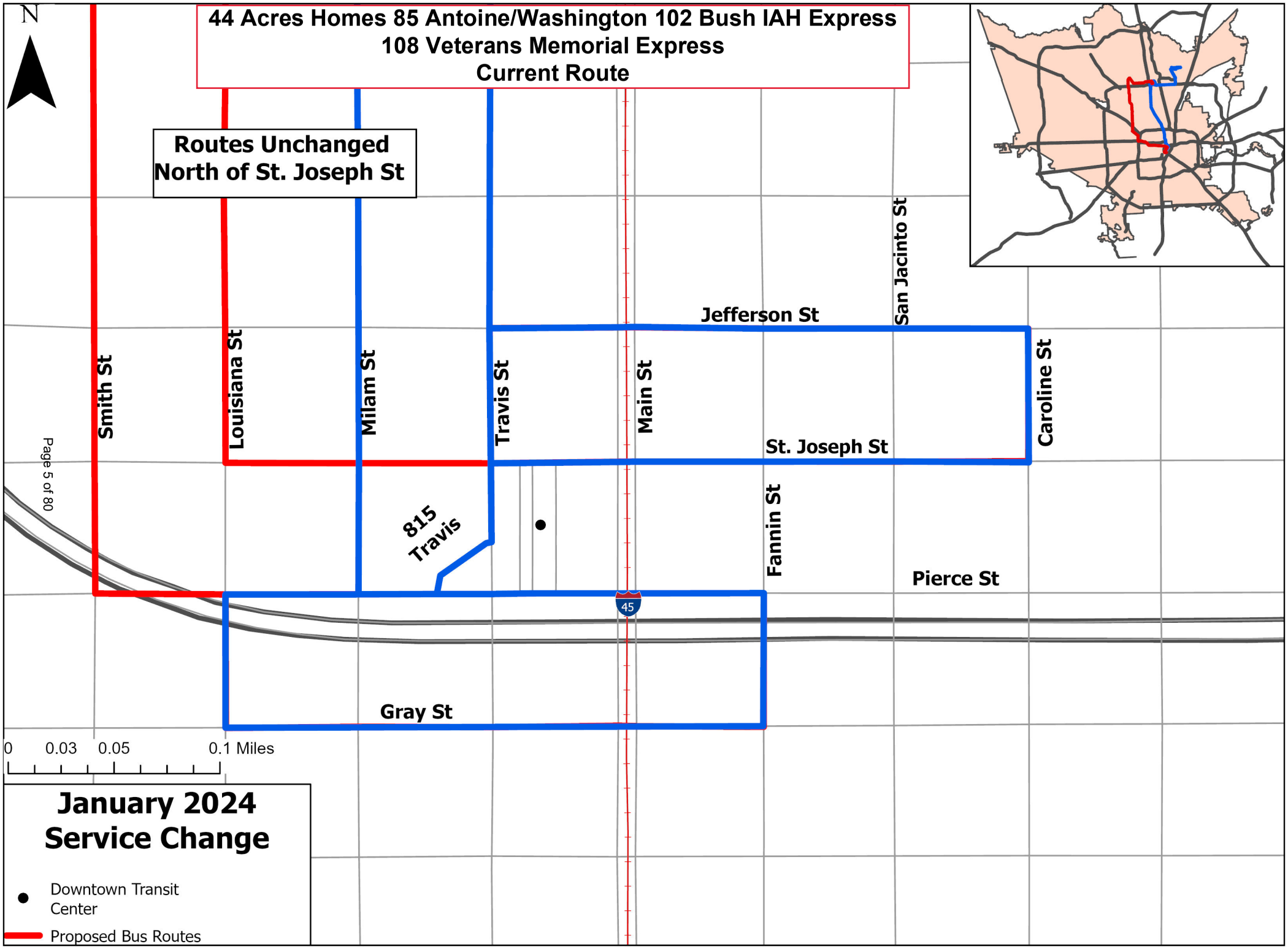
4 Beechnut
5 Southmore
6 Jensen / Greens
11 Almeda / Lyons
25 Richmond
28 OST - Wayside
29 Cullen / Hirsch
30 Clinton / Ella
36 Kempwood
40 Telephone / Heights
44 Acres Homes
46 Gessner
47 Hillcroft
56 Airline / Montrose
58 Hammerly
60 Cambridge
80 MLK / Lockwood
82 Westheimer
85 Antoine / Washington
86 FM 1960 / Imperial Valley
99 Ella- FM 1960
102 Bush IAH Express
153 Harwin Express
161 Wilcrest Express
162 Memorial Express
217 Cypress Park & Ride
222 Grand Parkway Park & Ride
291 Conroe Park & Ride
298 Kingsland / Addicks / Northwest T.C. / Texas Medical Center T.C. Park & Ride
360 Peerless Shuttle
433 METRORapid Silver Line

Service Standards

(Please see pages 51 - 80)

Attached are proposed updates to METRO's Service Standards.


44 Acres Homes 85 Antoine/Washington 102 Bush IAH Express
108 Veterans Memorial Express
Previous Route
N
Routes Unchanged
North of St. Joseph St
Smith St
Louisiana St
Milam St
Travis St
Jefferson St
San Jacinto St
Caroline St
Fannin St
St. Joseph St
Main St
Austin St
La Branch St
Pierce St
Gray St
815
Travis
45
0 0.03 0.05 0.1 Miles
January 2024 Service Change
Downtown Transit Center
Current Bus Routes
Current Layover Bus Stops
Active


N
44 Acres Homes 85 Antoine/Washington 102 Bush IAH Express
108 Veterans Memorial Express
Current Route
Routes Unchanged
North of St. Joseph St
Smith St
Louisiana St
Milam St
Travis St
Main St
Jefferson St
San Jacinto St
Caroline St
St. Joseph St
Fannin St
Pierce St
815
Travis
45
Gray St
0
0.03
0.05
0.1 Miles
January 2024
Service Change
Downtown Transit
Center
Proposed Bus Routes

044 - Acres Homes

WEEKDAY

EFFECTIVE: DRAFT

TIME POINTS:

NORTHBOUND

STJP & SJAC - ST.JOSEPH PKWY. & SAN JACINTO
STJP & TRAV - ST. JOSEPH PARKWAY & TRAVIS
LA. & POLK - LOUISIANA & POLK
NMAI & AIRL - NORTH MAIN & AIRLINE
MONT & SHEP - W.MONTGOMERY & SHEPHERD
ACRH & T.C. - ACRES HOMES TC
ANT. & H249 - ANTOINE AND S.H. 249
SETL & P&R - SETON LAKE P&R
H249 & WCHS - HIGHWAY 249 & WILLOWCHASE
LSC & UPRK - LSC UNIVERSITY PARK

SOUTHBOUND

LSC & UPRK - LSC UNIVERSITY PARK
H249 & WCHS - HIGHWAY 249 & WILLOWCHASE
SETL & P&R - SETON LAKE P&R
ANT. & H249 - ANTOINE AND S.H. 249
ACRH & T.C. - ACRES HOMES TC
MONT & SHEP - W.MONTGOMERY & SHEPHERD
NMAI & AIRL - NORTH MAIN & AIRLINE
LAMR & SMIT - LAMAR & SMITH
PIER & MAIN - PIERCE & MAIN

( ) RELIEF TRIP
/ TO GARAGE

RUN NUMBERS & RELIEFS BY BLOCK:

ALL DAY BLOCKS

BLOCK	RUN NO'S	RELIEF TIME	LOC
601	4401-4402	204P	N
602	4403-4406	229P	S
603	4411-4405	1135A	N
604	4413-4404	135P	N
801	4403-4402	234P	N
802	4401-4409	1158A	S
803	4405-4406	329P	S
804	4407-4408	434P	S

AM BLOCKS W/O RELIEFS

BLOCK	RUN	BLOCK	RUN
621	4409		
622	4407		
821	4411		
822	4413		

PM BLOCKS W/O RELIEFS

BLOCK	RUN	BLOCK	RUN
651	4408		
652	4410		
653	4412		
880	4404		

RELIEFS ARE MADE AT:

ST. JOSEPH PARKWAY & TRAVIS (NORTHBOUND)
PIERCE & MAIN (SOUTHBOUND)

044 - Acres Homes

WEEKDAY

EFFECTIVE: DRAFT

NORTHBOUND

BLOCK NO.	PULL OUT	STJP SJAC	STJP TRAV	LA. POLK	NMAI AIRL	MONT SHEP	ACRH T.C.	ANT. H249	SETL P&R	H249 WCHS	LSC UPRK	NEXT TRIP
621	405FE	432	434	436	450	506	512	526	532	544	600	626
802	430NI	502	504	506	520	536	542	556	602	614	630	646
821	500NI	532	534	536	550	606	612	626	632	644	700	721
601		602	604	606	621	638	645	659	706	719	736	801
822	550NI	622	624	626	641	658	705	719	726	739	756	821
801		642	644	646	701	718	725	739	746	759	816	841
602		702	704	706	722	740	747	802	809	823	840	901
622	655FE	722	724	726	742	800	807	822	829	843	900/	920FF
603		742	744	746	802	820	827	842	849	903	920	931
803		802	804	806	822	839	846	900	907	920	936	1001
621		822	824	826	842	859	906	920	927	940	956/	1016FF
802		842	844	846	902	919	926	940	947	1000	1016	1031
804		902	905	907	924	942	949	1003	1010	1023	1038	1101
604		932	935	937	954	1012	1019	1033	1040	1053	1108	1131
601		1002	1005	1007	1024	1042	1049	1103	1110	1123	1138	1200
801		1032	1035	1037	1054	1112	1119	1133	1140	1153	1208	1230
602		1102	1105	1107	1124	1142	1149	1203	1210	1223	1238	100
603		1132	(1135)	1137	1153	1210	1217	1232	1240	1253	109	130
803		1202	1205	1207	1223	1240	1247	102	110	123	139	200
802		1232	1235	1237	1253	110	117	132	140	153	209	230
804		102	105	107	123	140	147	202	210	223	239	300
604		132	(135)	137	153	210	217	232	240	253	309	330
601		202	(204)	206	223	242	248	303	311	325	341	350
801		232	(234)	236	253	312	318	333	341	355	411	430
602		302	304	307	324	344	350	408	416	430	447	511
603		332	334	337	354	414	420	438	446	500	517	531
803		352	354	357	414	434	440	458	506	520	537	551
880	340NI	412	414	417	436	458	504	520	527	540	555	611
802		432	434	437	456	518	524	540	547	600	615	631
804		452	454	457	516	538	544	600	607	620	635	651
653	438FE	512	514	517	536	556	602	617	624	637	652/	712FF
604		532	534	537	556	616	622	637	644	657	712	721
601		552	554	557	616	636	642	657	704	717	732	751
651		612	614	617	634	651	656	710	716	729	745/	805FF
801		632	634	637	654	711	716	730	736	749	805	821
602		702	704	707	722	739	744	758	804	816	830	851
803		732	734	737	752	809	814	828	834	846	900	921
880		801	803	806	820	837	842	856	901	912	926	951
804		831	833	836	850	907	912	926	931	942	956	1021
604		901	903	905	919	936	940	953	958	1009	1023	1051

044 - Acres Homes

WEEKDAY

EFFECTIVE: DRAFT

SOUTHBOUND

BLOCK NO.	PULL OUT	LSC UPRK	H249 WCHS	SETL P&R	ANT. H249	ACRH T.C.	MONT SHEP	NMAI AIRL	LAMR SMIT	PIER MAIN	NEXT TRIP
601	353FG	416	425	441	448	500	506	525	537	541#	602
801	408NG	446	455	511	518	530	536	555	607	611#	642
602	453FG	516	525	541	548	600	606	625	637	641#	702
603	523FG	546	555	611	618	630	636	655	707	711#	742
803	528NG	606	615	632	639	651	657	718	732	736#	802
621		626	635	652	659	711	717	738	752	756#	822
802		646	655	712	719	731	737	758	812	816#	842
804	621NG	701	710	728	737	750	756	817	831	835#	902
821		721	730	748	757	810	816	837	851	855/	922NJ
604	718FG	741	750	808	817	830	836	857	911	915#	932
601		801	810	828	836	849	854	913	927	930#	1002
822		821	830	848	856	909	914	933	947	950/	1017NJ
801		841	850	908	916	929	934	953	1007	1010#	1032
602		901	910	927	935	948	953	1011	1025	1028#	1102
603		931	940	957	1005	1018	1023	1041	1055	1058#	1132
803		1001	1010	1027	1035	1048	1053	1111	1125	1128#	1202
802		1031	1040	1057	1105	1118	1123	1141	1155	(1158)#	1232
804		1101	1110	1127	1135	1148	1153	1211	1225	1228#	102
604		1131	1140	1157	1205	1218	1223	1241	1255	1258#	132
601		1200	1210	1227	1235	1248	1253	112	126	129#	202
801		1230	1240	1257	105	118	123	142	156	159#	232
602		100	110	127	135	148	153	212	226	(229)#	302
603		130	140	157	205	218	223	242	256	259#	332
803		200	210	228	236	248	253	312	325	(329)#	352
802		230	240	258	306	318	323	342	355	359#	432
804		300	310	330	339	351	356	417	430	(434)#	452
604		330	340	400	409	421	426	447	500	504#	532
601		350	400	420	429	441	446	507	520	524#	552
651	347FG	410	420	440	449	501	506	527	540	544#	612
801		430	440	500	509	521	526	547	600	604#	632
652	428FG	451	500	520	528	540	545	603	616	619/	646FH
602		511	520	540	548	600	605	623	636	639#	702
603		531	540	600	608	620	625	643	656	659/	726FH
803		551	600	618	626	638	642	659	712	715#	732
880		611	620	638	646	658	702	719	732	735#	801
802		631	640	658	706	718	722	739	752	755/	822NJ
804		651	700	717	724	736	740	756	809	812#	831
604		721	730	747	754	806	810	826	839	842#	901
601		751	800	817	824	836	840	856	909	912#	931
801		821	830	847	854	906	910	926	939	942#	1001

044 - Acres Homes

WEEKDAY

EFFECTIVE: DRAFT

NORTHBOUND

BLOCK NO.	PULL OUT	STJP SJAC	STJP TRAV	LA. POLK	NMAI AIRL	MONT SHEP	ACRH T.C.	ANT. H249	SETL P&R	H249 WCHS	LSC UPRK	NEXT TRIP
601		931	933	935	949	1006	1010	1023	1028	1039	1053	1121
801		1001	1003	1005	1019	1036	1040	1053	1058	1109	1123	1151
602		1031	1033	1035	1049	1106	1110	1123	1128	1139/		1204FC
803		1101	1103	1105	1119	1136	1140	1153	1158	1209/		1239NC
880		1131	1133	1135	1149	1206	1210	1223	1228	1239/		109NC

044 - Acres Homes

WEEKDAY

EFFECTIVE: DRAFT

SOUTHBOUND

BLOCK NO.	PULL OUT	LSC UPRK	H249 WCHS	SETL P&R	ANT. H249	ACRH T.C.	MONT SHEP	NMAI AIRL	LAMR SMIT	PIER MAIN	NEXT TRIP
602		851	900	916	923	934	938	953	1005	1008#	1031
803		921	930	946	953	1004	1008	1023	1035	1038#	1101
880		951	1000	1016	1023	1034	1038	1053	1105	1108#	1131
804		1021	1030	1046	1053	1104	1108	1123	1135	1138/	1205NJ
604		1051	1100	1116	1123	1134	1138	1153	1205	1208/	1235FH
601		1121	1130	1146	1153	1204	1208	1223	1235	1238/	105FH
801		1151	1200	1216	1223	1234	1238	1253	105	108/	135NJ

044 - Acres Homes

SATURDAY

EFFECTIVE: DRAFT

TIME POINTS:

NORTHBOUND

STJP & SJAC - ST.JOSEPH PKWY. & SAN JACINTO
STJP & TRAV - ST. JOSEPH PARKWAY & TRAVIS
LA. & POLK - LOUISIANA & POLK
NMAI & AIRL - NORTH MAIN & AIRLINE
MONT & SHEP - W.MONTGOMERY & SHEPHERD
ACRH & T.C. - ACRES HOMES TC
ANT. & H249 - ANTOINE AND S.H. 249
SETL & P&R - SETON LAKE P&R
H249 & WCHS - HIGHWAY 249 & WILLOWCHASE
LSC & UPRK - LSC UNIVERSITY PARK

SOUTHBOUND

LSC & UPRK - LSC UNIVERSITY PARK
H249 & WCHS - HIGHWAY 249 & WILLOWCHASE
SETL & P&R - SETON LAKE P&R
ANT. & H249 - ANTOINE AND S.H. 249
ACRH & T.C. - ACRES HOMES TC
MONT & SHEP - W.MONTGOMERY & SHEPHERD
NMAI & AIRL - NORTH MAIN & AIRLINE
LAMR & SMIT - LAMAR & SMITH
PIER & MAIN - PIERCE & MAIN

( ) RELIEF TRIP
/ TO GARAGE

RUN NUMBERS & RELIEFS BY BLOCK:

ALL DAY BLOCKS

BLOCK	RUN NO'S	RELIEF TIME	LOC
801	4403-4417-4412	1018A- 549P	N-S
802	4409-4419-4408	1048A- 249P	N-N
803	4407-4421-4404	319P-1043A	N-S
804	4401-4418-4406	1245P- 449P	S-S
805	4413-4423-4402	349P-1115A	N-S
806	4405-4416	149P	N
807	4411-4414	347P	S
808	4415-4410	417P	S

AM BLOCKS W/O RELIEFS

BLOCK	RUN	BLOCK	RUN

PM BLOCKS W/O RELIEFS

BLOCK	RUN	BLOCK	RUN

RELIEFS ARE MADE AT:

ST. JOSEPH PARKWAY & TRAVIS (NORTHBOUND)
PIERCE & MAIN (SOUTHBOUND)

044 - Acres Homes

SATURDAY

EFFECTIVE: DRAFT

NORTHBOUND

BLOCK NO.	PULL OUT	STJP SJAC	STJP TRAV	LA. POLK	NMAI AIRL	MONT SHEP	ACRH T.C.	ANT. H249	SETL P&R	H249 WCHS	LSC UPRK	NEXT TRIP
804	445NI	516	518	521	534	551	556	610	616	628	643	715
806	515NI	546	548	551	604	621	626	640	646	658	713	745
801		616	618	621	635	653	659	713	719	731	746	815
802		646	648	651	705	723	729	743	749	801	816	845
803		716	718	721	735	753	759	813	819	831	846	915
805		746	748	751	805	823	829	843	849	901	916	945
807		816	818	821	835	853	859	913	919	931	946	1015
808		846	848	851	905	923	929	943	949	1001	1016	1045
804		916	918	921	936	954	1000	1014	1020	1032	1048	1115
806		946	948	951	1006	1024	1030	1044	1050	1102	1118	1145
801		1016	(1018)	1021	1036	1054	1100	1114	1120	1132	1148	1215
802		1046	(1048)	1051	1106	1124	1130	1144	1150	1202	1218	1245
803		1117	1119	1122	1137	1155	1201	1215	1221	1234	1250	115
805		1147	1149	1152	1207	1225	1231	1245	1251	104	120	145
807		1217	1219	1222	1237	1255	101	115	121	134	150	215
808		1247	1249	1252	107	125	131	145	151	204	220	245
804		117	119	122	137	155	202	217	223	237	254	315
806		147	(149)	152	207	225	232	247	253	307	324	345
801		217	219	222	237	255	302	317	323	337	354	415
802		247	(249)	252	307	325	332	347	353	407	424	445
803		317	(319)	322	337	355	402	417	423	437	454	515
805		347	(349)	352	407	425	432	447	453	507	524	545
807		417	419	422	437	455	502	517	523	537	554	615
808		447	449	452	507	525	532	547	553	607	624	645
804		517	519	522	537	555	602	617	623	637	654	715
806		547	549	552	607	625	632	647	653	707	724	745
801		617	619	622	637	655	701	716	722	736	752	815
802		647	649	652	707	725	731	746	752	806	822	845
803		717	719	722	737	755	801	815	821	834	849	915
805		747	749	752	807	825	831	845	851	904	919	945
807		816	818	821	835	853	859	912	918	930	945	1015
808		846	848	851	905	923	929	942	948	1000	1015	1045
804		916	918	921	935	953	959	1012	1018	1030	1045	1115
806		946	948	951	1005	1023	1029	1042	1048	1100	1115/	1148NF
801		1016	1018	1021	1035	1053	1059	1112	1118	1130	1145/	1218NF
802		1046	1048	1051	1105	1122	1127	1140	1146	1158	1213/	1246NF
803		1116	1118	1121	1135	1152	1157	1210	1216	1228	1243/	116NF
805		1146	1148	1151	1205	1222	1227	1240	1246	1258	113/	146NF

