

RESOLUTION NO. 91-57

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE AND DELIVER A MODIFICATION TO THE CONTRACT WITH LOUIS DREYFUS ENERGY CORPORATION FOR UNLEADED GASOLINE BY EXTENDING THE PERFORMANCE PERIOD AND INCREASING THE MAXIMUM AUTHORIZED EXPENDITURES UNDER THE CONTRACT; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, METRO entered into a contract with Louis Dreyfus Energy Corporation for unleaded gasoline on the basis of competitive bids with said contract containing an option to extend the performance for up to two additional one-year periods; and

WHEREAS, Louis Dreyfus Energy Corporation has provided satisfactory services; and

WHEREAS, METRO previously exercised the first option to extend the contract performance period for an additional one-year period; and

WHEREAS, the Board of Directors is of the opinion that it is in METRO's best interest to exercise the second option to extend the performance period of the contract for another year;

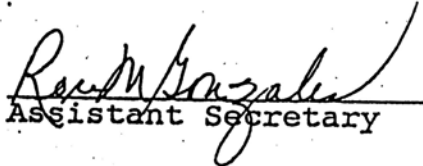
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

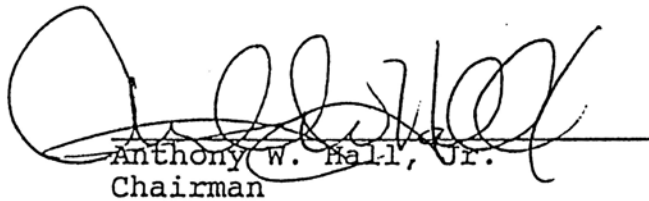
Section 1. The General Manager be and he is hereby authorized and directed to execute and deliver a modification to the contract with Louis Dreyfus Energy Corporation for unleaded gasoline by extending the period of performance for one additional year and increasing the maximum authorized expenditures under the contract by \$300,000.

Section 2. This resolution is effective immediately upon passage.

PASSED this 23rd day of May, 1991
APPROVED this 23rd day of May, 1991

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE, EXECUTE AND DELIVER A CONTRACT WITH DILLARD & WEAVER CONSTRUCTION, INC. FOR CONSTRUCTION OF THE HEIGHTS TRANSIT CENTER INCLUDING IMPROVEMENTS TO ADJACENT STREETS; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT:

WHEREAS, the Board of Directors has previously approved the construction of a transit center in that portion of the City of Houston known as the "Heights"; and

WHEREAS, construction of the Heights Transit Center includes certain improvements of Studewood, Adele and Louise Streets to provide better access to the facility; and

WHEREAS, Dillard & Weaver Construction, Inc. has submitted the lowest responsive and responsible bid for the work:

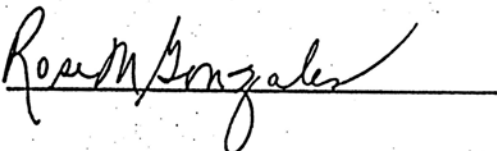
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

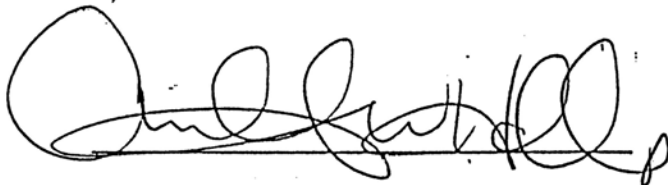
Section 1. The General Manager be and he is hereby authorized and directed to negotiate, execute and deliver a contract with Dillard & Weaver Construction, Inc. for the construction of the Heights Transit Center, including designated improvements to Studewood, Adele and Louise Streets in an amount not to exceed \$1,443,969.

Section 2. This resolution is effective immediately upon passage.

PASSED this 23rd day of May, 1991
APPROVED this 23rd day of May, 1991

ATTEST:


Rose M. Gonzales



A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE AND DELIVER A CONTRACT WITH WILLIAMS INDUSTRIES, INC. FOR CONSTRUCTION OF THE PHASE II MODIFICATIONS TO THE WESTWOOD PARK & RIDE LOT; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, Phase II modifications to METRO's existing Westwood Park & Ride Lot are needed to accommodate increased patron utilization; and

WHEREAS, METRO invited bids for the construction of modifications to the Westwood Park & Ride Lot; and

WHEREAS, the firm of Williams Industries, Inc. submitted the lowest responsive and responsible bid;

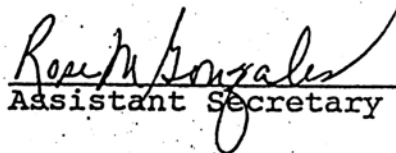
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

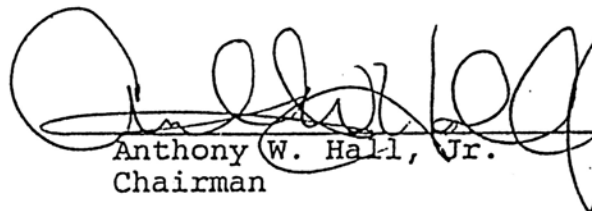
Section 1. The General Manager be and he is hereby authorized and directed to execute and deliver a contract with Williams Industries, Inc. for construction of Phase II modifications to the Westwood Park & Ride Lot in an amount not to exceed \$1,950,000.

Section 2. This resolution is effective immediately upon passage.

PASSED this 23rd day of May, 1991.
APPROVED this 23rd day of May, 1991.

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

RESOLUTION NO. 91-60

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE AND DELIVER A CONTRACT WITH CRAIG & HEIDT, INC. FOR CONSTRUCTION OF IMPROVEMENTS TO BEINHORN ROAD FROM VOSS ROAD TO PINEY POINT ROAD; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the construction of improvements on Beinhorn Road from Voss Road to Piney Point Road has been designated a METRO-managed General Mobility project and;

WHEREAS, METRO has solicited bids for the performance of the work; and

WHEREAS, the firm of Craig & Heidt, Inc. submitted the lowest responsive and responsible bid;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS TO THE METROPOLITAN TRANSIT AUTHORITY THAT:

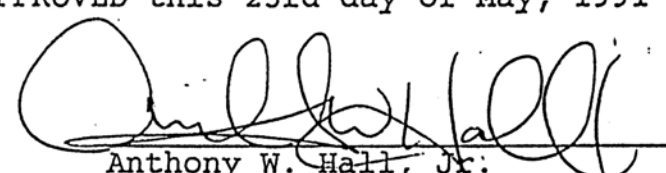
Section 1. The General Manager be and he is hereby authorized and directed to execute and deliver a contract with Craig & Heidt, Inc. for the construction of improvements to Beinhorn Road from Voss Road to Piney Point Road in an amount not to exceed \$135,934.80.

Section 2. This resolution is effective immediately upon passage.

PASSED this 23rd day of May, 1991
APPROVED this 23rd day of May, 1991

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE AND DELIVER A CONTRACT WITH INTEGRATED WASTE SPECIAL SERVICES, INC. FOR DEMOLITION, DISPOSAL, AND ASBESTOS REMOVAL AND CLEAN-UP OF THE DOWNTOWN MULTI-USE FACILITY; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, in preparation for the occupancy of the Downtown Multi-use facility, it is necessary to demolish and dispose of existing structures on the site; and

WHEREAS, the firm of Integrated Waste Special Services, Inc. submitted the lowest responsive and responsible bid to provide these demolition, disposal, asbestos removal and clean-up services;

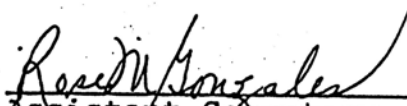
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

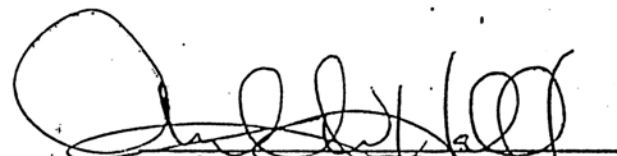
Section 1. The General manager be and he is hereby authorized and directed to execute and deliver a contract with Integrated Waste Special Services, Inc. for demolition, disposal, asbestos removal and clean-up of the Downtown Multi-Use Facility site at a cost not to exceed \$147,300.

Section 2. This resolution is effective immediately upon passage.