044 - Acres Homes

SATURDAY

EFFECTIVE: DRAFT

SOUTHBOUND

BLOCK NO.	PULL OUT	LSC UPRK	H249 WCHS	SETL P&R	ANT. H249	ACRH T.C.	MONT SHEP	NMAI AIRL	LAMR SMIT	PIER MAIN	NEXT TRIP
801	340NG	415	424	441	448	501	506	523	535	539#	616
802	410NG	445	454	511	518	531	536	553	605	609#	646
803	440NG	515	524	541	548	601	606	623	635	639#	716
805	510NG	545	554	611	618	631	636	653	705	709#	746
807	540NG	615	624	641	648	701	706	723	735	739#	816
808	610NG	645	655	712	719	732	737	754	807	811#	846
804		715	725	742	749	802	807	824	837	841#	916
806		745	755	812	819	832	837	854	907	911#	946
801		815	825	842	849	902	908	926	939	943#	1016
802		845	855	912	919	932	938	956	1009	1013#	1046
803		915	925	942	949	1002	1008	1026	1039	(1043)#	1117
805		945	955	1012	1020	1033	1039	1058	1111	(1115)#	1147
807		1015	1025	1042	1050	1103	1109	1128	1141	1145#	1217
808		1045	1055	1112	1120	1133	1139	1158	1211	1215#	1247
804		1115	1125	1142	1150	1203	1209	1228	1241	(1245)#	117
806		1145	1155	1212	1220	1233	1239	1258	111	115#	147
801		1215	1225	1243	1251	104	110	129	143	147#	217
802		1245	1255	113	121	134	140	159	213	217#	247
803		115	125	143	151	204	210	229	243	247#	317
805		145	155	213	221	234	240	259	313	317#	347
807		215	225	243	251	304	310	329	343	(347)#	417
808		245	255	313	321	334	340	359	413	(417)#	447
804		315	325	344	352	406	412	431	445	(449)#	517
806		345	355	414	422	436	442	501	515	519#	547
801		415	425	444	452	506	512	531	545	(549)#	617
802		445	455	514	522	536	542	601	615	619#	647
803		515	525	544	552	606	612	631	645	649#	717
805		545	555	614	622	636	642	701	715	719#	747
807		615	625	643	651	705	710	728	741	745#	816
808		645	655	713	721	735	740	758	811	815#	846
804		715	725	743	751	805	810	828	841	845#	916
806		745	755	813	821	835	840	858	911	915#	946
801		815	825	843	851	905	910	928	941	945#	1016
802		845	854	912	919	933	938	955	1008	1012#	1046
803		915	924	942	949	1003	1008	1025	1038	1042#	1116
805		945	954	1011	1018	1031	1036	1053	1106	1110#	1146
807		1015	1024	1041	1048	1101	1106	1123	1136	1140/	1208NJ
808		1045	1054	1111	1118	1131	1136	1153	1206	1210/	1238NJ
804		1115	1124	1141	1148	1201	1206	1223	1236	1240/	108NJ

044 - Acres Homes

SUNDAY

EFFECTIVE: DRAFT

TIME POINTS:

NORTHBOUND

STJP	&	SJAC	-	ST.JOSEPH PKWY. & SAN JACINTO
STJP	&	TRAV	-	ST. JOSEPH PARKWAY & TRAVIS
LA.	&	POLK	-	LOUISIANA & POLK
NMAI	&	AIRL	-	NORTH MAIN & AIRLINE
MONT	&	SHEP	-	W.MONTGOMERY & SHEPHERD
ACRH	&	T.C.	-	ACRES HOMES TC
ANT.	&	H249	-	ANTOINE AND S.H. 249
SETL	&	P&R	-	SETON LAKE P&R
H249	&	WCHS	-	HIGHWAY 249 & WILLOWCHASE
LSC	&	UPRK	-	LSC UNIVERSITY PARK

SOUTHBOUND

LSC	&	UPRK	-	LSC UNIVERSITY PARK
H249	&	WCHS	-	HIGHWAY 249 & WILLOWCHASE
SETL	&	P&R	-	SETON LAKE P&R
ANT.	&	H249	-	ANTOINE AND S.H. 249
ACRH	&	T.C.	-	ACRES HOMES TC
MONT	&	SHEP	-	W.MONTGOMERY & SHEPHERD
NMAI	&	AIRL	-	NORTH MAIN & AIRLINE
LAMR	&	SMIT	-	LAMAR & SMITH
PIER	&	MAIN	-	PIERCE & MAIN

( ) RELIEF TRIP
/ TO GARAGE

RUN NUMBERS & RELIEFS BY BLOCK:

ALL DAY BLOCKS

BLOCK	RUN NO'S	RELIEF TIME	LOC
801	4403-4417-4412	1018A- 549P	N-S
802	4409-4419-4408	1048A- 249P	N-N
803	4407-4421-4404	319P-1043A	N-S
804	4401-4418-4406	1245P- 449P	S-S
805	4413-4423-4402	349P-1115A	N-S
806	4405-4416	149P	N
807	4411-4414	347P	S
808	4415-4410	417P	S

AM BLOCKS W/O RELIEFS

BLOCK	RUN	BLOCK	RUN

PM BLOCKS W/O RELIEFS

BLOCK	RUN	BLOCK	RUN

RELIEFS ARE MADE AT:

ST. JOSEPH PARKWAY & TRAVIS (NORTHBOUND)
PIERCE & MAIN (SOUTHBOUND)

044 - Acres Homes

SUNDAY

EFFECTIVE: DRAFT

NORTHBOUND

BLOCK NO.	PULL OUT	STJP SJAC	STJP TRAV	LA. POLK	NMAI AIRL	MONT SHEP	ACRH T.C.	ANT. H249	SETL P&R	H249 WCHS	LSC UPRK	NEXT TRIP
804	445NI	516	518	521	534	551	556	610	616	628	643	715
806	515NI	546	548	551	604	621	626	640	646	658	713	745
801		616	618	621	635	653	659	713	719	731	746	815
802		646	648	651	705	723	729	743	749	801	816	845
803		716	718	721	735	753	759	813	819	831	846	915
805		746	748	751	805	823	829	843	849	901	916	945
807		816	818	821	835	853	859	913	919	931	946	1015
808		846	848	851	905	923	929	943	949	1001	1016	1045
804		916	918	921	936	954	1000	1014	1020	1032	1048	1115
806		946	948	951	1006	1024	1030	1044	1050	1102	1118	1145
801		1016	(1018)	1021	1036	1054	1100	1114	1120	1132	1148	1215
802		1046	(1048)	1051	1106	1124	1130	1144	1150	1202	1218	1245
803		1117	1119	1122	1137	1155	1201	1215	1221	1234	1250	115
805		1147	1149	1152	1207	1225	1231	1245	1251	104	120	145
807		1217	1219	1222	1237	1255	101	115	121	134	150	215
808		1247	1249	1252	107	125	131	145	151	204	220	245
804		117	119	122	137	155	202	217	223	237	254	315
806		147	(149)	152	207	225	232	247	253	307	324	345
801		217	219	222	237	255	302	317	323	337	354	415
802		247	(249)	252	307	325	332	347	353	407	424	445
803		317	(319)	322	337	355	402	417	423	437	454	515
805		347	(349)	352	407	425	432	447	453	507	524	545
807		417	419	422	437	455	502	517	523	537	554	615
808		447	449	452	507	525	532	547	553	607	624	645
804		517	519	522	537	555	602	617	623	637	654	715
806		547	549	552	607	625	632	647	653	707	724	745
801		617	619	622	637	655	701	716	722	736	752	815
802		647	649	652	707	725	731	746	752	806	822	845
803		717	719	722	737	755	801	815	821	834	849	915
805		747	749	752	807	825	831	845	851	904	919	945
807		816	818	821	835	853	859	912	918	930	945	1015
808		846	848	851	905	923	929	942	948	1000	1015	1045
804		916	918	921	935	953	959	1012	1018	1030	1045	1115
806		946	948	951	1005	1023	1029	1042	1048	1100	1115/	1148NF
801		1016	1018	1021	1035	1053	1059	1112	1118	1130	1145/	1218NF
802		1046	1048	1051	1105	1122	1127	1140	1146	1158	1213/	1246NF
803		1116	1118	1121	1135	1152	1157	1210	1216	1228	1243/	116NF
805		1146	1148	1151	1205	1222	1227	1240	1246	1258	113/	146NF

044 - Acres Homes

SUNDAY

EFFECTIVE: DRAFT

SOUTHBOUND

BLOCK NO.	PULL OUT	LSC UPRK	H249 WCHS	SETL P&R	ANT. H249	ACRH T.C.	MONT SHEP	NMAI AIRL	LAMR SMIT	PIER MAIN	NEXT TRIP
801	340NG	415	424	441	448	501	506	523	535	539#	616
802	410NG	445	454	511	518	531	536	553	605	609#	646
803	440NG	515	524	541	548	601	606	623	635	639#	716
805	510NG	545	554	611	618	631	636	653	705	709#	746
807	540NG	615	624	641	648	701	706	723	735	739#	816
808	610NG	645	655	712	719	732	737	754	807	811#	846
804		715	725	742	749	802	807	824	837	841#	916
806		745	755	812	819	832	837	854	907	911#	946
801		815	825	842	849	902	908	926	939	943#	1016
802		845	855	912	919	932	938	956	1009	1013#	1046
803		915	925	942	949	1002	1008	1026	1039	(1043)#	1117
805		945	955	1012	1020	1033	1039	1058	1111	(1115)#	1147
807		1015	1025	1042	1050	1103	1109	1128	1141	1145#	1217
808		1045	1055	1112	1120	1133	1139	1158	1211	1215#	1247
804		1115	1125	1142	1150	1203	1209	1228	1241	(1245)#	117
806		1145	1155	1212	1220	1233	1239	1258	111	115#	147
801		1215	1225	1243	1251	104	110	129	143	147#	217
802		1245	1255	113	121	134	140	159	213	217#	247
803		115	125	143	151	204	210	229	243	247#	317
805		145	155	213	221	234	240	259	313	317#	347
807		215	225	243	251	304	310	329	343	(347)#	417
808		245	255	313	321	334	340	359	413	(417)#	447
804		315	325	344	352	406	412	431	445	(449)#	517
806		345	355	414	422	436	442	501	515	519#	547
801		415	425	444	452	506	512	531	545	(549)#	617
802		445	455	514	522	536	542	601	615	619#	647
803		515	525	544	552	606	612	631	645	649#	717
805		545	555	614	622	636	642	701	715	719#	747
807		615	625	643	651	705	710	728	741	745#	816
808		645	655	713	721	735	740	758	811	815#	846
804		715	725	743	751	805	810	828	841	845#	916
806		745	755	813	821	835	840	858	911	915#	946
801		815	825	843	851	905	910	928	941	945#	1016
802		845	854	912	919	933	938	955	1008	1012#	1046
803		915	924	942	949	1003	1008	1025	1038	1042#	1116
805		945	954	1011	1018	1031	1036	1053	1106	1110#	1146
807		1015	1024	1041	1048	1101	1106	1123	1136	1140/	1208NJ
808		1045	1054	1111	1118	1131	1136	1153	1206	1210/	1238NJ
804		1115	1124	1141	1148	1201	1206	1223	1236	1240/	108NJ

085 - Antoine / Washington

WEEKDAY

EFFECTIVE: DRAFT

TIME POINTS:

NORTHBOUND

STJP & MAIN - ST JOSEPH & MAIN ST
LOU. & PRAI - LOUISIANA & PRAIRIE
SHEP & WASH - SHEPHERD & WASHINGTON
N.W. & T.C. - NORTHWEST TC
ANT. & TDWL - ANTOINE & TIDWELL
ANTO & LYRK - ANTOINE & LITTLE YORK
ANT. & ROMN - ANTOINE & ROMONA
WEST & ANTO - WEST ROAD & ANTOINE
ANTO & VETS - ANTOINE & VETERANS MEMORIAL
GEAR & TCJS - GEARS & T.C. JESTER
GRPT & T.C. - GREENSPOINT TC

SOUTHBOUND

GRPT & T.C. - GREENSPOINT TC
GEAR & TCJS - GEARS & T.C. JESTER
ANTO & VETS - ANTOINE & VETERANS MEMORIAL
WEST & ANTO - WEST ROAD & ANTOINE
ANT. & ROMN - ANTOINE & ROMONA
ANTO & LYRK - ANTOINE & LITTLE YORK
ANT. & TDWL - ANTOINE & TIDWELL
N.W. & T.C. - NORTHWEST TC
SHEP & WASH - SHEPHERD & WASHINGTON
SMIT & TEX. - SMITH & TEXAS
PIER & MAIN - PIERCE & MAIN

( ) RELIEF TRIP
/ TO GARAGE

RUN NUMBERS & RELIEFS BY BLOCK:

ALL DAY BLOCKS

BLOCK	RUN NO'S	RELIEF TIME	LOC
601	8501-8527-8504	1121A- 325P	N-N
602	8505-8516	1221P	N
603	8503-8519	1151A	N
604	8507-8518	1258P	S
605	8513-8510	258P	S
606	8517-8520	343P	S
607	8511-8508	225P	N
608	8509-8506	143P	S
609	8515-8512	328P	S
801	8503-8510	1201P	N
802	8505-8508	1231P	N
803	8501-8511	1246P	N
804	8509-8504	243P	S
805	8507-8506	202P	N

AM BLOCKS W/O RELIEFS

BLOCK	RUN	BLOCK	RUN
621	8521		
622	8523		
623	8525		

PM BLOCKS W/O RELIEFS

BLOCK	RUN	BLOCK	RUN
651	8522		
652	8524		
680	8514		
681	8502		
880	8502		

RELIEFS ARE MADE AT:

NORTHWEST TC
GREENSPOINT TC (NORTHBOUND)
PIERCE & MAIN (SOUTHBOUND)

085 - Antoine / Washington

WEEKDAY

EFFECTIVE: DRAFT

NORTHBOUND

BLOCK NO.	PULL OUT	STJP MAIN	LOU. PRAI	SHEP WASH	N.W. T.C.	ANT. TDWL	ANTO LYRK	ANT. ROMN	WEST ANTO	ANTO VETS	GEAR TCJS	GRPT T.C.	NEXT TRIP
801	400NG	432	438	448	457	518	522	532	.	543	549	557	628
622	420FG	447	453	503	512	533	537	547	549				559
802	430NG	502	508	519	528	549	553	603	.	614	620	628	652
803	445NG	517	523	534	543	604	608	618	621				647
604	505FG	532	539	551	600	622	626	637	.	648	655	703	716
607	520FG	547	554	606	615	637	641	652	655				711
601		602	609	622	632	654	659	710	.	722	729	737	747
621		614	621	634	644	706	711	722	725				735
603		626	633	646	656	718	723	734	.	746	753	801	817
804	606NG	638	646	659	710	733	738	749	752				803
602		650	658	711	722	745	750	801	.	813	820	829	847
606		702	710	723	734	757	802	813	816				833
605		714	722	735	746	809	814	825	.	837	844	853	917
805	654NG	726	734	747	758	821	826	837	840				903
622		738	745	758	809	831	835	846	.	856	903	912/	919FD
623		750	757	810	821	843	847	858	901/				921FF
609		802	809	822	832	853	857	907	.	917	923	932	947
608		814	821	834	844	905	909	919	922				933
803		826	833	846	856	917	921	931	.	941	947	956	1017
801		838	845	857	907	930	934	944	947				1003
607		850	857	909	919	942	946	956	.	1006	1012	1021	1047
802		902	909	921	931	954	958	1008	1011				1033
604		917	924	936	946	1009	1013	1023	.	1033	1039	1048	1117
804		932	939	951	1001	1024	1029	1040	1043				1103
601		947	954	1006	1016	1039	1044	1055	.	1106	1112	(1121)	1146
606		1002	1009	1021	1031	1054	1059	1110	1113				1133
603		1017	1024	1036	1046	1109	1114	1125	.	1136	1142	(1151)	1216
805		1032	1039	1051	1101	1124	1129	1140	1143				1203
602		1047	1054	1106	1116	1139	1144	1155	.	1206	1212	(1221)	1246
608		1102	1109	1121	1131	1154	1159	1210	1213				1233
605		1117	1124	1136	1146	1209	1214	1225	.	1236	1242	1251	116
801		1132	1139	1152	(1201)	1224	1229	1241	1244				103
609		1147	1154	1207	1216	1239	1244	1256	.	107	113	122	146
802		1202	1209	1222	(1231)	1254	1259	111	114				133
803		1217	1224	1237	(1246)	109	114	126	.	137	143	152	216
804		1232	1240	1252	102	126	131	143	146				203
607		1247	1255	107	117	141	146	158	.	210	216	(225)	245
606		102	110	122	132	156	201	213	216				233
604		117	125	137	147	211	216	228	.	240	246	255	309
805		132	140	152	(202)	226	231	243	246				302

085 - Antoine / Washington

WEEKDAY

EFFECTIVE: DRAFT

SOUTHBOUND

BLOCK NO.	PULL OUT	GRPT T.C.	GEAR TCJS	ANTO VETS	WEST ANTO	ANT. ROMN	ANTO LYRK	ANT. TDWL	N.W. T.C.	SHEP WASH	SMIT TEX.	PIER MAIN	NEXT TRIP
601	400FA	407	418	424	.	435	445	449	508	519	529	535#	602
621	415FA	422	433	439	.	450	500	504	523	534	544	550#	614
603	443FB				503	505	515	519	539	551	602	609#	626
602	442FA	449	502	508	.	520	530	534	554	606	617	624#	650
606	513FB				533	535	545	549	609	621	632	639#	702
605	512FA	519	532	538	.	550	600	604	624	636	647	654#	714
622					559	602	613	618	641	655	707	715#	738
623	534FA	541	556	602	.	614	625	630	653	707	719	727#	750
609	603FB				623	626	637	642	705	719	731	739#	802
608	558FA	605	620	626	.	638	649	654	717	731	743	751#	814
803					647	650	701	706	729	743	755	803#	826
801		628	643	649	.	702	713	718	741	755	807	814#	838
607					711	714	725	730	753	807	819	826#	850
802		652	707	713	.	726	737	742	805	819	831	838#	902
621					735	738	749	754	817	831	843	850/	917FH
604		716	731	737	.	750	801	806	829	843	855	902#	917
804					803	805	816	821	843	855	907	913#	932
601		747	802	808	.	820	831	836	858	910	922	928#	947
606					833	835	846	851	913	925	937	943#	1002
603		817	832	838	.	850	901	906	928	940	952	958#	1017
805					903	905	916	921	943	955	1007	1013#	1032
602		847	902	908	.	920	931	936	958	1010	1022	1028#	1047
608					933	935	946	951	1013	1025	1037	1043#	1102
605		917	932	938	.	950	1001	1006	1028	1040	1052	1058#	1117
801					1003	1005	1016	1021	1043	1055	1107	1113#	1132
609		947	1002	1008	.	1020	1031	1036	1058	1110	1122	1128#	1147
802					1033	1035	1046	1051	1113	1125	1137	1143#	1202
803		1017	1032	1038	.	1050	1101	1106	1128	1140	1152	1158#	1217
804					1103	1105	1116	1121	1143	1155	1207	1213#	1232
607		1047	1102	1108	.	1120	1131	1136	1158	1210	1222	1228#	1247
606					1133	1135	1146	1151	1213	1225	1237	1243#	102
604		1117	1132	1138	.	1150	1201	1206	1228	1240	1252	(1258)#	117
805					1203	1205	1216	1221	1243	1255	107	113#	132
601		1146	1201	1208	.	1220	1231	1236	1258	110	122	128#	147
608					1233	1235	1246	1251	113	125	137	(143)#	202
603		1216	1231	1238	.	1250	101	106	128	140	152	158#	217
801					103	105	116	121	143	155	207	213#	232
602		1246	101	108	.	120	131	136	158	210	222	228#	247
802					133	135	146	151	213	225	237	243#	302
605		116	131	138	.	150	201	206	228	240	252	(258)#	314