Passed this 23rd day of May, 1991
Approved this 23rd day of May, 1991

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE, EXECUTE AND DELIVER SIX (6) CONTRACTS FOR MATERIALS TESTING SERVICES; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT:

WHEREAS, Materials testing services are needed in conjunction with METRO's construction projects; and

WHEREAS, METRO solicited proposals from qualified firms to perform the work; and

WHEREAS, the Board of Directors has reviewed the qualifications of the firms responding and is of the opinion that six (6) of the firms are most qualified to perform the materials testing services;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

Section 1. The General Manager be and he is hereby authorized to negotiate, execute and deliver a contract for materials testing services with each of the following firms:

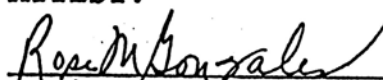
- a. Southwestern Laboratories
- b. Fugro-McClelland, Inc.
- c. Geotest Engineering, Inc.
- d. Law Engineering, Inc.
- e. Terra-Mar, Inc.
- f. McBride-Ratcliff and Associates, Inc.

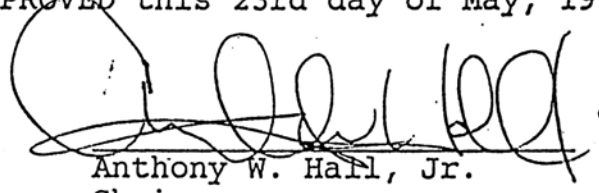
Each contract shall be in an amount not to exceed \$250,000.

Section 2. This resolution is effective immediately upon passage.

PASSED this 23rd day of May, 1991
APPROVED this 23rd day of May, 1991

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

ADOPTING A FIVE-YEAR SERVICE PROGRAM; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, METRO has examined economic forecasts for population and employment growth within the metropolitan area to identify future transit needs; and

WHEREAS, METRO has developed a Five-Year Service Program which addresses service needs for the year 1992 through 1996; and

WHEREAS, the Board is of the opinion that adoption of the Five-Year Service Program is appropriate,

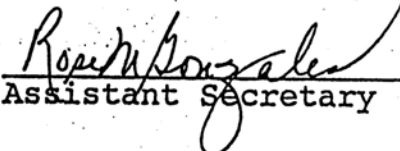
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

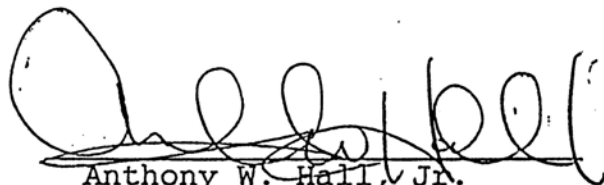
Section 1. The Board of Directors hereby adopts the Five-Year Service Program for addressing future transit needs for the years 1992 through 1996.

Section 2. This resolution is effective immediately upon passage.

PASSED this 23rd day of May, 1991
APPROVED this 23rd day of May, 1991

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

RESOLUTION NO. 91- 64

A RESOLUTION

CERTIFYING THE BRIDGE RECONSTRUCTION ON SHOREWOOD DRIVE OVER THE TIMBER COVE INLET FROM TAYLOR LAKE AS AN ELIGIBLE PROJECT FOR THE EXPENDITURE OF EXPANDED BASE SALES TAX REVENUE FUNDS BY THE CITY OF TAYLOR LAKE VILLAGE; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the Board has designated improvements to Timber Cove Street as a General Mobility Project with the City of Taylor Lake Village; and

WHEREAS, the City of Taylor Lake Village has requested certification of reconstruction of a city bridge on Shorewood Drive over the Timber Cove inlet from Taylor Lake as eligible for expanded base sales tax revenues in conjunction with the General Mobility Project; and

WHEREAS, by way of Board Resolution No. 88-29 and subsequent resolutions, the Board has established the basis and procedure for distribution of revenues derived from expansion of the sales tax base by the 1987 Texas Legislature; and

WHEREAS, the reconstruction of the city bridge is eligible for funding from the expanded base sales tax revenues under the guidelines established by the Board;

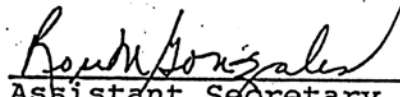
NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

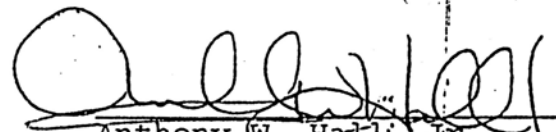
Section 1. The reconstruction of a city bridge on Shorewood Drive over the Timber Cove inlet from Taylor Lake is hereby certified as a project eligible for expenditure of expanded sales tax revenue by the City of Taylor Lake Village.

Section 2. This resolution is effective immediately upon passage.

PASSED this 23rd day of May, 1991
APPROVED this 23rd day of May, 1991

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

CERTIFYING PROJECTS AS ELIGIBLE FOR EXPENDITURE OF EXPANDED BASE SALES TAX REVENUE FUNDS BY THE CITY OF HOUSTON; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, by way of Resolution No. 88-28 and subsequent resolutions, the Board has established the basis and procedure for determining the amount of and distribution of sales tax revenues generated by expansion of the sales tax base to constituent governmental entities within METRO; and

Whereas, the city of Houston has proposed projects for expenditure of its share of the expanded base sales tax revenue funds consisting of the asphalt overlay of twenty-four (24) streets and the concrete reconstruction of one designated street;

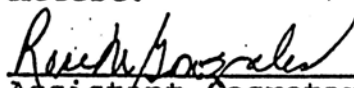
NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

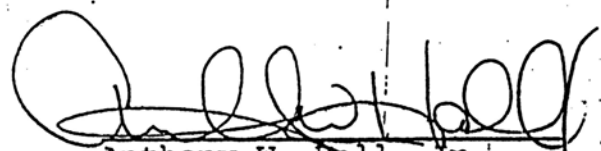
Section 1. The Board hereby certifies as eligible projects for expenditure of expanded base sales tax revenue by the city of Houston those projects set out on Attachment A hereto.

Section 2. This resolution is effective immediately upon passage.

Passed this 23rd day of May, 1991
Approved this 23rd day of May, 1991

Attest:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

MODIFYING BOARD RESOLUTION 88-49 BY THE ADOPTION OF REVISED CRITERIA FOR THE EVALUATION AND DESIGNATION OF GENERAL MOBILITY PROJECTS; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, by way of Board Resolution 88-49, the Board of Directors adopted specific criteria and procedures for the evaluation and designation of candidate General Mobility Projects; and

WHEREAS, METRO staff has adjusted and refined the criteria used for evaluating candidate General Mobility projects to enable a more objective analysis; and

WHEREAS, the revised criteria have been reviewed by the Board;
NOW THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

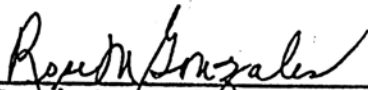
Section 1. The Board hereby adopts the revised criteria for the evaluation and designation of General Mobility projects as set forth on Exhibit A, attached hereto.

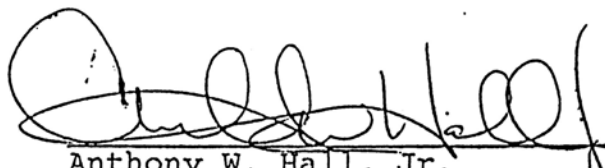
Section 2. Board Resolution 88-49 is hereby modified to incorporate the revised criteria as adopted herein.

Section 3. This resolution is effective immediately upon passage.

PASSED this 23rd day of May, 1991
APPROVED this 23rd day of May, 1991

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

WORKSHEET FOR PRIORITIZATION OF GENERAL MOBILITY PROJECTS

PROJECT:

TOTAL COST:

CRITERIA	POINTS	VALUE
A. Benefit/Cost Ratio (Actual):		
1. 10 or greater	100	
2. 5 - 10	50	
3. 1 - 5	25	
4. Under 1	0	

B. Traffic Delay:		
1. Greater than 7,000 veh./lane/day or greater than 3,000 hrs./yr. delay (intersection)	100	
2. 5,000 to 7,000 veh./lane/day or 2,000 to 3,000 hrs./yr. delay (intersection)	50	
3. 1,500 to 5,000 veh./lane/day or 1,000 to 2,000 hrs./yr. delay (intersection)	25	

C. Transit Benefits: Project enhances existing or planned route or facility.	25	

D. Public Infrastructure or Facilities Benefits: Project enhances mobility to such public facilities as schools, hospitals, and police and fire stations.	50	