085 - Antoine / Washington

WEEKDAY

EFFECTIVE: DRAFT

NORTHBOUND

BLOCK NO.	PULL OUT	STJP MAIN	LOU. PRAI	SHEP WASH	N.W. T.C.	ANT. TDWL	ANTO LYRK	ANT. ROMN	WEST ANTO	ANTO VETS	GEAR TCJS	GRPT T.C.	NEXT TRIP
601		147	155	207	217	241	246	258	.	310	316	(325)	357
608		202	210	223	233	257	302	314	317				329
603		217	225	238	248	312	317	329	.	342	349	358	421
801		232	240	254	305	330	336	348	351				417
602		247	255	309	320	345	351	403	.	417	425	434	445
802		302	311	326	337	404	410	423	426				441
605		314	323	338	349	416	422	435	.	451	459	508	536
651	252FG	326	335	350	401	428	434	447	450				505
804		338	347	402	413	440	446	459	.	515	523	532	603
609		350	359	414	425	452	458	511	514				529
606		402	412	428	440	507	512	525	.	539	546	555/	602FD
803		414	424	440	452	519	524	537	540				553
681	352FG	426	436	452	504	531	536	549	.	603	610	619	634
805		438	448	504	516	543	548	601	604				617
607		450	500	516	528	555	600	613	.	627	634	643	704
608		502	510	526	537	604	609	620	623				647
604		514	522	538	549	616	621	632	.	644	651	700/	707FD
880		526	534	550	601	628	633	644	647				718
680		538	546	602	613	640	645	656	.	708	715	724	735
801		550	558	614	625	652	657	708	711/				731NF
601		602	610	626	637	704	709	720	.	732	739	748	805
802		617	624	638	648	711	716	726	729				748
603		632	638	649	658	719	724	734	.	744	750	759/	806FD
602		647	653	704	713	734	739	749	751				818
609		702	708	719	728	749	753	803	.	813	818	827	837
652		717	723	734	743	804	808	818	820				848
605		732	738	749	758	819	823	833	.	843	848	857	907
805		747	753	804	813	834	838	848	850				918
804		802	808	819	828	847	851	900	.	910	915	923	937
608		817	823	834	843	902	906	915	917				948
681		832	838	849	858	917	921	930	.	940	945	953	1022
880		847	853	904	913	932	936	945	947				1018
607		902	908	919	928	947	951	1000	.	1009	1013	1021	1052
680		917	923	934	943	1002	1006	1015	1017/				1037FF
601		947	953	1004	1013	1032	1036	1045	.	1054	1058	1106	1122
609		1017	1023	1034	1043	1102	1106	1115	.	1124	1128	1136/	1143FD
605		1047	1053	1104	1113	1132	1136	1145	.	1154	1158	1206/	1213FD
608		1117	1123	1134	1143	1202	1206	1215	.	1224	1228	1236/	1243FD
681		1202	1208	1219	1228	1247	1251	100	.	109	113	121/	128FD

085 - Antoine / Washington

WEEKDAY

EFFECTIVE: DRAFT

SOUTHBOUND

BLOCK NO.	PULL OUT	GRPT T.C.	GEAR TCJS	ANTO VETS	WEST ANTO	ANT. ROMN	ANTO LYRK	ANT. TDWL	N.W. T.C.	SHEP WASH	SMIT TEX.	PIER MAIN	NEXT TRIP
804					203	205	216	221	(243)	255	307	313#	338
609		146	201	208	.	220	231	236	258	310	322	(328)#	350
606					233	235	246	251	313	325	337	(343)#	402
803		216	231	238	.	250	301	306	328	340	352	358#	414
805					302	305	316	321	344	357	410	416#	438
607		245	300	307	.	320	331	336	359	412	425	431#	450
608					329	332	343	348	411	424	437	443#	502
604		309	324	331	.	344	355	400	423	436	449	455#	514
880	313NE				353	356	407	412	435	448	501	507#	526
680	326FA	333	348	355	.	408	419	424	447	500	513	519#	538
801					417	420	431	436	459	512	525	531#	550
601		357	412	419	.	432	443	448	511	524	537	543#	602
802					441	444	455	500	523	536	549	555#	617
603		421	436	443	.	456	507	512	535	548	601	607#	632
651					505	508	519	524	547	600	613	619/	646FH
602		445	500	507	.	520	531	536	559	612	625	631#	647
609					529	532	543	548	610	622	634	640#	702
652	503FA	510	524	531	.	544	555	600	622	634	646	652#	717
803					553	556	607	612	634	646	658	704/	731NH
605		536	550	556	.	608	618	623	643	654	705	710#	732
805					617	620	630	635	655	706	717	722#	747
804		603	617	623	.	635	645	650	710	721	732	737#	802
608					647	650	700	705	725	736	747	752#	817
681		634	648	654	.	705	715	719	737	748	759	804#	832
880					718	720	730	734	752	803	814	819#	847
607		704	718	724	.	735	745	749	807	818	829	834#	902
802					748	750	800	804	822	833	844	849/	916NH
680		735	748	754	.	805	815	819	836	847	857	902#	917
602					818	820	830	834	851	902	912	917/	944FH
601		805	818	824	.	835	845	849	906	917	927	932#	947
652					848	850	900	904	921	932	942	947/	1014FH
609		837	850	855	.	905	914	917	934	945	955	1000#	1017
805					918	920	929	932	949	1000	1010	1015/	1042NH
605		907	920	925	.	935	944	947	1004	1015	1025	1030#	1047
608					948	950	959	1002	1019	1030	1040	1045#	1117
804		937	950	955	.	1005	1014	1017	1034	1045	1055	1100/	1127NH
880					1018	1020	1029	1032	1049	1100	1110	1115/	1142NH
681		1022	1035	1040	.	1050	1059	1102	1119	1130	1140	1145#	1202
607		1052	1105	1110	.	1120	1129	1132	1149	1200	1210	1215/	1242FH
601		1122	1135	1140	.	1150	1159	1202	1219	1230	1240	1245/	112FH

085 - Antoine / Washington

SATURDAY

EFFECTIVE: DRAFT

TIME POINTS:

NORTHBOUND

STJP	&	MAIN	-	ST JOSEPH & MAIN ST
LOU.	&	PRAI	-	LOUISIANA & PRAIRIE
SHEP	&	WASH	-	SHEPHERD & WASHINGTON
N.W.	&	T.C.	-	NORTHWEST TC
ANT.	&	TDWL	-	ANTOINE & TIDWELL
ANTO	&	LYRK	-	ANTOINE & LITTLE YORK
ANT.	&	ROMN	-	ANTOINE & ROMONA
WEST	&	ANTO	-	WEST ROAD & ANTOINE
ANTO	&	VETS	-	ANTOINE & VETERANS MEMORIAL
GEAR	&	TCJS	-	GEARS & T.C. JESTER
GRPT	&	T.C.	-	GREENSPOINT TC

SOUTHBOUND

GRPT	&	T.C.	-	GREENSPOINT TC
GEAR	&	TCJS	-	GEARS & T.C. JESTER
ANTO	&	VETS	-	ANTOINE & VETERANS MEMORIAL
WEST	&	ANTO	-	WEST ROAD & ANTOINE
ANT.	&	ROMN	-	ANTOINE & ROMONA
ANTO	&	LYRK	-	ANTOINE & LITTLE YORK
ANT.	&	TDWL	-	ANTOINE & TIDWELL
N.W.	&	T.C.	-	NORTHWEST TC
SHEP	&	WASH	-	SHEPHERD & WASHINGTON
SMIT	&	TEX.	-	SMITH & TEXAS
PIER	&	MAIN	-	PIERCE & MAIN

( ) RELIEF TRIP
/ TO GARAGE

RUN NUMBERS & RELIEFS BY BLOCK:

ALL DAY BLOCKS				AM BLOCKS W/O RELIEFS				PM BLOCKS W/O RELIEFS			
BLOCK	RUN NO'S	RELIEF TIME	LOC	BLOCK	RUN	BLOCK	RUN	BLOCK	RUN	BLOCK	RUN
601	8501-8515	1044A	S								
602	8519-8517	1114A	S								
603	8511-8504	405P	N								
604	8503-8514	135P	N								
605	8521-8506	415P	S								
606	8513-8502	435P	N								
607	8505-8510	200P	S								
608	8507-8512	315P	S								
609	8509-8508	345P	S								
801	8505-8504	231P	N								
802	8507-8509-8502	1116A- 431P	N-S								
803	8501-8508	101P	N								
804	8503-8506	401P	S								

RELIEFS ARE MADE AT:

NORTHWEST TC	
GREENSPOINT TC	(NORTHBOUND)
PIERCE & MAIN	(SOUTHBOUND)

085 - Antoine / Washington

SATURDAY

EFFECTIVE: DRAFT

NORTHBOUND

BLOCK NO.	PULL OUT	STJP MAIN	LOU. PRAI	SHEP WASH	N.W. T.C.	ANT. TDWL	ANTO LYRK	ANT. ROMN	WEST ANTO	ANTO VETS	GEAR TCJS	GRPT T.C.	NEXT TRIP
601	405FG	433	438	448	459	519	523	532	.	542	547	556	626
801	415NG	448	453	503	514	534	538	547	550				608
602	435FG	503	508	518	529	549	553	602	.	612	617	626	656
603	450FG	518	523	533	544	604	608	617	620				638
604	505FG	533	538	548	559	619	623	632	.	642	647	656	726
606	520FG	548	553	603	614	634	638	647	650				708
803	530NG	603	608	618	629	649	653	702	.	712	717	726	756
608	550FG	618	623	633	644	704	708	717	720				738
804	600NG	633	638	648	659	719	723	732	.	742	747	756	826
609	620FG	648	653	703	714	734	738	747	750				808
802		703	708	718	729	749	753	802	.	812	817	826	855
605		718	723	733	744	804	808	817	820				838
801		733	738	748	759	819	823	832	.	842	847	856	925
607		748	753	803	814	834	838	847	850				908
603		803	808	818	829	849	853	902	.	912	917	926	955
601		818	823	833	844	904	908	917	920				938
606		833	838	848	859	919	923	932	.	942	947	956	1025
602		848	853	903	914	934	938	947	950				1008
608		903	908	920	931	953	957	1006	.	1019	1025	1034	1055
604		918	923	935	946	1008	1012	1021	1024				1038
609		933	938	950	1001	1023	1027	1036	.	1049	1055	1104	1125
803		948	953	1005	1016	1038	1042	1051	1054				1108
605		1003	1008	1020	1031	1053	1057	1106	.	1119	1125	1134	1152
804		1018	1023	1035	1046	1108	1112	1121	1124				1138
607		1033	1038	1050	1101	1123	1127	1136	.	1149	1155	1204	1222
802		1048	1053	1105	(1116)	1138	1142	1151	1154				1208
601		1103	1108	1120	1131	1153	1157	1206	.	1219	1225	1234	1252
801		1118	1123	1135	1146	1208	1212	1221	1224				1238
602		1133	1138	1150	1201	1223	1227	1236	.	1249	1255	104	122
603		1148	1153	1205	1216	1238	1242	1251	1254				108
604		1203	1208	1220	1231	1253	1257	107	.	120	127	(135)	152
606		1218	1223	1235	1246	108	112	122	125				138
803		1233	1238	1250	(101)	123	127	137	.	150	157	205	222
608		1248	1253	105	116	138	142	152	155				208
804		103	108	120	131	153	157	207	.	220	227	235	252
609		118	123	135	146	208	212	222	225				238
802		133	138	150	201	223	227	237	.	250	257	305	322
605		148	153	205	216	238	242	252	255				308
801		203	208	220	(231)	253	257	307	.	320	327	335	352
607		218	223	235	246	308	312	322	325				338

085 - Antoine / Washington

SATURDAY

EFFECTIVE: DRAFT

SOUTHBOUND

BLOCK NO.	PULL OUT	GRPT T.C.	GEAR TCJS	ANTO VETS	WEST ANTO	ANT. ROMN	ANTO LYRK	ANT. TDWL	N.W. T.C.	SHEP WASH	SMIT TEX.	PIER MAIN	NEXT TRIP
802	513NE				538	540	550	554	615	625	635	640#	703
605	519FA	526	537	543	.	555	605	609	630	640	650	655#	718
801					608	610	620	624	645	655	705	710#	733
607	549FA	556	607	613	.	625	635	639	700	710	720	725#	748
603					638	640	650	654	715	725	735	740#	803
601		626	637	643	.	655	705	709	730	740	750	755#	818
606					708	710	720	724	745	755	805	810#	833
602		656	707	713	.	725	735	739	800	810	820	825#	848
608					738	740	750	754	815	825	835	840#	903
604		726	737	743	.	755	805	809	830	840	850	855#	918
609					808	810	820	824	845	855	905	910#	933
803		756	807	813	.	825	835	839	900	910	920	925#	948
605					838	840	850	854	915	925	935	940#	1003
804		826	837	843	.	855	905	909	930	940	950	955#	1018
607					908	910	920	925	947	959	1009	1014#	1033
802		855	907	913	.	925	935	940	1002	1014	1024	1029#	1048
601					938	940	950	955	1017	1029	1039	(1044)#	1103
801		925	937	943	.	955	1005	1010	1032	1044	1054	1059#	1118
602					1008	1010	1020	1025	1047	1059	1109	(1114)#	1133
603		955	1007	1013	.	1025	1035	1040	1102	1114	1124	1129#	1148
604					1038	1040	1050	1055	1117	1129	1139	1144#	1203
606		1025	1037	1043	.	1055	1105	1110	1132	1144	1154	1159#	1218
803					1108	1110	1120	1125	1147	1159	1209	1214#	1233
608		1055	1107	1113	.	1125	1135	1140	1202	1214	1224	1229#	1248
804					1138	1140	1150	1155	1217	1229	1239	1244#	103
609		1125	1137	1143	.	1155	1205	1210	1232	1244	1254	1259#	118
802					1208	1210	1220	1225	1246	1258	109	115#	133
605		1152	1206	1213	.	1225	1235	1240	101	113	124	130#	148
801					1238	1240	1250	1255	116	128	139	145#	203
607		1222	1236	1243	.	1255	105	110	131	143	154	(200)#	218
603					108	110	120	125	146	158	209	215#	233
601		1252	106	113	.	125	135	140	201	213	224	230#	248
606					138	140	150	155	216	228	239	245#	303
602		122	136	143	.	155	205	210	231	243	254	300#	318
608					208	210	220	225	246	258	309	(315)#	333
604		152	206	213	.	225	235	240	301	313	324	330#	348
609					238	240	250	255	316	328	339	(345)#	403
803		222	236	243	.	255	305	310	331	343	354	400#	418
605					308	310	320	325	346	358	409	(415)#	433
804		252	306	313	.	325	335	340	(401)	413	424	430#	448

085 - Antoine / Washington

SATURDAY

EFFECTIVE: DRAFT

NORTHBOUND

BLOCK NO.	PULL OUT	STJP MAIN	LOU. PRAI	SHEP WASH	N.W. T.C.	ANT. TDWL	ANTO LYRK	ANT. ROMN	WEST ANTO	ANTO VETS	GEAR TCJS	GRPT T.C.	NEXT TRIP
603		233	238	250	301	323	327	337	.	350	357	(405)	423
601		248	253	305	316	338	342	352	355				408
606		303	308	320	331	353	357	407	.	420	427	(435)	453
602		318	323	335	346	408	412	422	425				438
608		333	338	350	401	423	427	437	.	450	457	505	523
604		348	353	405	416	438	442	452	455				508
609		403	408	420	431	453	457	507	.	520	527	535	553
803		418	423	435	446	508	512	522	525				538
605		433	438	451	502	524	528	539	.	552	558	606	626
804		448	453	506	517	539	543	554	557				608
607		503	508	521	532	554	558	609	.	622	628	636	656
802		518	523	536	547	609	613	624	627				638
601		533	538	551	602	624	628	639	.	652	658	706	726
801		548	553	606	617	639	643	654	657				708
602		603	608	621	632	654	658	709	.	722	728	736	756
603		618	623	636	647	709	713	724	727				738
604		633	638	650	701	722	726	736	.	748	753	801	826
606		648	653	705	716	737	741	751	754				808
803		703	708	720	731	752	756	806	.	818	823	831	857
608		718	723	735	746	807	811	821	824				838
804		733	738	750	801	822	826	836	.	848	853	901	927
609		748	753	805	816	837	841	851	854				908
802		803	808	820	831	852	856	906	.	918	923	931	957
605		818	823	835	846	907	911	921	924				938
801		833	838	850	901	922	926	936	.	948	953	1001	1027
607		848	853	905	916	937	941	951	954				1008
603		903	908	920	931	949	953	1002	.	1012	1017	1025	1057
606		933	938	950	1001	1019	1023	1032	.	1042	1047	1055	1127
608		1003	1008	1020	1031	1049	1053	1102	.	1112	1117	1125/	1132FD
609		1033	1038	1050	1101	1119	1123	1132	.	1142	1147	1155/	1202FD
605		1103	1108	1120	1131	1149	1153	1202	.	1212	1217	1225/	1232FD
802		1148	1153	1205	1216	1234	1238	1247	.	1257	102	110/	145NC

085 - Antoine / Washington

SATURDAY

EFFECTIVE: DRAFT

SOUTHBOUND

BLOCK NO.	PULL OUT	GRPT T.C.	GEAR TCJS	ANTO VETS	WEST ANTO	ANT. ROMN	ANTO LYRK	ANT. TDWL	N.W. T.C.	SHEP WASH	SMIT TEX.	PIER MAIN	NEXT TRIP
607					338	340	350	355	416	428	439	445#	503
802		322	336	343	.	355	405	410	(431)	443	454	500#	518
601					408	410	420	425	446	458	509	515#	533
801		352	406	413	.	425	435	440	501	513	524	530#	548
602					438	440	450	455	515	526	537	542#	603
603		423	437	443	.	455	505	510	530	541	552	557#	618
604					508	510	520	525	545	556	607	612#	633
606		453	507	513	.	525	535	540	600	611	622	627#	648
803					538	540	550	555	615	626	637	642#	703
608		523	537	543	.	555	605	610	630	641	652	657#	718
804					608	610	620	625	645	656	707	712#	733
609		553	607	613	.	625	635	640	700	711	722	727#	748
802					638	640	650	655	715	725	736	741#	803
605		626	639	644	.	655	705	710	730	740	751	756#	818
801					708	710	720	725	745	755	806	811#	833
607		656	709	714	.	725	735	740	800	810	821	826#	848
603					738	740	750	755	815	825	836	841#	903
601		726	739	744	.	755	805	810	830	840	851	856/	923FH
606					808	810	820	825	845	855	906	911#	933
602		756	809	814	.	825	835	840	900	910	921	926/	953FH
608					838	840	850	855	915	925	936	941#	1003
604		826	839	844	.	855	905	910	930	940	951	956/	1023FH
609					908	910	919	923	942	952	1003	1008#	1033
803		857	909	914	.	925	934	938	957	1007	1018	1023/	1051NH
605					938	940	949	953	1012	1022	1033	1038#	1103
804		927	939	944	.	955	1004	1008	1027	1037	1048	1053/	1121NH
607					1008	1010	1019	1023	1042	1052	1103	1108/	1135FH
802		957	1009	1014	.	1025	1034	1038	1057	1107	1118	1123#	1148
801		1027	1039	1044	.	1055	1104	1108	1127	1137	1148	1153/	1221NH
603		1057	1109	1114	.	1125	1134	1138	1157	1207	1218	1223/	1250FH
606		1127	1139	1144	.	1155	1204	1208	1227	1237	1248	1253/	120FH

085 - Antoine / Washington

SUNDAY

EFFECTIVE: DRAFT

TIME POINTS:

NORTHBOUND

STJP	&	MAIN	-	ST JOSEPH & MAIN ST
LOU.	&	PRAI	-	LOUISIANA & PRAIRIE
SHEP	&	WASH	-	SHEPHERD & WASHINGTON
N.W.	&	T.C.	-	NORTHWEST TC
ANT.	&	TDWL	-	ANTOINE & TIDWELL
ANTO	&	LYRK	-	ANTOINE & LITTLE YORK
ANT.	&	ROMN	-	ANTOINE & ROMONA
WEST	&	ANTO	-	WEST ROAD & ANTOINE
ANTO	&	VETS	-	ANTOINE & VETERANS MEMORIAL
GEAR	&	TCJS	-	GEARS & T.C. JESTER
GRPT	&	T.C.	-	GREENSPOINT TC