E. Regional Balance: Relationship of project to distribution of other mobility projects.	50 25	

F. Shared Funding Opportunities:		
1. 66% or greater	50	
2. 33 - 66%	25	

G. Availability for Construction	50	

H. Enhances Pedestrian Safety	50	

TOTAL	-----	

A RESOLUTION

APPROVING ADDITIONAL FUNDING FOR THE FY90 ROUTE STREET IMPROVEMENTS PROJECT WITH THE CITY OF HOUSTON; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, by way of Resolution 89-66, the Board approved the reconstruction of twenty-eight (28) designated streets as a General Mobility Project with the City of Houston; and

WHEREAS, the project was incorporated into METRO's FY90 Capital Improvement Program with funding authorized up to \$6.5 million; and

WHEREAS, additional funding is needed for completion of the project;

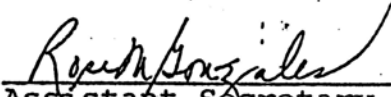
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

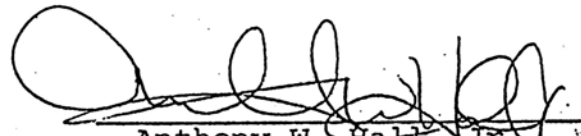
Section 1. The maximum authorized funding for the FY90 Route Street Improvement Project with the City of Houston is hereby increased by \$2.6 million for a total amount not to exceed \$9.1 million. Funds shall be made available from the program contingency fund in the Capital Improvement Program for FY92 and FY93.

Section 2. This resolution is effective immediately upon passage.

PASSED this 23rd day of May, 1991
APPROVED this 23rd day of May, 1991

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

APPROVING A PLAN FOR DETERMINING THE FEASIBILITY OF COMMUTER RAIL SERVICE WITHIN THE METRO SERVICE AREA; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, during the regular meeting of the Board of Directors held on March 28, 1991, METRO staff was directed to investigate the feasibility of commuter rail service and develop a plan for continued evaluation; and

WHEREAS, METRO staff has developed a plan for evaluating the feasibility of commuter rail service; and

WHEREAS, the Board of Directors is of the opinion that the plan developed by staff is the most appropriate course of action for evaluating the feasibility of commuter rail within the METRO service area;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

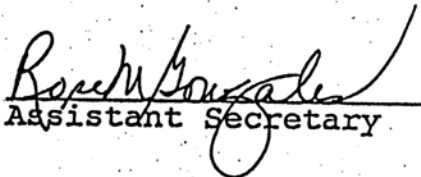
Section 1. The Board of Directors of the Metropolitan Transit Authority hereby approve a plan for evaluating the feasibility of commuter rail services in the METRO service area as set out in Attachment A.

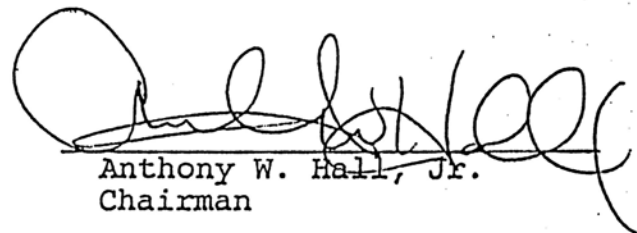
Section 2. The General Manager be and he is hereby authorized to negotiate appropriate contractual agreements for an amount not to exceed \$350,000.

Section 3. This resolution is effective immediately upon passage.

PASSED this 23rd day of May, 1991
APPROVED this 23rd day of May, 1991

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

DRAFT
A PLAN OF ACTION FOR
CONTINUING A STUDY FOR
COMMUTER RAIL IN HOUSTON

At the March Board of Directors meeting the Board directed the General Manager to submit a plan of action to the Board for continuing the study for commuter rail in Houston.

We propose to conduct a commuter rail feasibility study in two phases as outlined in the attached "Scope of Work". The first phase would be a data gathering and screening process for all proposed corridors, while the second phase would be a detailed investigation of those corridors found to have potential in the Phase I screening process.

The proposed feasibility study could be conducted by one of the following options: 1) A combination of General Design Consultants (GDC's) for Phase I and Engineering Consultants for Phase II; 1a) GDC's for Phase I and decide after Phase I whether to use GDC's or Engineering Consultant for Phase II; 2) GDC's currently under contract with METRO for Phase I and II; or 3) By outside Engineering Consultants.