SOUTHBOUND

GRPT	&	T.C.	-	GREENSPOINT TC
GEAR	&	TCJS	-	GEARS & T.C. JESTER
ANTO	&	VETS	-	ANTOINE & VETERANS MEMORIAL
WEST	&	ANTO	-	WEST ROAD & ANTOINE
ANT.	&	ROMN	-	ANTOINE & ROMONA
ANTO	&	LYRK	-	ANTOINE & LITTLE YORK
ANT.	&	TDWL	-	ANTOINE & TIDWELL
N.W.	&	T.C.	-	NORTHWEST TC
SHEP	&	WASH	-	SHEPHERD & WASHINGTON
SMIT	&	TEX.	-	SMITH & TEXAS
PIER	&	MAIN	-	PIERCE & MAIN

( ) RELIEF TRIP
/ TO GARAGE

RUN NUMBERS & RELIEFS BY BLOCK:

ALL DAY BLOCKS			
BLOCK	RUN NO'S	RELIEF TIME	LOC
601	8501-8517	1044A	S
602	8521-8519	1114A	S
603	8511-8504	405P	N
604	8503-8514	135P	N
605	8513-8506	415P	S
606	8515-8502	435P	N
607	8505-8510	200P	S
608	8507-8512	315P	S
609	8509-8508	345P	S
801	8505-8504	231P	N
802	8507-8509-8502	1116A- 431P	N-S
803	8501-8508	101P	N
804	8503-8506	401P	S

AM BLOCKS W/O RELIEFS			
BLOCK	RUN	BLOCK	RUN

PM BLOCKS W/O RELIEFS			
BLOCK	RUN	BLOCK	RUN

RELIEFS ARE MADE AT:

NORTHWEST TC
GREENSPOINT TC (NORTHBOUND)
PIERCE & MAIN (SOUTHBOUND)

085 - Antoine / Washington

SUNDAY

EFFECTIVE: DRAFT

NORTHBOUND

BLOCK NO.	PULL OUT	STJP MAIN	LOU. PRAI	SHEP WASH	N.W. T.C.	ANT. TDWL	ANTO LYRK	ANT. ROMN	WEST ANTO	ANTO VETS	GEAR TCJS	GRPT T.C.	NEXT TRIP
601	405FG	433	438	448	459	519	523	532	.	542	547	556	626
801	415NG	448	453	503	514	534	538	547	550				608
602	435FG	503	508	518	529	549	553	602	.	612	617	626	656
603	450FG	518	523	533	544	604	608	617	620				638
604	505FG	533	538	548	559	619	623	632	.	642	647	656	726
606	520FG	548	553	603	614	634	638	647	650				708
803	530NG	603	608	618	629	649	653	702	.	712	717	726	756
608	550FG	618	623	633	644	704	708	717	720				738
804	600NG	633	638	648	659	719	723	732	.	742	747	756	826
609	620FG	648	653	703	714	734	738	747	750				808
802		703	708	718	729	749	753	802	.	812	817	826	855
605		718	723	733	744	804	808	817	820				838
801		733	738	748	759	819	823	832	.	842	847	856	925
607		748	753	803	814	834	838	847	850				908
603		803	808	818	829	849	853	902	.	912	917	926	955
601		818	823	833	844	904	908	917	920				938
606		833	838	848	859	919	923	932	.	942	947	956	1025
602		848	853	903	914	934	938	947	950				1008
608		903	908	920	931	953	957	1006	.	1019	1025	1034	1055
604		918	923	935	946	1008	1012	1021	1024				1038
609		933	938	950	1001	1023	1027	1036	.	1049	1055	1104	1125
803		948	953	1005	1016	1038	1042	1051	1054				1108
605		1003	1008	1020	1031	1053	1057	1106	.	1119	1125	1134	1152
804		1018	1023	1035	1046	1108	1112	1121	1124				1138
607		1033	1038	1050	1101	1123	1127	1136	.	1149	1155	1204	1222
802		1048	1053	1105	(1116)	1138	1142	1151	1154				1208
601		1103	1108	1120	1131	1153	1157	1206	.	1219	1225	1234	1252
801		1118	1123	1135	1146	1208	1212	1221	1224				1238
602		1133	1138	1150	1201	1223	1227	1236	.	1249	1255	104	122
603		1148	1153	1205	1216	1238	1242	1251	1254				108
604		1203	1208	1220	1231	1253	1257	107	.	120	127	(135)	152
606		1218	1223	1235	1246	108	112	122	125				138
803		1233	1238	1250	(101)	123	127	137	.	150	157	205	222
608		1248	1253	105	116	138	142	152	155				208
804		103	108	120	131	153	157	207	.	220	227	235	252
609		118	123	135	146	208	212	222	225				238
802		133	138	150	201	223	227	237	.	250	257	305	322
605		148	153	205	216	238	242	252	255				308
801		203	208	220	(231)	253	257	307	.	320	327	335	352
607		218	223	235	246	308	312	322	325				338

085 - Antoine / Washington

SUNDAY

EFFECTIVE: DRAFT

SOUTHBOUND

BLOCK NO.	PULL OUT	GRPT T.C.	GEAR TCJS	ANTO VETS	WEST ANTO	ANT. ROMN	ANTO LYRK	ANT. TDWL	N.W. T.C.	SHEP WASH	SMIT TEX.	PIER MAIN	NEXT TRIP
802	513NE				538	540	550	554	615	625	635	640#	703
605	519FA	526	537	543	.	555	605	609	630	640	650	655#	718
801					608	610	620	624	645	655	705	710#	733
607	549FA	556	607	613	.	625	635	639	700	710	720	725#	748
603					638	640	650	654	715	725	735	740#	803
601		626	637	643	.	655	705	709	730	740	750	755#	818
606					708	710	720	724	745	755	805	810#	833
602		656	707	713	.	725	735	739	800	810	820	825#	848
608					738	740	750	754	815	825	835	840#	903
604		726	737	743	.	755	805	809	830	840	850	855#	918
609					808	810	820	824	845	855	905	910#	933
803		756	807	813	.	825	835	839	900	910	920	925#	948
605					838	840	850	854	915	925	935	940#	1003
804		826	837	843	.	855	905	909	930	940	950	955#	1018
607					908	910	920	925	947	959	1009	1014#	1033
802		855	907	913	.	925	935	940	1002	1014	1024	1029#	1048
601					938	940	950	955	1017	1029	1039	(1044)#	1103
801		925	937	943	.	955	1005	1010	1032	1044	1054	1059#	1118
602					1008	1010	1020	1025	1047	1059	1109	(1114)#	1133
603		955	1007	1013	.	1025	1035	1040	1102	1114	1124	1129#	1148
604					1038	1040	1050	1055	1117	1129	1139	1144#	1203
606		1025	1037	1043	.	1055	1105	1110	1132	1144	1154	1159#	1218
803					1108	1110	1120	1125	1147	1159	1209	1214#	1233
608		1055	1107	1113	.	1125	1135	1140	1202	1214	1224	1229#	1248
804					1138	1140	1150	1155	1217	1229	1239	1244#	103
609		1125	1137	1143	.	1155	1205	1210	1232	1244	1254	1259#	118
802					1208	1210	1220	1225	1246	1258	109	115#	133
605		1152	1206	1213	.	1225	1235	1240	101	113	124	130#	148
801					1238	1240	1250	1255	116	128	139	145#	203
607		1222	1236	1243	.	1255	105	110	131	143	154	(200)#	218
603					108	110	120	125	146	158	209	215#	233
601		1252	106	113	.	125	135	140	201	213	224	230#	248
606					138	140	150	155	216	228	239	245#	303
602		122	136	143	.	155	205	210	231	243	254	300#	318
608					208	210	220	225	246	258	309	(315)#	333
604		152	206	213	.	225	235	240	301	313	324	330#	348
609					238	240	250	255	316	328	339	(345)#	403
803		222	236	243	.	255	305	310	331	343	354	400#	418
605					308	310	320	325	346	358	409	(415)#	433
804		252	306	313	.	325	335	340	(401)	413	424	430#	448

085 - Antoine / Washington

SUNDAY

EFFECTIVE: DRAFT

NORTHBOUND

BLOCK NO.	PULL OUT	STJP MAIN	LOU. PRAI	SHEP WASH	N.W. T.C.	ANT. TDWL	ANTO LYRK	ANT. ROMN	WEST ANTO	ANTO VETS	GEAR TCJS	GRPT T.C.	NEXT TRIP
603		233	238	250	301	323	327	337	.	350	357	(405)	423
601		248	253	305	316	338	342	352	355				408
606		303	308	320	331	353	357	407	.	420	427	(435)	453
602		318	323	335	346	408	412	422	425				438
608		333	338	350	401	423	427	437	.	450	457	505	523
604		348	353	405	416	438	442	452	455				508
609		403	408	420	431	453	457	507	.	520	527	535	553
803		418	423	435	446	508	512	522	525				538
605		433	438	451	502	524	528	539	.	552	558	606	626
804		448	453	506	517	539	543	554	557				608
607		503	508	521	532	554	558	609	.	622	628	636	656
802		518	523	536	547	609	613	624	627				638
601		533	538	551	602	624	628	639	.	652	658	706	726
801		548	553	606	617	639	643	654	657				708
602		603	608	621	632	654	658	709	.	722	728	736	756
603		618	623	636	647	709	713	724	727				738
604		633	638	650	701	722	726	736	.	748	753	801	826
606		648	653	705	716	737	741	751	754				808
803		703	708	720	731	752	756	806	.	818	823	831	857
608		718	723	735	746	807	811	821	824				838
804		733	738	750	801	822	826	836	.	848	853	901	927
609		748	753	805	816	837	841	851	854				908
802		803	808	820	831	852	856	906	.	918	923	931	957
605		818	823	835	846	907	911	921	924				938
801		833	838	850	901	922	926	936	.	948	953	1001	1027
607		848	853	905	916	937	941	951	954				1008
603		903	908	920	931	949	953	1002	.	1012	1017	1025	1057
606		933	938	950	1001	1019	1023	1032	.	1042	1047	1055	1127
608		1003	1008	1020	1031	1049	1053	1102	.	1112	1117	1125/	1132FD
609		1033	1038	1050	1101	1119	1123	1132	.	1142	1147	1155/	1202FD
605		1103	1108	1120	1131	1149	1153	1202	.	1212	1217	1225/	1232FD
802		1148	1153	1205	1216	1234	1238	1247	.	1257	102	110/	145NC

085 - Antoine / Washington

SUNDAY

EFFECTIVE: DRAFT

SOUTHBOUND

BLOCK NO.	PULL OUT	GRPT T.C.	GEAR TCJS	ANTO VETS	WEST ANTO	ANT. ROMN	ANTO LYRK	ANT. TDWL	N.W. T.C.	SHEP WASH	SMIT TEX.	PIER MAIN	NEXT TRIP
607					338	340	350	355	416	428	439	445#	503
802		322	336	343	.	355	405	410	(431)	443	454	500#	518
601					408	410	420	425	446	458	509	515#	533
801		352	406	413	.	425	435	440	501	513	524	530#	548
602					438	440	450	455	515	526	537	542#	603
603		423	437	443	.	455	505	510	530	541	552	557#	618
604					508	510	520	525	545	556	607	612#	633
606		453	507	513	.	525	535	540	600	611	622	627#	648
803					538	540	550	555	615	626	637	642#	703
608		523	537	543	.	555	605	610	630	641	652	657#	718
804					608	610	620	625	645	656	707	712#	733
609		553	607	613	.	625	635	640	700	711	722	727#	748
802					638	640	650	655	715	725	736	741#	803
605		626	639	644	.	655	705	710	730	740	751	756#	818
801					708	710	720	725	745	755	806	811#	833
607		656	709	714	.	725	735	740	800	810	821	826#	848
603					738	740	750	755	815	825	836	841#	903
601		726	739	744	.	755	805	810	830	840	851	856/	923FH
606					808	810	820	825	845	855	906	911#	933
602		756	809	814	.	825	835	840	900	910	921	926/	953FH
608					838	840	850	855	915	925	936	941#	1003
604		826	839	844	.	855	905	910	930	940	951	956/	1023FH
609					908	910	919	923	942	952	1003	1008#	1033
803		857	909	914	.	925	934	938	957	1007	1018	1023/	1051NH
605					938	940	949	953	1012	1022	1033	1038#	1103
804		927	939	944	.	955	1004	1008	1027	1037	1048	1053/	1121NH
607					1008	1010	1019	1023	1042	1052	1103	1108/	1135FH
802		957	1009	1014	.	1025	1034	1038	1057	1107	1118	1123#	1148
801		1027	1039	1044	.	1055	1104	1108	1127	1137	1148	1153/	1221NH
603		1057	1109	1114	.	1125	1134	1138	1157	1207	1218	1223/	1250FH
606		1127	1139	1144	.	1155	1204	1208	1227	1237	1248	1253/	120FH

102 - Bush IAH Express

WEEKDAY

EFFECTIVE: DRAFT

TIME POINTS:

INBOUND

WRGT & CoFr - WRIGHT RD. & COLONEL FISHER BLVD
TERM & -C- - BUSH IAH TERMINAL C
PALL & AIRM - AIRMAIL & PALLET
JFK. & GRNS - J.F.K. & GREENS RD.
GRPT & T.C. - GREENSPOINT TC
I-45 & ALDB - ALDINE BENDER & I-45 N.SERV.RD.
MILM & TEX. - MILAM & TEXAS
PIER & TRAV - PIERCE & TRAVIS

OUTBOUND

STJP & SJAC - ST.JOSEPH PKWY. & SAN JACINTO
TRAV & CAP. - TRAVIS ST & CAPITOL ST
I-45 & ALDB - ALDINE BENDER & I-45 N.SERV.RD.
GRPT & T.C. - GREENSPOINT TC
JFK. & GRNS - J.F.K. & GREENS RD.
TERM & -C- - BUSH IAH TERMINAL C
WRGT & CoFr - WRIGHT RD. & COLONEL FISHER BLVD

( ) RELIEF TRIP
/ TO GARAGE

RUN NUMBERS & RELIEFS BY BLOCK:

ALL DAY BLOCKS

BLOCK	RUN NO'S	RELIEF TIME	LOC
601	10205-10210	233P	I
602	10203-10212	203P	I
603	10201-10228	124P	O
604	10209-10229-10204	353P-1054A	I-O
605	10211-10231-10202	423P-1124A	I-O
606	10225-10227-10206	1154A- 254P	O-O

AM BLOCKS W/O RELIEFS

BLOCK	RUN	BLOCK	RUN
621	10217	627	10215
622	10219		
623	10221		
624	10213		
625	10223		
626	10207		

PM BLOCKS W/O RELIEFS

BLOCK	RUN	BLOCK	RUN
651	10216	657	10226
652	10214	680	10208
653	10222		
654	10220		
655	10218		
656	10224		

RELIEFS ARE MADE AT:

ALDINE BENDER & I-45 N.SERV.RD.

102 - Bush IAH Express

WEEKDAY

EFFECTIVE: DRAFT

INBOUND

BLOCK NO.	PULL OUT	WRGT CoFr	TERM -C-	PALL AIRM	JFK. GRNS	GRPT T.C.	I-45 ALDB	MILM TEX.	PIER TRAV	MDY LOT	NEXT TRIP
602	443FB					450	455	512	516$		532
621	415FI	435	441	447	452	508	513T	530	534$		602
601	430FI	450	456	502	507	523	528T	545	549$		617
622		505	511	517	522	538	543T	600	604$		632
603	500FI	520	526	532	537	554	559T	617	621$		647
624		535	541	547	552	609	614T	632	636$		702
604	530FI	550	556	602	607	624	629T	647	651$		717
605	545FI	605	611	617	622	640	646T	705	710$		747
623		620	626	632	637	655	701T	720	725$		802
606	615FI	635	641	647	652	710	716T	735	740$		817
625	630FI	650	656	702	707	725	731T	750	755$		832
602		705	712	718	723	742	748T	809	814$		847
626	700FI	720	727	733	738	757	803T	824	829$		902
621		735	742	748	753	812	818T	839	844/	857	857MX
601		750	757	803	808	827	833T	854	859$		927
622		805	812	818	823	840	846T	906	911/	924	924MX
603		820	827	833	838	855	901T	921	926$		957
604		850	857	903	908	925	931T	950	955$		1027
605		920	927	933	938	955	1001T	1020	1025$		1057
606		950	957	1003	1008	1025	1031T	1050	1055$		1127
602		1020	1028	1034	1039	1056	1102T	1121	1126$		1157
601		1050	1058	1104	1109	1126	1132	1151	1156$		1227
603		1120	1128	1134	1139	1156	1202	1221	1226$		1257
604		1150	1158	1204	1209	1226	1232	1251	1256$		127
605		1220	1228	1234	1239	1257	103	122	127$		157
606		1250	1258	104	109	127	133	152	157$		227
602		120	128	134	139	157	(203)	222	227$		257
601		150	158	204	209	227	(233)	252	257$		327
680	200FI	220	228	234	239	257	304	324	329$		357
603		235	243	249	254	313	320	340	345$		412
653	230FI	250	258	304	309	328	335	355	400$		427
604		305	313	320	325	346	(353)	414	419$		457
655	300FI	320	328	335	340	401	408	429	434$		512
605		335	343	350	355	416	(423)	444	449$		527
651		350	358	405	410	431	438	459	504$		542
606		405	413	420	425	448	455	517	523$		557
652		420	428	435	440	503	510	532	538$		612
602		435	443	450	455	518	525	547	553$		632
654		450	458	505	510	533	540	602	608/		635FG
601		505	513	520	525	548	555	617	623$		702

OUTBOUND

BLOCK NO.	PULL OUT	MDY LOT	STJP SJAC	TRAV CAP.	I-45 ALDB	GRPT T.C.	JFK. GRNS	TERM -C-	WRGT CoFr	NEXT TRIP
622	423FA					430	447	453	459	505
624	453FA					500	517	523	529	535
623	430FD		457	504	521	526	543	549	555	620
602			532	540	558	604	623	629	635	705
621			602	610	628	634	653	659	705	735
601			617	625	643	649	708	714	720	750
622			632	640	658	704	723	729	735	805
603			647	655	713	719	738	744	750	820
624			702	710	728	734	753	759	805/	825FH
604			717	725	743	749	808	814	820	850
627	705FJ		732	740	758	804	823	829	835/	855FH
605			747	755	813	819	838	844	850	920
623			802	810	828	835	852	858	904/	924FH
606			817	825	843	850	907	913	919	950
625			832	840	858	905	922	928	934/	954FH
602			847	855	913	920	937	943	949	1020
626			902	911	929	936	953	959	1005/	1025FH
601			927	936	954	1001	1018	1024	1030	1050
603			957	1006	1024	1031	1048	1054	1100	1120
604			1027	1036	(1054)	1100	1118	1124	1130	1150
605			1057	1106	(1124)	1130	1148	1154	1200	1220
606			1127	1136	(1154)	1200	1219	1225	1231	1250
602			1157	1206	1224	1230	1249	1255	101	120
601			1227	1236	1254	101	119	126	132	150
603			1257	106T	(124)	131	149	156	202	235
604			127	136T	154	201	219	226	232	305
605			157	206T	224	231	250	257	303	335
651	159LA	159	212	221T	239	246	305	312	318	350
606			227	236T	(254)	301	320	327	333	405
652	208FD		242	252T	310	318	338	345	351	420
602			257	307T	325	333	353	400	406	435
654	238FD		312	322T	341	349	411	418	424	450
601			327	337T	356	404	426	433	439	505
656	308FD		342	352T	411	419	441	448	454	520
680			357	407T	426	434	456	503	509	540
603			412	422T	442	449	511	518	525/	545FH
653			427	437T	457	504	526	533	540	605
657	429LA	429	442	452T	512	519	541	548	555/	615FH
604			457	507T	526	533	553	601	609	635
655			512	522T	541	548	608	616	624/	644FH

102 - Bush IAH Express

WEEKDAY

EFFECTIVE: DRAFT

INBOUND

BLOCK NO.	PULL OUT	WRGT CoFr	TERM -C-	PALL AIRM	JFK. GRNS	GRPT T.C.	I-45 ALDB	MILM TEX.	PIER TRAV	MDY LOT	NEXT TRIP
656		520	528	535	540	603	610	632	638/		705FG
680		540	548	555	600	622	629	651	656$		732
653		605	613	620	625	645	651	712	717/		744FG
604		635	643	650	655	714	719	737	742$		802
605		705	713	720	725	743	748	805	809$		832
606		735	743	749	754	811	816	832	836$		902
602		805	813	819	824	841	846	902	906$		932
601		835	843	849	854	911	916	932	936$		1001
680		905	913	919	923	939	944	959	1003$		1031
604		935	943	949	953	1009	1014	1029	1033$		1101
605		1005	1013	1018	1022	1037	1041	1056	1100$		1131
606		1035	1043	1048	1052	1107	1111	1126	1130$		1201
602		1045	1052	1057	1101	1115	1119	1134	1138/		1204FG
601		1115	1122	1127	1131	1145	1149	1204	1208/		1234FG
680		1145	1151	1155	1159	1213	1217	1232	1236/		102FG
604		1215	1221	1225	1229	1243	1247	102	106/		132FG
605		1245	1251	1255	1259	113	117	132	136/		202FG

OUTBOUND

BLOCK NO.	PULL OUT	MDY LOT	STJP SJAC	TRAV CAP.	I-45 ALDB	GRPT T.C.	JFK. GRNS	TERM -C-	WRGT CoFr	NEXT TRIP
605			527	536T	554	600	619	627	634	705
651			542	551T	609	615	634	642	649/	709FH
606			557	606T	624	630	649	657	704	735
652			612	621T	639	645	704	712	719/	739FH
602			632	641T	659	705	723	731	737	805
601			702	709T	726	732	749	756	802	835
680			732	739T	756	802	819	826	832	905
604			802	809	826	832	848	855	901	935
605			832	839	856	902	918	925	931	1005
606			902	909	925	931	946	953	959	1035
602			932	939	955	1001	1016	1023	1029	1045
601			1001	1008	1024	1029	1043	1050	1056	1115
680			1031	1038	1054	1059	1113	1120	1126	1145
604			1101	1107	1123	1128	1141	1147	1153	1215
605			1131	1137	1153	1158	1211	1217	1223	1245
606			1201	1207	1223	1228	1241	1247	1253/	113FH

102 - Bush IAH Express

SATURDAY

EFFECTIVE: DRAFT

TIME POINTS:

INBOUND

WRGT	&	CoFr	-	WRIGHT RD. & COLONEL FISHER BLVD
TERM	&	-C-	-	BUSH IAH TERMINAL C
PALL	&	AIRM	-	AIRMAIL & PALLET
JFK.	&	GRNS	-	J.F.K. & GREENS RD.
GRPT	&	T.C.	-	GREENSPOINT TC
I-45	&	ALDB	-	ALDINE BENDER & I-45 N.SERV.RD.
MILM	&	TEX.	-	MILAM & TEXAS
PIER	&	TRAV	-	PIERCE & TRAVIS

OUTBOUND

STJP	&	SJAC	-	ST.JOSEPH PKWY. & SAN JACINTO
TRAV	&	CAP.	-	TRAVIS ST & CAPITOL ST
I-45	&	ALDB	-	ALDINE BENDER & I-45 N.SERV.RD.
GRPT	&	T.C.	-	GREENSPOINT TC
JFK.	&	GRNS	-	J.F.K. & GREENS RD.
TERM	&	-C-	-	BUSH IAH TERMINAL C
WRGT	&	CoFr	-	WRIGHT RD. & COLONEL FISHER BLVD

( ) RELIEF TRIP
/ TO GARAGE

RUN NUMBERS & RELIEFS BY BLOCK:

ALL DAY BLOCKS

BLOCK	RUN NO'S	RELIEF TIME	LOC
601	10201		
602	10213-10207	825A	O
603	10203		
604	10209		
605	10211		
606	10205		

AM BLOCKS W/O RELIEFS

BLOCK	RUN	BLOCK	RUN

PM BLOCKS W/O RELIEFS

BLOCK	RUN	BLOCK	RUN
680	10212		
681	10210		
682	10206		
683	10204		
684	10202		
685	10208		

RELIEFS ARE MADE AT:

ALDINE BENDER & I-45 N.SERV.RD. (OUTBOUND)

102 - Bush IAH Express

SATURDAY

EFFECTIVE: DRAFT

INBOUND

BLOCK NO.	PULL OUT	WRGT CoFr	TERM -C-	PALL AIRM	JFK. GRNS	GRPT T.C.	I-45 ALDB	MILM TEX.	PIER TRAV	NEXT TRIP
601		500	506	511	515	530	535T	551	556$	632
603		530	536	541	545	600	605T	621	626$	702
606	540FI	600	606	611	615	631	637T	654	659$	732
602		630	636	641	645	701	707T	724	729$	802
604		700	706	711	715	731	737T	754	759$	832
605		730	736	741	745	801	807T	824	829$	902
601		800	806	811	815	831	837T	854	859$	932
603		830	836	841	845	901	907T	924	929$	1002
606		900	906	911	915	931	937T	954	959$	1032
602		930	936	941	946	1003	1009T	1027	1032$	1102
604		1000	1006	1011	1016	1033	1039T	1057	1102$	1132
605		1030	1036	1041	1046	1103	1109	1127	1132$	1202
601		1100	1106	1111	1116	1134	1140	1159	1204$	1232
603		1130	1136	1141	1146	1204	1210	1229	1234$	102
606		1200	1207	1212	1217	1236	1242	102	108$	132
602		1230	1237	1242	1247	106	112	132	138$	202
604		100	107	112	117	136	142	202	208$	232
605		130	137	142	147	206	212	232	238$	302
680	140FI	200	207	212	217	236	242	302	308$	332
681	210FI	230	237	242	247	306	312	332	338$	402
682	240FI	300	307	312	317	336	342	402	408$	432
683	310FI	330	337	342	347	406	412	432	438$	502
684	340FI	400	407	412	417	436	442	502	508$	532
685	410FI	430	437	442	447	506	512	532	538$	602
680		500	507	512	517	535	541	559	604$	632
681		530	537	542	547	605	611	629	634$	702
682		600	607	612	617	635	641	659	704$	732
683		630	637	642	647	705	711	729	734$	802
684		700	706	711	715	732	738	755	800$	832
685		730	736	741	745	802	808	825	830$	902
680		800	806	811	815	832	838	855	900$	932
681		830	836	841	845	902	908	925	930$	1002
682		900	906	911	915	931	936	952	957$	1032
683		930	936	941	945	1001	1006	1022	1027$	1102
684		1000	1006	1011	1015	1031	1036	1052	1057$	1132
685		1030	1036	1041	1045	1101	1106	1122	1127$	1202
680		1100	1106	1111	1115	1130	1135	1150	1155/	1220FG
681		1130	1136	1141	1145	1200	1205	1220	1225/	1250FG
682		1200	1206	1211	1215	1230	1235	1250	1255/	120FG
683		1230	1236	1241	1245	100	105	120	125/	150FG

OUTBOUND

BLOCK NO.	PULL OUT	STJP SJAC	TRAV CAP.	I-45 ALDB	GRPT T.C.	JFK. GRNS	TERM -C-	WRGT CoFr	NEXT TRIP
601	423FA				430	445	451	456	500
603	453FA				500	515	521	526	530
602	438FD	502	509	524	530	545	551	556	630
604	508FD	532	539	554	600	615	621	626	700
605	538FD	602	609	625	631	647	654	700	730
601		632	639	655	701	717	724	730	800
603		702	709	725	731	747	754	800	830
606		732	739	755	801	817	824	830	900
602		802	809	(825)	831	847	854	900	930
604		832	839	855	901	917	924	930	1000
605		902	909	925	931	947	954	1000	1030
601		932	940	958	1004	1021	1028	1033	1100
603		1002	1010	1028	1034	1051	1058	1103	1130
606		1032	1040	1058	1104	1121	1128	1133	1200
602		1102	1110	1129	1136	1154	1201	1206	1230
604		1132	1140	1159	1206	1224	1231	1236	100
605		1202	1210	1229	1235	1253	100	105	130
601		1232	1240	1259	105	123	130	135/	155FH
603		102	110T	129	135	153	200	205/	225FH
606		132	140T	159	205	223	230	235/	255FH
602		202	210T	227	233	250	257	302/	322FH
604		232	240T	257	303	320	327	332/	352FH
605		302	310T	327	333	350	357	402/	422FH
680		332	340T	357	403	420	427	432	500
681		402	409T	426	432	449	457	503	530
682		432	439T	456	502	519	527	533	600
683		502	509T	526	532	549	557	603	630
684		532	539T	556	602	619	627	633	700
685		602	609T	626	632	649	656	702	730
680		632	639T	656	702	719	726	732	800
681		702	709T	726	732	748	755	800	830
682		732	739T	756	802	818	825	830	900
683		802	809	826	832	848	855	900	930
684		832	839	856	902	918	925	930	1000
685		902	909	925	931	946	952	957	1030
680		932	939	955	1001	1016	1022	1027	1100
681		1002	1009	1025	1031	1046	1052	1057	1130
682		1032	1039	1055	1101	1116	1122	1127	1200
683		1102	1109	1125	1131	1146	1152	1157	1230
684		1132	1139	1155	1201	1216	1222	1227	100

102 - Bush IAH Express

SATURDAY

EFFECTIVE: DRAFT

INBOUND

BLOCK NO.	PULL OUT	WRGT CoFr	TERM -C-	PALL AIRM	JFK. GRNS	GRPT T.C.	I-45 ALDB	MILM TEX.	PIER TRAV	NEXT TRIP
684		100	106	111	115	130	135	150	155/	220FG

OUTBOUND

BLOCK NO.	PULL OUT	STJP SJAC	TRAV CAP.	I-45 ALDB	GRPT T.C.	JFK. GRNS	TERM -C-	WRGT CoFr	NEXT TRIP
685		1202	1209	1225	1231	1246	1252	1257/	117FH

102 - Bush IAH Express

SUNDAY

EFFECTIVE: DRAFT

TIME POINTS:

INBOUND

WRGT	&	CoFr	-	WRIGHT RD. & COLONEL FISHER BLVD
TERM	&	-C-	-	BUSH IAH TERMINAL C
PALL	&	AIRM	-	AIRMAIL & PALLET
JFK.	&	GRNS	-	J.F.K. & GREENS RD.
GRPT	&	T.C.	-	GREENSPOINT TC
I-45	&	ALDB	-	ALDINE BENDER & I-45 N.SERV.RD.
MILM	&	TEX.	-	MILAM & TEXAS
PIER	&	TRAV	-	PIERCE & TRAVIS

OUTBOUND

STJP	&	SJAC	-	ST.JOSEPH PKWY. & SAN JACINTO
TRAV	&	CAP.	-	TRAVIS ST & CAPITOL ST
I-45	&	ALDB	-	ALDINE BENDER & I-45 N.SERV.RD.
GRPT	&	T.C.	-	GREENSPOINT TC
JFK.	&	GRNS	-	J.F.K. & GREENS RD.
TERM	&	-C-	-	BUSH IAH TERMINAL C
WRGT	&	CoFr	-	WRIGHT RD. & COLONEL FISHER BLVD

( ) RELIEF TRIP
/ TO GARAGE

RUN NUMBERS & RELIEFS BY BLOCK:

ALL DAY BLOCKS

BLOCK	RUN NO'S	RELIEF TIME	LOC
601	10201		
602	10207		
603	10203		
604	10209		
605	10211		
606	10205		

AM BLOCKS W/O RELIEFS

BLOCK	RUN	BLOCK	RUN

PM BLOCKS W/O RELIEFS

BLOCK	RUN	BLOCK	RUN
680	10212		
681	10210		
682	10206		
683	10204		
684	10202		
685	10208		

RELIEFS ARE MADE AT:

102 - Bush IAH Express

SUNDAY

EFFECTIVE: DRAFT

INBOUND

BLOCK NO.	PULL OUT	WRGT CoFr	TERM -C-	PALL AIRM	JFK. GRNS	GRPT T.C.	I-45 ALDB	MILM TEX.	PIER TRAV	NEXT TRIP
601		500	506	511	515	530	535T	551	556$	632
603		530	536	541	545	600	605T	621	626$	702
606	540FI	600	606	611	615	631	637T	654	659$	732
602		630	636	641	645	701	707T	724	729$	802
604		700	706	711	715	731	737T	754	759$	832
605		730	736	741	745	801	807T	824	829$	902
601		800	806	811	815	831	837T	854	859$	932
603		830	836	841	845	901	907T	924	929$	1002
606		900	906	911	915	931	937T	954	959$	1032
602		930	936	941	946	1003	1009T	1027	1032$	1102
604		1000	1006	1011	1016	1033	1039T	1057	1102$	1132
605		1030	1036	1041	1046	1103	1109	1127	1132$	1202
601		1100	1106	1111	1116	1134	1140	1159	1204$	1232
603		1130	1136	1141	1146	1204	1210	1229	1234$	102
606		1200	1207	1212	1217	1236	1242	102	108$	132
602		1230	1237	1242	1247	106	112	132	138$	202
604		100	107	112	117	136	142	202	208$	232
605		130	137	142	147	206	212	232	238$	302
680	140FI	200	207	212	217	236	242	302	308$	332
681	210FI	230	237	242	247	306	312	332	338$	402
682	240FI	300	307	312	317	336	342	402	408$	432
683	310FI	330	337	342	347	406	412	432	438$	502
684	340FI	400	407	412	417	436	442	502	508$	532
685	410FI	430	437	442	447	506	512	532	538$	602
680		500	507	512	517	535	541	559	604$	632
681		530	537	542	547	605	611	629	634$	702
682		600	607	612	617	635	641	659	704$	732
683		630	637	642	647	705	711	729	734$	802
684		700	706	711	715	732	738	755	800$	832
685		730	736	741	745	802	808	825	830$	902
680		800	806	811	815	832	838	855	900$	932
681		830	836	841	845	902	908	925	930$	1002
682		900	906	911	915	931	936	952	957$	1032
683		930	936	941	945	1001	1006	1022	1027$	1102
684		1000	1006	1011	1015	1031	1036	1052	1057$	1132
685		1030	1036	1041	1045	1101	1106	1122	1127$	1202
680		1100	1106	1111	1115	1130	1135	1150	1155/	1220FG
681		1130	1136	1141	1145	1200	1205	1220	1225/	1250FG
682		1200	1206	1211	1215	1230	1235	1250	1255/	120FG
683		1230	1236	1241	1245	100	105	120	125/	150FG

OUTBOUND

BLOCK NO.	PULL OUT	STJP SJAC	TRAV CAP.	I-45 ALDB	GRPT T.C.	JFK. GRNS	TERM -C-	WRGT CoFr	NEXT TRIP
601	423FA				430	445	451	456	500
603	453FA				500	515	521	526	530
602	438FD	502	509	524	530	545	551	556	630
604	508FD	532	539	554	600	615	621	626	700
605	538FD	602	609	625	631	647	654	700	730
601		632	639	655	701	717	724	730	800
603		702	709	725	731	747	754	800	830
606		732	739	755	801	817	824	830	900
602		802	809	825	831	847	854	900	930
604		832	839	855	901	917	924	930	1000
605		902	909	925	931	947	954	1000	1030
601		932	940	958	1004	1021	1028	1033	1100
603		1002	1010	1028	1034	1051	1058	1103	1130
606		1032	1040	1058	1104	1121	1128	1133	1200
602		1102	1110	1129	1136	1154	1201	1206	1230
604		1132	1140	1159	1206	1224	1231	1236	100
605		1202	1210	1229	1235	1253	100	105	130
601		1232	1240	1259	105	123	130	135/	155FH
603		102	110T	129	135	153	200	205/	225FH
606		132	140T	159	205	223	230	235/	255FH
602		202	210T	227	233	250	257	302/	322FH
604		232	240T	257	303	320	327	332/	352FH
605		302	310T	327	333	350	357	402/	422FH
680		332	340T	357	403	420	427	432	500
681		402	409T	426	432	449	457	503	530
682		432	439T	456	502	519	527	533	600
683		502	509T	526	532	549	557	603	630
684		532	539T	556	602	619	627	633	700
685		602	609T	626	632	649	656	702	730
680		632	639T	656	702	719	726	732	800
681		702	709T	726	732	748	755	800	830
682		732	739T	756	802	818	825	830	900
683		802	809	826	832	848	855	900	930
684		832	839	856	902	918	925	930	1000
685		902	909	925	931	946	952	957	1030
680		932	939	955	1001	1016	1022	1027	1100
681		1002	1009	1025	1031	1046	1052	1057	1130
682		1032	1039	1055	1101	1116	1122	1127	1200
683		1102	1109	1125	1131	1146	1152	1157	1230
684		1132	1139	1155	1201	1216	1222	1227	100

102 - Bush IAH Express

SUNDAY

EFFECTIVE: DRAFT

INBOUND

BLOCK NO.	PULL OUT	WRGT CoFr	TERM -C-	PALL AIRM	JFK. GRNS	GRPT T.C.	I-45 ALDB	MILM TEX.	PIER TRAV	NEXT TRIP
684		100	106	111	115	130	135	150	155/	220FG

OUTBOUND

BLOCK NO.	PULL OUT	STJP SJAC	TRAV CAP.	I-45 ALDB	GRPT T.C.	JFK. GRNS	TERM -C-	WRGT CoFr	NEXT TRIP
685		1202	1209	1225	1231	1246	1252	1257/	117FH

108 - Veterans Memorial Express

WEEKDAY

EFFECTIVE: DRAFT

TIME POINTS:

INBOUND

SHEP & P&R - N. SHEPHERD P&R
MILM & CONG - MILAM @ CONGRESS
PIER & TRAV - PIERCE & TRAVIS

OUTBOUND

STJP & FANN - ST JOSEPH & FANNIN
CONG & TRAV - CONGRESS & TRAVIS
SHEP & P&R - N. SHEPHERD P&R

( ) RELIEF TRIP
/ TO GARAGE

RUN NUMBERS & RELIEFS BY BLOCK:

ALL DAY BLOCKS			
BLOCK	RUN NO'S	RELIEF TIME	LOC

AM BLOCKS W/O RELIEFS			
BLOCK	RUN	BLOCK	RUN
621	10807	623	10803
622	10801	624	10805

PM BLOCKS W/O RELIEFS			
BLOCK	RUN	BLOCK	RUN
651	10802	653	10806
652	10808	654	10804

RELIEFS ARE MADE AT:

108 - Veterans Memorial Express

WEEKDAY

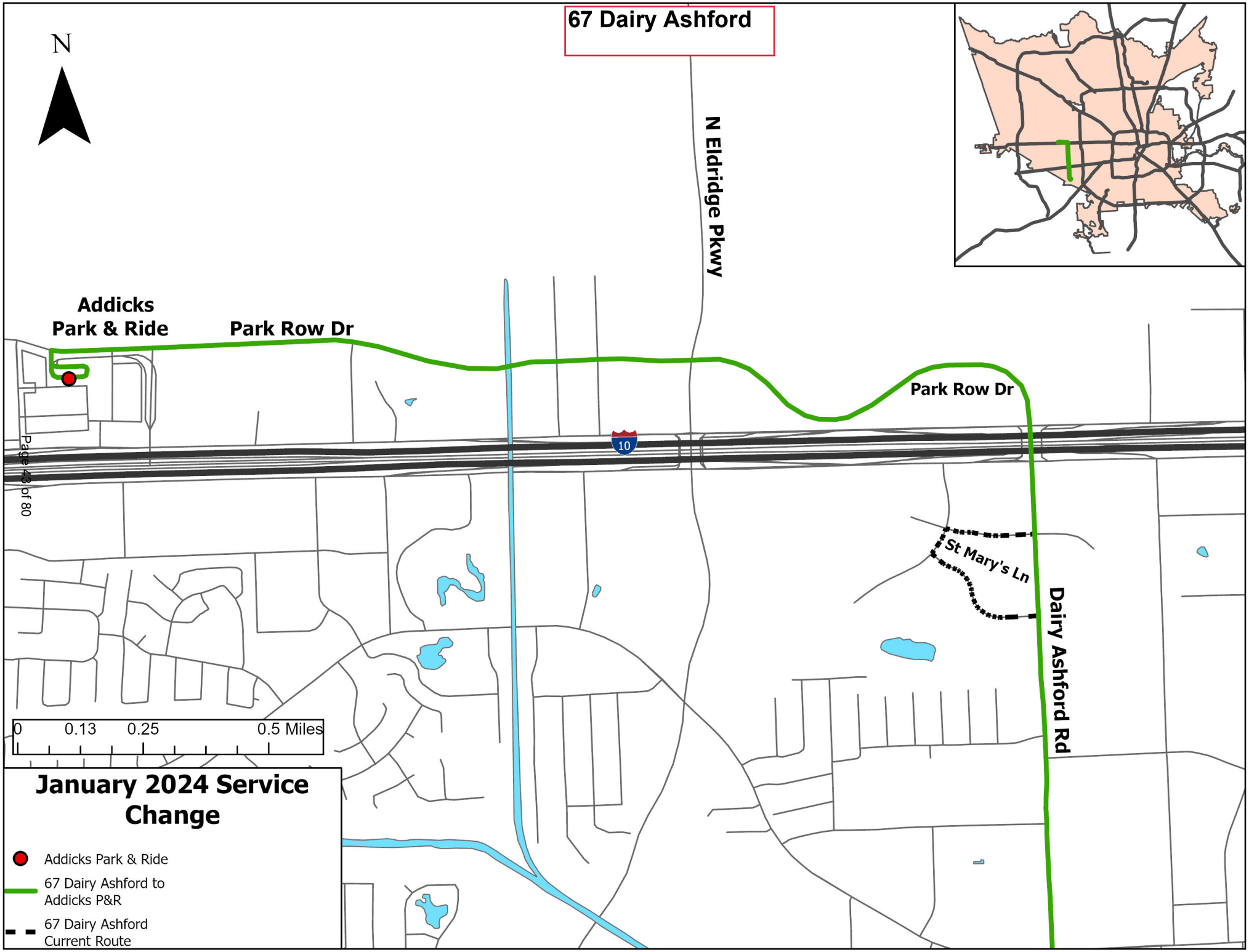
EFFECTIVE: DRAFT

INBOUND

BLOCK NO.	PULL OUT	SHEP P&R	MILM CONG	PIER TRAV	MDY LOT	NEXT TRIP
621	518FC	530	542	547#		600
622	533FC	545	557	602#		615
623	548FC	600	612	617#		630
624	603FC	615	627	632#		645
621		630	642	647#		700
622		645	657	702#		715
623		700	713	719#		730
624		715	728	734#		745
621		730	743	749#		800
622		745	759	805#		815
623		800	814	820#		830
624		815	829	835#		845
621		830	844	850#		900
622		845	859	905/	918	918ML
623		900	914	920/	933	933ML
624		915	929	935/	948	948ML
621		930	944	950/	1003	1003ML
651		330	342	347#		402
652		345	357	402#		417
653		400	413	418#		432
654		415	428	433#		447
651		430	444	449#		502
652		445	459	504#		517
653		500	514	519#		532
654		515	529	534#		547
651		530	544	549#		602
652		545	559	604#		617
653		600	613	618#		632
654		615	628	633#		647
651		630	643	648#		702

OUTBOUND

BLOCK NO.	PULL OUT	MDY LOT	STJP FANN	CONG TRAV	SHEP P&R	NEXT TRIP
621			600	607	618	630
622			615	622	635	645
623			630	637	650	700
624			645	652	705	715
621			700	707	720	730
622			715	722	735	745
623			730	737	750	800
624			745	752	806	815
621			800	807	821	830
622			815	822	836	845
623			830	837	851	900
624			845	852	906	915
621			900	907	921	930
651	228FH		302	310	323	330
652	304LL	304	317	325	338	345
653	319LL	319	332	340	353	400
654	334LL	334	347	355	408	415
651			402	410	423	430
652			417	425	438	445
653			432	441	455	500
654			447	456	510	515
651			502	511	525	530
652			517	526	540	545
653			532	541	555	600
654			547	554	608	615
651			602	609	623	630
652			617	624	638/	646FF
653			632	639	653/	701FF
654			647	654	708/	716FF
651			702	709	723/	731FF


67 Dairy Ashford
N
N Eldridge Pkwy
Addicks
Park & Ride
Park Row Dr
Park Row Dr
10
St Mary's Ln
Dairy Ashford Rd
0 0.13 0.25 0.5 Miles
January 2024 Service Change
Addicks Park & Ride
67 Dairy Ashford to Addicks P&R
67 Dairy Ashford Current Route

067 - Dairy Ashford

WEEKDAY

EFFECTIVE: DRAFT

TIME POINTS:

NORTHBOUND

DAVW & BISS - DAIRYVIEW & BISSONNET
D.A. & BEEC - BEECHNUT & DAIRY ASHFORD
D.A. & BELL - DAIRY ASHFORD & BELLAIRE
WHMR & D.A. - DAIRY ASHFORD & WESTHEIMER
MARY & D.A. - ST MARYS LN & DAIRY ASHFORD RD
ADDK & P&R - ADDICKS P&R

SOUTHBOUND

ADDK & P&R - ADDICKS P&R
MARY & D.A. - ST MARYS LN & DAIRY ASHFORD RD
WHMR & D.A. - DAIRY ASHFORD & WESTHEIMER
D.A. & BELL - DAIRY ASHFORD & BELLAIRE
D.A. & BEEC - BEECHNUT & DAIRY ASHFORD
DAVW & BISS - DAIRYVIEW & BISSONNET

( ) RELIEF TRIP
/ TO GARAGE

RUN NUMBERS & RELIEFS BY BLOCK:

ALL DAY BLOCKS			
BLOCK	RUN NO'S	RELIEF TIME	LOC
301			
302			

AM BLOCKS W/O RELIEFS			
BLOCK	RUN	BLOCK	RUN

PM BLOCKS W/O RELIEFS			
BLOCK	RUN	BLOCK	RUN
380			
381			

RELIEFS ARE MADE AT:

067 - Dairy Ashford

EFFECTIVE: DRAFT

WEEKDAY

NORTHBOUND

BLOCK NO.	PULL OUT	DAVW BISS	D.A. BEEC	D.A. BELL	WHMR D.A.	MARY D.A.	ADDK P&R	NEXT TRIP
301	440WA	500	503	507	517	530	538	600
302		600	604	609	623	636	646	658
301		700	704	709	723	736	746	759
302		800	804	809	823	836	846	900
301		900	904	908	920	932	940	1000
302		1000	1004	1008	1020	1032	1040	1100
301		1100	1104	1108	1120	1132	1140	1200
302		1200	1204	1208	1220	1232	1240	100
380	1245WA	100	104	108	120	132	140	200
381	145WA	200	205	209	222	235	244	300
380		300	305	309	322	335	344	400
381		400	405	410	424	437	447	500
380		500	504	508	522	535	545	600
381		600	604	608	621	634	643	700
380		700	704	708	718	730	738	800
381		800	804	808	818	830	838	900
380		900	904	908	918	930	938/	958WD

SOUTHBOUND

BLOCK NO.	PULL OUT	ADDK P&R	MARY D.A.	WHMR D.A.	D.A. BELL	D.A. BEEC	DAVW BISS	NEXT TRIP
302	430	500	508	521	531	535	538	600
301		600	608	621	631	635	638	700
302		658	707	720	733	737	740	800
301		759	809	822	833	837	840	900
302		900	908	921	931	935	938	1000
301		1000	1008	1021	1031	1035	1038	1100
302		1100	1108	1121	1131	1135	1138	1200
301		1200	1208	1221	1231	1235	1238/	1258WB
302		100	108	121	131	135	138/	158WB
380		200	209	223	235	239	242	300
381		300	310	324	337	341	344	400
380		400	410	424	437	441	444	500
381		500	510	524	537	541	544	600
380		600	610	624	637	641	644	700
381		700	709	722	733	737	740	800
380		800	808	821	831	834	837	900
381		900	908	921	931	934	937/	957WB

067 - Dairy Ashford

SATURDAY

EFFECTIVE: DRAFT

TIME POINTS:

NORTHBOUND

DAVW & BISS - DAIRYVIEW & BISSONNET
D.A. & BEEC - BEECHNUT & DAIRY ASHFORD
D.A. & BELL - DAIRY ASHFORD & BELLAIRE
WHMR & D.A. - DAIRY ASHFORD & WESTHEIMER
MARY & D.A. - ST MARYS LN & DAIRY ASHFORD RD
ADDK & P&R - ADDICKS P&R

SOUTHBOUND

ADDK & P&R - ADDICKS P&R
MARY & D.A. - ST MARYS LN & DAIRY ASHFORD RD
WHMR & D.A. - DAIRY ASHFORD & WESTHEIMER
D.A. & BELL - DAIRY ASHFORD & BELLAIRE
D.A. & BEEC - BEECHNUT & DAIRY ASHFORD
DAVW & BISS - DAIRYVIEW & BISSONNET

( ) RELIEF TRIP
/ TO GARAGE

RUN NUMBERS & RELIEFS BY BLOCK:

ALL DAY BLOCKS			
BLOCK	RUN NO'S	RELIEF TIME	LOC
301			
302			

AM BLOCKS W/O RELIEFS			
BLOCK	RUN	BLOCK	RUN

PM BLOCKS W/O RELIEFS			
BLOCK	RUN	BLOCK	RUN
380			
381			

RELIEFS ARE MADE AT:

067 - Dairy Ashford

EFFECTIVE: DRAFT

SATURDAY

NORTHBOUND

BLOCK NO.	PULL OUT	DAVW BISS	D.A. BEEC	D.A. BELL	WHMR D.A.	MARY D.A.	ADDK P&R	NEXT TRIP
301	440WA	500	503	506	516	527	535	600
302	540WA	600	603	606	616	627	635	700
301		700	703	706	716	727	735	800
302		800	803	806	816	827	835	900
301		900	904	907	919	931	940	1000
302		1000	1004	1007	1019	1031	1040	1100
301		1100	1104	1107	1119	1131	1140	1200
302		1200	1204	1207	1219	1231	1240/	100WD
381	1240WA	100	104	107	119	131	140	200
380		200	204	207	219	231	240	300
381		300	304	307	319	331	340	400
380		400	404	407	419	431	440	500
381		500	504	507	519	531	540	600
380		600	604	607	619	631	640	700
381		700	704	707	718	729	737/	757WD

SOUTHBOUND

BLOCK NO.	PULL OUT	ADDK P&R	MARY D.A.	WHMR D.A.	D.A. BELL	D.A. BEEC	DAVW BISS	NEXT TRIP
301		600	608	617	627	631	634	700
302		700	708	717	727	731	734	800
301		800	808	817	827	831	834	900
302		900	908	917	927	931	934	1000
301		1000	1009	1021	1032	1036	1039	1100
302		1100	1109	1121	1132	1136	1139	1200
301		1200	1209	1221	1232	1236	1239/	1259WB
380	1240WC	100	109	121	132	136	139	200
381		200	209	221	232	236	239	300
380		300	309	321	332	336	339	400
381		400	409	421	432	436	439	500
380		500	509	521	532	536	539	600
381		600	609	621	632	636	639	700
380		700	708	719	729	733	736/	756WB

067 - Dairy Ashford

SUNDAY

EFFECTIVE: DRAFT

TIME POINTS:

NORTHBOUND

DAVW & BISS - DAIRYVIEW & BISSONNET
D.A. & BEEC - BEECHNUT & DAIRY ASHFORD
D.A. & BELL - DAIRY ASHFORD & BELLAIRE
WHMR & D.A. - DAIRY ASHFORD & WESTHEIMER
MARY & D.A. - ST MARYS LN & DAIRY ASHFORD RD
ADDK & P&R - ADDICKS P&R

SOUTHBOUND

ADDK & P&R - ADDICKS P&R
MARY & D.A. - ST MARYS LN & DAIRY ASHFORD RD
WHMR & D.A. - DAIRY ASHFORD & WESTHEIMER
D.A. & BELL - DAIRY ASHFORD & BELLAIRE
D.A. & BEEC - BEECHNUT & DAIRY ASHFORD
DAVW & BISS - DAIRYVIEW & BISSONNET

( ) RELIEF TRIP
/ TO GARAGE

RUN NUMBERS & RELIEFS BY BLOCK:

ALL DAY BLOCKS			
BLOCK	RUN NO'S	RELIEF TIME	LOC
301			
302			

AM BLOCKS W/O RELIEFS			
BLOCK	RUN	BLOCK	RUN

PM BLOCKS W/O RELIEFS			
BLOCK	RUN	BLOCK	RUN
380			
381			

RELIEFS ARE MADE AT:

067 - Dairy Ashford

EFFECTIVE: DRAFT

SUNDAY

NORTHBOUND

BLOCK NO.	PULL OUT	DAVW BISS	D.A. BEEC	D.A. BELL	WHMR D.A.	MARY D.A.	ADDK P&R	NEXT TRIP
301	440WA	500	503	506	516	527	535	600
302	540WA	600	603	606	616	627	635	700
301		700	703	706	716	727	735	800
302		800	803	806	816	827	835	900
301		900	904	907	919	931	940	1000
302		1000	1004	1007	1019	1031	1040	1100
301		1100	1104	1107	1119	1131	1140	1200
302		1200	1204	1207	1219	1231	1240/	100WD
381	1240WA	100	104	107	119	131	140	200
380		200	204	207	219	231	240	300
381		300	304	307	319	331	340	400
380		400	404	407	419	431	440	500
381		500	504	507	519	531	540	600
380		600	604	607	619	631	640	700
381		700	704	707	718	729	737/	757WD

SOUTHBOUND

BLOCK NO.	PULL OUT	ADDK P&R	MARY D.A.	WHMR D.A.	D.A. BELL	D.A. BEEC	DAVW BISS	NEXT TRIP
301		600	608	617	627	631	634	700
302		700	708	717	727	731	734	800
301		800	808	817	827	831	834	900
302		900	908	917	927	931	934	1000
301		1000	1009	1021	1032	1036	1039	1100
302		1100	1109	1121	1132	1136	1139	1200
301		1200	1209	1221	1232	1236	1239/	1259WB
380	1240WC	100	109	121	132	136	139	200
381		200	209	221	232	236	239	300
380		300	309	321	332	336	339	400
381		400	409	421	432	436	439	500
380		500	509	521	532	536	539	600
381		600	609	621	632	636	639	700
380		700	708	719	729	733	736/	756WB

This page has been left intentionally blank

1.0 POLICY STATEMENT

The Metropolitan Transit Authority of Harris County (METRO) strives to provide high quality transit service in an effective and efficient manner. The definition and application of service standards provides METRO the structure to achieve a balance between quality of service and the cost-effective use of limited public resources.

METRO regularly receives requests for changes to existing services, as well as requests for new service in growing areas within its jurisdiction and beyond. Additionally, over time with changing market conditions or rider preferences, some METRO services may not attract enough riders to justify their levels of service. For consistent evaluation of service proposals and to ensure that the service provided represents the most cost-effective use of labor, equipment, and other public resources, METRO has developed a set of service standards applicable to new and existing transit services.

METRO's service standards, and the process of service evaluation, are presented and described in this document. Since service standards are developed with the goals of optimizing usage of METRO's resources and maximizing ridership, they will be reviewed and updated periodically to reflect changes in METRO Board policy, the economics of

2.0 SCOPE AND APPLICABILITY

The Policy and Procedure applies to METRO and its fixed-route local bus, Park & Ride bus, and bus rapid transit along with curb2curb and rail services.

3.0 APPLICABLE LEGISLATION, REGULATIONS, AND BOARD RESOLUTIONS

The Policy and Procedure must comply with the latest amendments to the Americans with Disabilities Act (ADA) of 1990, Title VI of the Civil Rights Act of 1964 and Executive Order 12898 as well as the requirements of Federal Transit Administration Circulars 4702.1B and 9030.1E. The Bus Service Outside the METRO Service Area Policy document is OPS-POL-002.

4.0 SERVICE STANDARDS AND EVALUATION MEASURES

Application of Service Standards

The two primary applications for the ongoing use of service standards are for the evaluation and management of existing services and the evaluation and implementation of new services.

Evaluation of Existing Services

The application of service standards to existing services requires an adherence to standards pertaining to service design and the scheduling of service, as well as the use of evaluation measures to ensure continued productivity goals. Service standards are used to identify routes that require changes such as alignment restructuring to eliminate less productive segments or branches, frequency adjustments to reflect the demand for service, or the marketing of lower volume routes where appropriate. Routes that fail to meet standards are not automatically designated for elimination; alternative service delivery options and/or other adjustments can be explored to avoid complete elimination. However, elimination of a route may sometimes be the best option if no cost-effective actions are likely to improve the route's productivity, if the route does not serve valuable system connectivity, or no longer serves its original intended purpose.

Standards for existing routes do not preclude changes to routes that meet these minimum standards. It may often be possible to further improve the productivity of routes meeting minimum standards by making minor changes to headways or trip times.

Evaluation of New Service

The evaluation of new service proposals occurs as METRO receives proposals or identifies needs. New services will be expected to meet all applicable route design and schedule standards and will be expected to show a reasonable probability of meeting applicable evaluation standards by the end of the first two years. If the route does not display a reasonable probability of meeting its productivity standards within its first two years, discontinuation of the route will be considered.

4.1 METRO Transit Services

METRO operates four basic service types, each having a variety of offerings tailored to different markets and user needs. The categories of services within each service type are summarized below.

Service Type	Categories	Description
Exclusive Right-of-Way	METRORail	Light Rail Transit (LRT)
	METRORapid	Bus Rapid Transit (BRT)
Mixed-Flow Fixed-Routes	Red Network	All-Day Frequent Bus
	Blue Network	Standard Local Bus
	Green Network	Coverage Local Bus
	Quickline / Signature	Limited Stop Local
	Orange Network / Express	Limited Stop Express
Suburban Express	Park & Ride	Commuter Bus
Demand Response	METRO curb2curb	Zone-based Mobility On-Demand Shuttle
	METROLift	ADA Paratransit
	Guaranteed Ride Home	Voucher Service

4.1.1 Exclusive Right-of-Way Services

Exclusive Right-of-Way services operate at higher speeds over longer distances using dedicated lanes. Dedicated lanes allow transit service to avoid delays associated with traffic congestions and most intersections. Shared Right-of-Way may be necessary in major activity centers.

<u>METRORail (Light Rail Transit)</u>

METRORail is the name of the nearly 23-mile light rail network comprised of three lines each of which converge downtown in Houston's central business district.

Red Line (Main Street Line) – The original 7.5-mile long, 16-station Red Line extends south from downtown Houston to the Fannin South Transit Center and opened in 2004. The North Hardy extension of the Red Line in 2013 added nine stations to the north, terminating at the Northline Transit Center.

Green Line (East End Line) – Has nine stations from the Theater District in downtown Houston to the Magnolia Park Transit Center, which opened in 2015

*Purple Line (*Southeast *Line)* – Operates between the Theater District in downtown Houston to the Palm Center Transit Center. Includes four stations shared with the Green Line and five new stations beyond the split at EaDo/Stadium, which also opened in 2015

Peak headways are six minutes on the Red Line, and 12 minutes on the Green and Purple Lines, with off-peak headways of 12 and 18 minutes respectively. METRORail connects with numerous bus routes, particularly at stations designated as transit centers.

METRORapid (Bus Rapid Transit, BRT)

METRORapid Bus Rapid Transit service combines the comfort and speed of light rail transit service with the flexibility of bus service to deliver frequent, fast, and convenient transit service. Service is designed to emulate METRORail, providing smooth and comfortable, longer-distance, station-to-station connections with faster travel times than local bus.

METRORapid service features:

- Modern vehicle design offering 100% accessibility, wider doorways, and level boarding
- Stations and platforms designed to look and function like rail stations
- Dedicated, transit-only bus lanes to bypass traffic congestion
- Transit priority treatments at intersections to minimize delays

The METRORapid Silver Line (Route 433) which opened in 2020 is the first route in the planned, 75-mile METRORapid network. Service operates along Post Oak Boulevard and connects Uptown to two major transit centers, where connections can be made to additional service providing access to other areas of the Houston region. Buses come every 12 minutes during the day, and every 15 minutes after 9:30 p.m.

4.1.2 Mixed-Flow Fixed-Route Bus Service

Mixed-flow, fixed-route bus service operates in general traffic over a prescribed “fixed” path using specified streets on a predetermined schedule. This service type uses buses with a variety of passenger capacities tailored to corridor demand and constitutes most of METRO's transit service. Mixed-flow, fixed-route bus service is further classified into the following six categories.

Red Network (All-Day Frequent Local Routes)

Red Network routes are designed to sustain or generate high ridership by providing a frequent service useful to many people with a wide variety of travel needs and focuses on locations where transit has demonstrable high demand. Red Network routes provide direct, frequent service through complementary land uses, anchored at the route ends by destinations that generate many trips, or by a connection point to other useful transit services such as transit centers or light rail stations.

Routes in the Red Network are characterized by:

- Headways of 15 minutes or better during midday and peak periods for at least 15 hours daily
- At least three additional hours of evening/late night service with headways of 20 or 30 minutes

- 18-hour or greater total spans of service every day, including weekends

Blue Network (Standard Local Routes)

Blue Network routes have design and service characteristics like Red Network routes but at headways between 16 and 30 minutes. In some cases, Blue Network routes are continuations of service from where Red Network routes end. For example, every other trip on a Red Network segment at 15-minute headways continues traveling as a Blue Network service at 30-minute headways.

Routes in the Blue Network are characterized by:

- Headways between 16 to 30 minutes throughout the midday and evening/late-night, increasing to 15 or 20 minutes during the peak periods depending on demonstrated or anticipated demand
- 18-hour or greater weekday and weekend span

Green Network (Coverage Routes)

Green Network routes are designed to provide broad service coverage and basic access in areas where transit need is high, but transit demand is low. Headways are every 31 to 60 minutes. Green Network routes attempt to maximize the number of people who have access to service, regardless of their likely demand. Green Network routes are particularly important for ensuring that most existing riders in low productivity areas maintain access to service.

Routes in the Green Network are characterized by:

- Headways between 31 and 60 minutes throughout all periods of the day, increasing to 30-minute headways during peak periods on most routes
- 14-hour daily spans of service

Orange Network

Orange Network routes are those which operate during weekday peak periods primarily for the commuter market and are centered on Downtown Houston. Orange Network routes are comparable to Express routes in that they cover long distances for a portion of their alignment via limited-access highways.

Routes in the Orange Network are characterized by:

- Headways every 15 minutes or better
- Peak only, weekday-only service

Routes within the Orange Network are numbered within the 100 series.

Express Routes

Express routes cover long distances quickly, usually via limited-access highways, and typically pick up and drop off passengers at fewer stops than local buses. Express routes may partially operate as local service with several sequential stops, and partially as "closed-door" services along highways with no stops along the way except at subsequent Park and Ride lots in the same corridor. Service is typically anchored on one end at Park and Ride lots or transit centers and major employment centers at the other end. Express routes are tailored services and may have varying travel patterns or number of trips by time of day and day of week.

Express routes are also numbered within the 100 series.

Quickline / Signature Routes

Quickline / Signature routes overlay existing local routes and only serve select stops with high connectivity and ridership. Quickline / Signature routes operate with higher frequency and higher speeds than the local services they overlay. METRO currently operates one Quickline / Signature route — 402 Bellaire.

4.1.3 Suburban Express Service

Suburban Express Service primarily serves the suburban commuter market and connects outlying locations to major employment centers. This is accomplished with motorcoaches operating on fixed routes, as well as vanpool and carpool services.

Park & Ride Routes

Park & Ride routes serve long-distance commuters. These routes travel between METRO's Park & Ride lots around suburban (outside of the Inner Loop Highway) Houston and centralized major employment centers with few or limited passenger pickup/drop off locations along the way. This service type is characterized by high frequencies in the weekday peak periods and peak direction, with some reverse-peak trips and off-peak service as corridor demand warrants.

Park & Ride routes primarily serve major employment destinations including:

- Downtown Houston (for peak and off-peak service)
- Texas Medical Center (TMC)
- Uptown
- Greenway Plaza

These high quality Park & Ride routes offer convenient service with buses leaving Park & Ride lots at high frequencies, accessing high-occupancy vehicle (HOV) lanes through direct connection ramps, running nonstop to downtown, and then stopping near most central business district jobs. These routes are numbered within the 200 series.

4.1.4 Demand Response Services

Demand response services do not follow a fixed route, and instead adjust their routing dynamically based on passenger travel patterns. These services often require the passenger to summon a vehicle in real time or in advance to be picked up.

<u>METRO curb2curb ("On Call" service)</u>

METRO curb2curb is a zone-based, on-demand shared-demand transportation service that operates primarily without a defined route but has connectivity to METRO's local bus network, allowing for more flexibility to serve riders across the zone. Prior to January 2022, curb2curb was known as Community Connector service.

Passengers can either board the vehicle at scheduled pickup locations or schedule a pickup at their location. The shared-demand transportation service drops off passengers at their destinations within the service zone or at a nearby METRO facility where transfers are available to/from fixed-route bus services.

Service zones are based on area ridership demand, available vehicles, and available connection points into the METRO network, such as at fixed-route services, Park & Ride lots and transit centers. METRO currently provides curb2curb service in three zones:

- Acres Homes (Northwest METRO Service Area)
- Missouri City (Southwest METRO Service Area)
- Kashmere (Northeast METRO Service Area)
- Hiram Clarke (Southwest METRO Service Area)

METRO may implement curb2curb service as a new service or as a substitute for fixed-route service if the proposed location meets one or more of the following criteria:

- High concentrations of low-income residents
- High concentrations of elderly residents
- Poor or limited pedestrian amenities such as crosswalks, drainage, lighting, sidewalks
- Poor street infrastructure such as circuitous and disconnected street patterns and/or narrow streets which make it difficult for a traditional bus to navigate
- Shifting demographic trends
- Sparse employment and/or population
- Stagnant or declining fixed route ridership

- Is unserved by existing fixed-route bus service
- Is an area where implementation of demand response service can provide connections to the existing transit network

METRO curb2curb will provide service to as many passengers as possible within the existing budget, operator, and vehicle constraints. There are instances when it will be necessary to deny service because of high passenger demand in one of two ways: 1) denial of service during the specific time frame requested; or 2) denial of service during the specific date in question. In the even that the percentage of denials exceeds 10% on any given day, a review should be conducted, and a determination made as to whether additional resources should be provided or whether service should be capped to fit within existing budget, operator, or vehicle constraints.

METROLift (ADA Paratransit)

METROLift is a complementary paratransit service, in accordance with the 1990 Americans with Disabilities Act (ADA). METROLift provides transportation for persons with disabilities who cannot board, ride, or disembark from a regular METRO fixed-route bus, even if that bus is equipped with a wheelchair lift or ramp.

METROLift is currently a contracted service using METRO-owned vans with wheelchair lifts and METRO-owned, ramp-equipped minivans. Trips are scheduled in advance and provide curb-to-curb, door-to-door upon request, transportation for persons with disabilities who have applied for and are eligible for ADA paratransit service.

4.2 Design Standards

METRO has established design standards to ensure its transit services provide timely access to major activity centers and other important destinations with the highest level of accessibility and service coverage possible, while making the most efficient and productive use of METRO's available financial, physical, and labor resources.

The following section divides design standards into three categories:

- Service design standards
- Schedule design standards
- Other standards

Other design standards are relevant policies that do not exclusively fit into the first two categories but provide additional structure in designing METRO services.

4.2.1 Service Design Standards

Service design standards are METRO policies that ensure transit alignments are legible and in accordance with industry best practices. Included in this section are standards on area coverage, route design, and bus stop spacing.

4.2.1.1 Route Classifications

METRO's transit service is grouped by four overall service types. Each includes various service categories as outlined as follows:

Service	Category	Description
Exclusive Right-of-Way Services		
METRORail	Light Rail Transit (LRT)	Frequent, limited stop rail service operating in dedicated space.
METRORapid	Bus Rapid Transit (BRT)	Frequent, limited stop premium bus service operating in dedicated or semi-dedicated space.
Mixed-Flow Fixed Route Services		
Quickline / Signature	Limited Stop Local	Frequent, limited stop supplemental service.
Red Network	All-Day Frequent Local	Service scheduled every 15 minutes or better, at least 15 hours daily.
Blue Network	Standard Local	Service scheduled every 16 to 30 minutes, 18 or more hours daily.
Green Network	Coverage Routes	Service scheduled every 31 to 60 minutes, at least 14 hours daily. Offers broad coverage in areas with light ridership.
Suburban Express Services		
Orange Network	Peak Only, Limited Stop	Service operates during weekday peak periods (rush hour) only.
Express	Local, Limited Stop	Service operates with limited-stop segments / frequent local stops.
Park & Ride	Park & Ride Routes	Long distance routes operating between Park & Ride lots and key destinations.
Demand Response Services		
METRO curb2curb	Zone-Based Mobility On-Demand	A shuttle service available in certain communities without immediate access to a METRO bus route. Operates in a defined zone without a fixed route and typically anchored to fixed route services or facilities.
METROLift	ADA Paratransit	Complementary paratransit service offered in accordance with the ADA. Provides transportation for persons with disabilities who cannot board, ride, or disembark from a METRO fixed-route bus.

4.2.1.2 Area Coverage

The distance between parallel routes is referred to as route spacing. To enhance the attractiveness of transit service, the network should be designed to provide all segments of the region with good access from residential areas to concentrations of employment, essential services, and other passenger destinations. The distance people must walk to reach bus passenger loading areas is a good indicator of the area coverage provided by METRO.

Parallel routes that operate too close together (generally within 1/2 mile of each other) have the potential to split the demand for service. In areas of low demand, this can result in multiple routes competing for the same passengers with no route generating sufficient demand to support a higher level of service. Thus, providing the appropriate route spacing to attain good area coverage requires a tradeoff between walking distance and frequency of service provided in the region.

METRO's recommended route spacing standards are used only as general guidelines. Other factors such as evaluation standards, street layout, natural or man-made barriers, and other factors will also be considered when determining route spacing.

Service Type	General Spacing Guidelines
METRORail	No Standard
METRORapid	No Standard
Quickline / Signature	No Standard
Local Bus	
Red Network	½ mile
Blue Network	½ mile
Green Network	No Standard
Orange Network / Express	No Standard
Park & Ride	10 miles

Alternative services like METRO curb2curb are operated within a set geographic zone. To optimize equipment assignment and service reliability, an optimal zone size of between three and eight square miles is considered acceptable for peak service. A larger zone can be considered.

4.2.1.3 Route Design

Providing any level of service to an area depends on the productivity of that service, or the potential transit demand if a new service is being offered. However, poorly designed services can undermine the productivity of a service despite strong demand. Bus route design guidelines are established to ensure that METRO fixed route services are designed in a way that fully captures the demand in the area and provides high quality service to major activity centers or other passenger destinations with the highest level of accessibility

and service coverage possible, while making the most efficient and productive use of METRO's available financial, physical, and labor resources.

Route Branches and Turnbacks

It is sometimes more efficient to provide service to a certain area with one route having several branches than to operate several different routes. In addition, some bus trips on a route may not go to the end of the line due to very low ridership in that area at a particular time of day. This is called a "turnback" trip. However, these actions can result in a system that is much more difficult for current and new transit passengers to understand and use. To provide user-friendly service and to encourage maximum use of the system by all current and potential riders, the following standards for branches and turnbacks are strongly recommended:

- No new route should have more than one distinct branch
- No new route should have more than one turnback location
- METRORapid and Quickline / Signature routes should have no branches
- METRORapid and Quickline / Signature routes should have no turnback locations
- Reduction of existing branches and/or turnbacks will be reviewed periodically

Directness of Travel

METRO bus routes will be designed to operate as directly as possible between major destinations to minimize passenger travel time. Routes shall operate on major arterial streets as much as possible. However, there may be situations in which a route may deviate from the shortest, most direct routing. Such situations include a mid-route deviation to serve a particular trip generator or other high potential passenger area that does not have service, at the end of the line terminal loop, or for a route serving a small geographical area. When this occurs, the gain in convenience to those passengers who are boarding or alighting during the deviation must be balanced against the additional travel time for the passengers traveling through. How the potential deviation would affect the route's safety, reliability, and operational integrity must also be considered.

To quantify a potential deviation against potential benefits, METRO specifies a ratio of the distance between route terminal points and the shortest possible driving distance by service category.

$$\text{Directness Ratio} = \left(\frac{\text{Distance between route terminals}}{\text{Shortest possible driving distance}} \right)$$

This ratio should not be exceeded for each service category, specified below:

Service Category	Maximum Directness Ratio
METRORapid, Quickline, Red Network	125%
Blue Network	150%
Green Network	No Standard
Express Routes	No Standard

Alternative services like METRO curb2curb will operate as directly as possible between the requested pick-up and drop-off locations based upon trip level ridership and between the respective anchor points when there are no passengers. When there are other passengers, trip chaining, or grouping several passenger trips into one trip, will be pursued as much as reasonably possible to maximize the number of passengers served per revenue hour.

Park & Ride and Orange Network routes are intended to provide fast travel between Park & Ride lots and major destinations. Accordingly, these routes should not deviate, except to serve other Park & Rides and major destinations along the way.

4.2.1.4 Route Terminals (Layover Considerations)

When feasible, transit facilities (transit centers, park and rides, hubs), activity centers, or major trip generators should be used as end of lines. When this is not feasible, other locations should be reviewed at all times the route is operating for safety and security, availability of operator restrooms, operational feasibility, bicycle/pedestrian accessibility, and impacts on adjacent land uses.

4.2.1.5 Bus Stop Spacing & Placement

<u>Bus Stop Spacing</u>

Bus stops are spaced according to two main criteria: accessibility and travel speed. Close spacing of stops increases patron accessibility but increases transit trip time. Therefore, a balance must be made between these two criteria. The following standards define ideal stop spacing for each route classification.

Service Category	Average Stop Spacing (feet)
METRORail	2,600
METRORapid	2,600
Quickline	2,600
Signature	1,740
Local Bus	
Red Network	1,300 to 2,600
Blue Network	1,300 to 2,600
Green Network	800 to 2,600
Orange Network / Express	Collection: 1,300 to 2,600 Distribution: Every other block
Park & Ride	Distribution: Every other block

Bus Stop Placement

Bus stop placement and the configuration of the following or nearest intersection have implications for several factors including the safety of pedestrians and bus riders, the safety of bus operations, turning movements of traffic both behind and ahead of stopped buses, and delay to buses.

These placement configurations include far-side, in-lane stop; near-side, in-lane stop; mid-block, in-lane stop; far-side, pull-out stop; near-side, pull-out stop; and mid-block pull-out stop. For METRO in general, bus stops are located on the near-side (before signals) of intersections or far-side (after signals).

Alternative Services

The only fixed stops on alternative services are the anchor points that feed into the larger METRO existing fixed-route system. Wherever possible, alternative services will be specifically designed to connect to METRO's fixed-route system at transit centers to maximize potential transfer connections between alternative services and other service types. Alternative services should have at least one and possibly two anchor points to ensure that customers on METRO's fixed-route system can walk up as one of several options for boarding these types of services.

4.2.2 Schedule Design Standards

Schedule design standards are established to ensure that the level of service offered by METRO will be adequate to attract new riders to the system and maintain current riders. If existing or proposed services cannot meet the appropriate productivity standards, then METRO may elect not to provide the minimum level of service identified in this section. Included in this section is on-time percentage, minimum service spans, load factors, and vehicle assignments.

4.2.2.1 On Time Percentage (OTP) Definition and Targets

METRO aims to provide timely and reliable service for its users that accommodates their travel needs and allows for accurate trip planning. Because METRO's bus and rail networks are an integrated system, the ability of services to adhere to published schedules is a significant factor in how confidently users can rely on the network. On-time performance (OTP) is a critical service quality issue for customer satisfaction.

Transit operations, particularly services lacking transit priority treatments such as travel within exclusive rights-of-way, encounter many situations along the way that prevent precise adherence to schedules. Therefore, measurement standards must acknowledge this reality. Presently, the calculation of METRO's on-time performance is defined by mode. OTP is measured by METRO's Integrated Vehicle Operations Management System (IVOMS) which calculates data to the second.

To calculate OTP, "on time" is based on departures from scheduled timepoints unless otherwise noted and is defined as zero (0) minutes early to five (5) minutes and fifty-nine seconds late for fixed route services, and zero (0) minutes early to ten (10) minutes late for alternative services.

OTP standards are applied uniformly across services with some exceptions, noted below:

1. For local routes, no departures more than 59 seconds early are allowed, and late arrivals/departures are on-time within five minutes and 59 seconds of the scheduled time at timepoints.
2. For the Park & Ride routes, morning buses may depart the Park & Ride Lots early when all seats are filled by passengers
2. For METRORail, OTP is calculated based on departures from the beginning of the line and arrivals at the end of the line
3. For METRORapid, OTP is calculated based on headways with departures within 2 minutes of intended headway being on-time for headways less than 7 minutes and within 3 minutes of intended headway with headways between 8 and 15 minutes
4. For curb2curb, OTP is measured from the customers' scheduled pickup time or window on the day of service

OTP targets will be reviewed annually as part of the development of the METRO Business Plan. At this time, a target percentage for OTP service for the upcoming fiscal year will be established so that an acceptable level of OTP reliability can be maintained and ensure

that patronage is not discouraged by an unacceptable level of on time reliability. Targets by service class are defined as follows:

Route Category	OTP Target
METRORail	
Red	90%
Green	95%
Purple	95%
METRORapid	90%
Quickline / Signature	75%
Local Bus	
Red Network	75%
Blue Network	75%
Green Network	75%
Orange Network	75%
Express	75%
Park & Ride	75%
curb2curb	90%

Because of its unique service characteristics, METRO's curb2curb service has OTP standards that vary from METRO's other fixed-route services:

- At least 90% of customers are picked up within two minutes after the stated pick-up time
- At least 90% of customers are dropped off by their stated appointment time

4.2.2.2 Time Periods & Minimum Span of Service

The time between the start of the first trip and the end of the last trip operated on a route is referred to as the span of service. For the development of span of service guidelines and to assist with service evaluation, the lengths of various service periods will be consistently defined as follows:

Day	Time Period	Span of Service
Weekday	A.M. Peak	6:00 a.m. – 8:30 a.m.
	Midday	8:31 a.m. – 3:00 p.m.
	P.M. Peak	3:01 p.m. – 6:30 p.m.
	Late Night	6:31 p.m. – 6:00 a.m.
Saturday	Base	6:00 a.m. – 6:00 p.m.
Sunday	Base	6:30 a.m. – 5:30 p.m.

Public transit must offer services at times that riders find useful and convenient. To maximize opportunities for passengers to avail themselves of the connectivity of METRO's bus service, and to give them the confidence that direct and connecting

service will be provided, a consistent span of service is needed. The recommended minimum span of service for each type of METRO bus service is as follows:

Service Category	Minimum Span (hours)
METRORapid	18
Quickline / Signature	6
Local Bus	
Red Network	18
Blue Network	18
Green Network	14
Express	14
Orange Network	6
Park & Ride	6
METRO curb2curb	
Daytime	14
Evening service, when offered	4

The recommended minimum span of service for METRORail is as follows:

Service Day	Span of Service
Monday – Thursday	4:30 a.m. – 11:40 p.m.
Friday	4:30 a.m. – 2:20 a.m.
Saturday	5:30 a.m. – 2:20 a.m.
Sunday	5:30 a.m. – 11:40 p.m.

If the average ridership on the first and/or last trip(s) on the schedule exceeds 65% of the seated capacity of the assigned bus, then extending the span of service on the route will be evaluated as part of the subsequent service change. If this occurs, it is advisable to add the early/late trips as soon as possible since a peak bus would not be required.

Not all Park & Ride routes have midday service since they have to be adjusted by peak shift time and their travel distance to their major employment activity center.

4.2.2.3 Minimum Service Frequency/Headway

The frequency of service on a particular route (or the related measure of bus headways, which is the time interval between vehicles) is primarily determined by demonstrated or projected passenger demand. However, for most routes, demand is not consistent throughout the day. During periods characterized by low passenger demand, adherence to frequency standards based solely on vehicle loads would result in a very low frequency of service, with excessively wide headways between trips. Therefore, minimum standards for service frequency are needed to ensure that a reasonable, reliable, and attractive level of transit activity is available throughout the day.

Typically, 30 minutes between bus arrivals during the peak service period is the minimum frequency at which transit provides an adequate level of basic mobility in a dense urban area. Service headways greater than 30 minutes are generally not attractive enough to develop a large, consistent base of ridership.

Minimum headway standards by service class for bus services, expressed as minutes between vehicles, shall be as follows:

Service Class	**Weekday**		**Saturday**	**Sunday**
	Peak	**Off-peak**		
METRORapid	15	15	15	15
Quickline / Signature	15	15	-	-
Local Bus				
Red Network	15	30	15	15
Blue Network	30	30	30	30
Green Network	60	60	60	60
Orange Network	20	30	-	-
Park & Ride	20	60	-	-
METRO curb2curb	60	60	60	60

Minimum headway standards for METRORail, expressed as minutes between vehicles shall be as follows:

Days	**Span**	**METRORail Headways**		
		Red	**Green**	**Purple**
Monday - Thursday	4:30 a.m. – 7:30 p.m.	6	12	12
	7:30 p.m. – 9:00 p.m.	12	12	12
	9:00 p.m. – 11:40 p.m.	18	18	18
Friday	4:30 a.m. – 7:30 p.m.	6	12	12
	7:30 p.m. – 9:00 p.m.	12	12	12
	9:00 p.m. – 2:20 a.m.	18	18	18
Saturday	5:30 a.m. – 10:00 a.m.	15	15	15
	10:00 a.m. – 9:00 p.m.	12	12	12
	9:00 p.m. – 2:20 a.m.	18	18	18
Sunday	5:30 a.m. – 10:00 a.m.	15	15	15
	10:00 a.m. – 9:00 p.m.	12	12	12
	9:00 p.m. – 11:40 p.m.	18	18	18

4.2.2.4 Passenger/Vehicle Load Factors

The intent of passenger load standards is to balance passenger comfort and safety with operating costs. METRO standards allow for standing loads on local and express (not Park & Ride) routes during peak periods as well as on midday / weekend periods. These standards define maximum passenger loads at different times of day, to ensure acceptable levels of rider comfort and safety, while providing METRO good operating

efficiencies. Recent experience has also shown the need for additional passenger spacing via social distancing under emergency circumstances. The values tabulated below represent the total number of riders as a percent of the number of seats on the bus as well as under social distancing procedures. The following passenger load standards are applicable for METRO's transit services:

Service	**Load Factors**	
	Based on Seated Capacity	**Based on Social Distancing (If needed)**
METRORail	250%	100%
METRORapid	135%	50%
Quickline / Signature	135%	50%
Local Bus		
Red Network	135%	50%
Blue Network	135%	50%
Green Network	135%	50%
Orange Network	135% (local streets) 100% (freeways)	50%
Park & Ride	100%	50%
METRO curb2curb	100%	50%

4.2.2.5 Vehicle Assignments

METRO operates a variety of different bus sizes suited for the various needs of its services based on the factors of safe operations, passenger comfort and expected ridership, accessibility, service efficiency, and availability, among others. METRO's bus vehicle fleet includes the following vehicles:

- 24-foot alternative service vehicles (operated by non-commercial driver's license operators)
- 29-foot compressed natural gas (CNG) buses
- 40-foot (standard length) transit buses
- 45-foot over-the-road suburban buses
- 60-foot articulated buses

Local service will typically be assigned 40-foot (standard length) buses. Commuter service will typically be assigned 45-foot over-the-road suburban buses. Select bus routes with high maximum passenger loads may be assigned 60' articulated buses. Beyond this, bus types are randomly assigned to routes daily. Alternative services can be operated using different vehicle types depending on expected or actual passenger loads. The largest vehicle that can be assigned to an alternative service is a 40-foot (standard length) bus.

4.2.2.6 Bus/Rail Transfer Scheduling Considerations

For routes that operate at least every 30 minutes or better, transfers to/from METRORail can occur naturally. For routes that operate less than every 30 minutes (Some Blue Network routes, and all Green Network routes), timed transfers should be built into the schedule. For these routes, a minimum of one (1) pulse point/timed connection should be built into the route, with additional connections as permitted. In planning these connections, priority should be given to connection between other Green Network routes (as connections to/from higher frequency services can occur naturally). Additionally, every attempt possible should be made to ensure Green Network route departures from METRORail stations and major transfer locations occur five (5) minutes after the higher frequency service is scheduled to depart to allow time for transfers and to account for minor schedule disruptions. In cases where several METRORail stations or major transfer locations are located on a Green Network route, locations with the highest existing or anticipated passenger volume should be prioritized.

4.2.3 Other Standards

Other standards relate to ADA and reasonable modifications, detour policies during service interruptions, and provision of service outside of METRO's service area.

4.2.3.1 Americans with Disabilities Act (ADA) Features

Persons with disabilities tend to use transit at higher rates than the general population, primarily due to the independence that transit can provide. In recognition of this, and in accordance with ADA, numerous features exist on all METRO bus and rail vehicles and transit facilities.

METRO bus facilities feature the following features:

- Transit centers provide connecting bus services in neighborhoods across the region for safe and easy transfers.
- Bus pads, sidewalk links, and curb cuts at most bus stops.
- Solid-square bus poles at bus stops.
- Major bus transit centers in Northline, Downtown, Midtown, and in the Texas Medical Center that provide accessible connections to METRO bus services.

METRO buses feature the following features:

- Ramps or lifts on all buses, with standees permitted on lifts under the ADA.
- A vehicle kneeling feature, upon request, to assist with boarding at the front doors.
- Two, priority-seating areas for the elderly and people with disabilities
- At least two 30"x48" wheelchair securement areas in addition to an easy-to-reach call bell and special securement belts designed to secure the mobility devices of patrons who use a wheelchair or scooter.
- Automatic audio and visual announcements on buses at major stops, main intersections, and transfer points along the route.
- Large, bright destination signs on the front and sides of the bus
- Lighted “Stop Request” signs inside the bus for riders with hearing impairments.

METRORail features the following features:

- 100% accessible stations featuring audio and visual announcements explaining arrival of trains.
- Audio and visual announcements of stops inside the rail cars.
- Rail cars level with the station platform for easy boarding.
- Four areas for wheelchairs inside rail cars. No securements are required on the train. Riders using wheelchairs also may choose to sit in any space that is available to them.
- Automatic doors with a sensitive edge that prevents closing if an object or person is detected in their path.
- All station platforms are 100% ADA-compliant.
- Sloped ramp access from both ends of level boarding platforms.
- Variable message signs on all platforms.
- Exit left or right announcements in English and Spanish.
- Station platform edges marked with contrast-colored, 24-inch tactile warning strips with truncated domes.
- Accessible shuttle buses when rail is not operational.

4.2.3.2 Service Detours and Interruptions

METRO's objective is to operate a safe, reliable, and efficient multi-modal transportation network. Sometimes, however, circumstances arise that require detours and/or cause service interruptions.

For fixed-route service, all efforts shall be made to move routes to the closest adjacent street. If the affected area is in the central business district or another area with many one-way streets, then the detour shall be a maximum of two (2) blocks from the current routing, if possible.

For detours that are expected to last for two (2) weeks or longer (short-term and long-term), temporary bus stop signage shall be posted at the unserved stops during the time of the known detour. Signs informing passengers of long-term detours shall be placed at all regular bus stops several days prior to scheduled events. These signs will be posted as soon as possible if the conditions requiring a long-term detour occurs with short notice. Temporary bus stop signage shall be installed at the new stop locations the day prior to the change. In the case of unplanned events, temporary signage shall be provided at the new stops as soon as possible if the detour is going to last more than 24 hours. All efforts shall be made to return service to the streets that are identified on the public timetables within 24 to 48 hours after the disruption is over or removed.

The following defines the three types of detours experienced by our fixed-route bus service. Also described is the general strategy for service interruption for bus and rail.

<u>Emergency/Temporary Bus Detours</u>

Emergency/temporary bus detours result from unforeseen circumstances that prevent a bus from operating on its regular route. Examples of unforeseen circumstances which may cause an emergency or temporary bus detour are unplanned or unscheduled street repairs, fires, traffic accidents, blocked railroad crossings, temporary street closures, or unplanned or unscheduled closure of high occupancy vehicle (HOV) lanes. These detours generally last between one hour and one week.

<u>Short-Term Bus Detours</u>

Short-term bus detours result from planned changes to street conditions that prevent a bus from operating on its regular route. Planned changes to street conditions may be the result of utility work, street renovation or repairs, or other construction projects that cause the closure of a street section or an entire street. A department within a city, county, or state agency, or a utility company generally initiates the planned changes. These detours generally last between one and three weeks.

Long-Term Bus Detours

Long-term bus detours also result from planned changes to street conditions that prevent a bus from operating on its regular route. The causes for long-term bus detours are generally the same as those for short-term bus detours. Planned changes for long-term detours are initiated in generally the same manner as planned changes for short term detours. These detours generally last between three weeks and six months. A detour that is in effect longer than twelve (12) months will be considered a permanent change to the route.

4.2.3.3 Provision of Service Outside Service Area

Governmental entities located beyond the boundary of the METRO service may inquire about METRO's willingness to operate and maintain bus service on their behalf to support the mobility needs of their residents and businesses. Such service expansions may increase METRO's operating costs while largely benefiting these entities which do not contribute financially to the operation of METRO with a 1% sales tax levy as our member jurisdictions do. Therefore, the costs to METRO of operating and maintaining any such bus service should be strictly borne by the governmental entity requesting bus service and not subsidized by the existing METRO member jurisdictions. Details on the circumstances under which METRO will consider entering into an agreement with a governmental entity to operate and maintain bus service in communities that are not part of METRO's current service area can be found in policy document OPS-POL-002: Bus Service Outside the METRO Service Area.

4.3 Evaluation Standards

METRO has established criteria used for the evaluation of route performance and the optimization of services. These standardized performance criteria provide measurable benchmarks to monitor and improve performance and assist in identifying routes and services that are unable to meet those standards. Once underperforming routes and services are identified, a response and plan of action for resolution can be created.

METRO performs two levels of analysis on all existing and proposed bus routes and services. The first level of analysis is a route performance evaluation that compares all services to one another. The second level of analysis evaluates routes classified as poor performers. These analyses provide key information on the relative performance of existing and proposed services.

4.3.1 Comparative Performance Evaluation: Route Ranking Model and Process

METRO conducts a comparative analysis through Service Evaluation (SE) to identify which services are top performers and which services are performing below standards. The Route Ranking Model methodology can also be used to determine whether a proposed service will likely be a high or low performer.

The general steps in the process are described below with examples of the specific methodology outlined:

1. Summarize average daily ridership (boardings), fare revenue, and service levels for each route. If a route is operated on weekdays, Saturdays, and Sundays, each service day is evaluated individually.

   Develop estimated annual ridership, fare revenue, service levels, and costs for each route. Three separate costs are derived:

   - variable cost – provides a measure of the out-of-pocket cost of the service
   - operating cost – operating cost is used to calculate the operating ratio
   - total cost – used to calculate the total subsidy per boarding indicator

2. Evaluate all existing routes across key productivity measures and rank the services from most productive to least productive. The comparative evaluation processes utilize four key performance indicators (described below) to provide a balanced analysis between effectiveness and efficiency measures. The routes are sorted by this composite score, from the best to the worst.
3. Identify “Maturing” routes (routes that have been in operation less than 2 years) for possible exclusion from the classification of “Poorly Performing Routes.” “Maturing” routes can be granted an exception for up to the first two years of operation to allow for adequate marketing and public information efforts to promote the route to potential riders.
4. Identify “Poorly Performing Routes”. “Poorly Performing Routes” are routes with total subsidies per boarding in excess of 100% above the average total subsidy per boarding for the respective service category. These routes are subject to productivity review up to and including proposed discontinuation during the upcoming year.

The four performance indicators evaluated in comparing routes, both existing and proposed are tabulated below in terms of service effectiveness or service efficiency:

Service Effectiveness	Service Efficiency
Passengers Per Revenue Hour	Operating Ratio
Passengers Per Revenue Mile	Subsidy Per Passenger

These four factors provide a balanced weighting between effectiveness measures (passengers per revenue hours and miles) and efficiency measures (operating ratio and subsidy per passenger). Equal weight is therefore given to usage-related indicators and cost-related indicators.

The development of these four factors requires the calculation of several pieces of data on a route level basis. The specific definitions for each indicator are:

Passenger Boardings per Revenue Mile

The number of average daily boardings per route divided by the daily number of revenue miles of service supplied on the route (total miles less "deadhead" miles, or the miles to and from the garage).

Passenger Boardings per Revenue Hour

The same information as the previous indicator except using revenue service hours instead of miles.

Operating Ratio

The operating ratio calculates the percentage of operating costs covered by a route's revenue.

Total Subsidy per Passenger Boarding

The net cost (total cost less revenue) of operating a route divided by the number of passengers. Total cost is determined by allocating all service-related expenses over three cost factors:

- *Total miles* – Revenue miles plus deadhead miles.
- *Total hours* – Revenue hours plus deadhead hours.
- *Peak vehicles* – Highest number of vehicles required for weekday service

The number of buses required to provide a route's weekday service typically exceeds weekend service demand, resulting in service planned to meet weekday travel. Since buses used during weekdays are already on hand for weekend use, no peak vehicle costs are allocated to weekend services.

The application of the comparative evaluation process provides a systemwide ranking of all routes. Routes are sorted from the most productive to the least productive based upon the four indicators identified above. Routes are grouped by quartile such that the first quartile represents the top 25% of all routes while the fourth quartile represents the bottom 25% of all routes.

An absolute value is needed to measure route productivity and to establish an acceptable level of performance. METRO uses the total subsidy per passenger boarding as this value. METRO's guidelines for the total subsidy per passenger boarding analysis specify that for routes with total subsidy per boarding:

- 51% to 75% higher than the average subsidy for the service type, METRO will monitor the route and consider minor modifications to improve route performance.
- 76% or higher than the average subsidy for the service type, METRO will consider major restructuring or elimination.

METRORapid

At the time of this update, METRO has only one METRORapid line. When additional METRORapid lines are added, the proposed evaluation measures would be the same as those for Local and Park & Ride bus with the addition of an indicator based on on-time performance to reflect the focus on reliability and speed.

METRO curb2curb Evaluation Standards

The indicators for evaluating curb2curb are as follows:

- Passenger Boardings per Revenue Mile
- Passenger Boardings per Revenue Hour
- Operating Cost per Revenue Hour
- Operating Cost per Passenger Boarding
- Percentage of Trips with >1 Passenger Picked Up
- Percentage of Regular Application Users

curb2curb services with operating costs per passenger boarding in excess of 76% of the average operating cost per GREEN (Coverage) route will be considered for major restructuring or elimination.

4.3.2 Special Route Classifications

Part of the Service Evaluation route ranking model and application of service standards is to divide services into service types or service categories. METRO has developed definitions for certain services that are either exempt from or are targeted for the application of the analyses. "Maturing" services can be exempt from the analyses, while services that have significantly higher subsidies per boarding are classified as "Poorly Performing" and are subject to increased scrutiny. Exempt services include METRORail and METRORapid which have high levels of capital investment and are not subject to elimination options.

Maturing Services

Maturing services are recently implemented bus routes that have not been in place long enough to reach the full level of ridership projected for the route. Maturing routes can be granted an exemption for up to two years of operation to allow for adequate marketing and public information to promote the route to potential riders.

Poorly Performing Services

Poorly performing bus routes are those with total subsidies per boarding exceeding 75% of the average total subsidy per boarding for a service category. These routes are subject to intense productivity review with targeted changes including substitution of operating mode and/or reduction in service levels up to and including discontinuation.

Further, for effective route evaluation, performance targets are established by category and or service type. During the individual route's ranking and evaluation process, the poorer the variance from the average performance within the service type, the more significant the corrective action that will be required.

4.3.3 Evaluation Timeline

Services that have been in operation for at least one (1) year are always evaluated as part of the comparative performance evaluation. Any new or modified services in operation for less than a year are excluded from the evaluation process to provide a period during which service can mature to achieve full ridership potential. This development and evaluation period spans two years.

If standards are not met after two (2) years, service should be reviewed for corrective action or discontinuation if corrective actions fail to improve demand. However, it should be stressed that factors such as equitable provision of service will be considered in conjunction with performance measures when route elimination appears necessary.

Curb2Curb Timelines

- Once every six (6) months to identify those services that are underperforming based on service metrics.

4.3.4 Operating Cost per Passenger

Operating costs refer to costs typically expended within the year to operate transit services. These expenses include labor, fringe benefits, materials and supplies, fleet maintenance, office space, equipment, and administrative costs. Operating costs per passenger is the cost of providing each individual passenger trip and are calculated as a way to assess cost effectiveness of a service and of the system as a whole.

Operating costs per passenger will vary by service type as core inputs in calculating these costs i.e., hours and miles, will vary by route classification and span of service. Therefore,

as a measurement of service performance, the operating cost per passenger threshold cannot be set systemwide but will vary.

METRO incorporates operating cost per passenger in evaluating performance of its paratransit service, METROLift. For other modes, especially fixed routes and BRT, cost as an indicator of service performance is a secondary measure.

4.3.5 Boardings per Trip and Service Span

Boardings per Trip is defined as the number of average daily boardings per route divided by the daily number of completed trips on the route.

Service span is defined as the time between the start of the first trip and the end of the last trip operated on a route. Public transit must operate at times that riders will want or need to use the services being offered. To maximize the opportunities for passengers to avail themselves of the connectivity of METRO's bus service, and to give them the confidence that direct and connecting service will be provided, a consistent span of service is needed.

Using spans and number of trips completed by hour, service supply can be assessed. This can be evaluated against boardings per trip, to review and adjust service supply to service demand. This will result in using boardings per trip, and service span as additional tools to measure and evaluate service performance. These can be used as additional tools to complement the Route Ranking Model and is helpful when evaluating ridership demand on first and last trips.

4.3.6 Updates to Service Standards

Service standards and performance measures will be updated regularly to ensure that adopted standards, performance measures, and their associated processes are consistent with METRO’s evolving goals and objectives.

METRO’s standards and performance measures should be reviewed at minimum every five years (5) in coordination with updates to long-range system planning and updated as applicable.

5.0 TERMS AND DEFINITIONS

ADA = Americans with Disabilities Act of 1990.

Alighting = a single passenger existing a transit vehicle

Boarding = a single passenger getting onto a transit vehicle

Deadhead = Time or distance when a vehicle is in transit / moving but with no passengers (not open to the public for service). Typically includes time and distance when a vehicle

is traveling to or from the bus / rail operating facility and a terminus point and travel from the end of service on one route to the beginning of another

Fare revenue = revenue earned from carrying passengers in regularly scheduled service.

Frequency = number of trips in the same direction of travel within an hour.

Headway = number of minutes between consecutive trips in the same direction of travel.

Load factor = ratio of utilized to offered vehicle capacity calculated by dividing the maximum total number of passengers onboard a vehicle by the total seating capacity of the vehicle.

Low-income = persons whose median household income is below the federal poverty level.

Minority = persons who self-identify as being of one or more of the following ethnic groups: American Indian and Alaska Native, Black or African America, Hispanic or Latino, Native Hawaiian and Other Pacific Islander.

On-Time Performance = expressed as a percentage of trips arriving on-time in accordance with the definition of “on time” for a particular mode.

Passenger load = the number of passengers on board a vehicle as a given time including both seated and standing passengers.

Passenger mile = a mile travelled by a single passenger on a transit service.

Revenue hour = time when a vehicle is operating scheduled trips along its route and available to the general public, including layover and dwell time but not deadhead.

Revenue mile = one vehicle traveling one mile in revenue service during a revenue hour.

Span of service = amount of time each day in which service is operating.

Total cost = all costs required to operate transit service including wages and benefits for operators and other personnel, fuel and power expenses, maintenance and repair costs, fare collection expenses, vehicle licensing and registration, insurance, general administrative costs, and peak vehicle depreciation.

Trip = The one-way operation of a revenue vehicle between two terminus points on a route.

6.0 ROLES AND RESPONSIBILITIES

Service Planning & Evaluation Division - Responsible for reviewing and evaluating service standards for new and modified services and recommending revisions on a regular basis,

not to exceed five years. Responsible for conducting a public hearing to solicit comments from the public on the proposed service standards changes, bringing the feedback from the public to the METRO Board of Directors for review and approval.

7.0 POLICY REQUIREMENTS

There are no additional policy requirements.