If the GDC's are used the Phase I study can commence almost immediately. If outside Engineering Consultants are used it would take 3 to 4 months to go through the Request for Qualifications (RFQ) process, selection of the

Engineering Consultant and negotiation of a contract for both Phase I and Phase II. The Phase I study would require approximately 6 to 7 months after a "Notice-to-Proceed." The follow-up Phase II study would only begin after authorization is received from the Board and work authorization is issued. The Phase II study would require approximately 18 months to complete. A schedule showing the approximate time of completion, of each phase, is also attached.

The costs of the Phase I Data Collections and Screening process is estimated to be \$250,000 - 350,000. The costs could be slightly higher under the RFQ options due to more staff involvement in the RFQ process and the time required for the selected Engineering Consultants to familiarize themselves with the various corridors being studied. It should be noted that under the current financial plan, funding is not available until after Year 2000.

DRAFT

A FEASIBILITY STUDY FOR COMMUTER RAIL IN HOUSTON

SCOPE OF WORK

I. INTRODUCTION

At the _____ Board of Directors Meeting, the Board directed the General Manager to implement a commuter rail feasibility study for Houston, Texas.

II. BACKGROUND

METRO has long been aware of the radial network of existing rail corridors converging near downtown Houston. There are a total of 13 rail corridors owned by five Railroad Companies operating within METRO's service area. Most of these rail corridors, or combination of corridors, have in the past been considered for commuter rail service, but for various reasons have been dropped from further consideration.

Due to mergers and consolidations within recent years the ownership, and attitudes of the owners, of some of the railroads operating in Houston has changed dramatically. Therefore, because there may be service

improvements involving commuter rail which are cost effective, it is now appropriate to update previous studies to include current ownership attitudes and operating strategies as well as to provide other information on possible commuter rail services.

III. CONCEPT OF COMMUTER RAIL

METRO has always felt that the concept of commuter rail may have some merit as an integral part of the ultimate configuration of transit service in Houston. It would utilize existing railroad company right-of-way, tracks and other facilities thereby reducing capital investment costs. Commuter rail would be the subject of long term development and must complement the year 2000 Fixed Guideway system and the transitway network.

IV. PROPOSED WORK PROGRAM

It is proposed that METRO conduct a commuter rail feasibility study in two phases. The first phase would be a data gathering and screening process for all of the proposed corridors. This process would allow the various corridors to be analyzed and ranked according to their potential suitability for commuter rail. A scope of work for Phase I of the program is delineated on the following pages.

The second phase would be a detailed investigation of those corridors found to have potential for commuter rail in the Phase I screening. This

follow-on Phase II work would include such items as negotiations with the railroads for right-of-way costs, relocations, upgrading of facilities, operating and maintenance agreements and labor agreements; provide a level of engineering to permit refined cost estimates for all required improvements including additional tracks, signals and interlockings, grade separations, station facilities and other improvements. This phase of the program would result in a document sufficiently detailed to permit the Board to make a decision regarding the implementation of commuter rail in the preferred corridor.

SCOPE OF WORK (Phase I Only)

A. DATA COLLECTION

1. Collect Previous Related Studies

Over the years, there have been several studies of commuter rail potential. These studies will be collected and reviewed, both for applicability and to eliminate duplication of effort where previous data is still applicable.

2. Determine Degree of Railroad Interest

In this task, each of the railroads who have an ownership interest in one or more of the rail corridors serving the near

downtown Houston area would be contacted to determine their interest and cooperation in commuter rail service. It is expected that each corridor will fall into one of three categories:

- a. Unwillingness by the railroad to consider such service in that corridor.
- b. Willingness to consider joint service in a corridor, either on shared track or with dedicated commuter trackage in the same right-of-way.
- c. Abandonment of the corridor for rail freight service and sale of right-of-way and facilities to METRO for its use.

3. Assemble Current Physical Plant Data

Each of the corridors identified in Task 1 as being category 2b or 2c would have data collected sufficient to describe its current physical condition. This would include, but not be limited to, track maps, track condition, signalling, grade crossings, grade crossing protection, current customer sidings, speed restrictions, interlockings, yards and terminals. Right-of-way maps would be obtained as part of this data base and to assist in station sitings.

4. Assemble Current Operating Data

This material would permit evaluation of present train operations so that potential joint operations could be formulated. Data would be collected for those corridors in Task 2b.

5. Assemble Data Regarding Future Plans

Future plans of the railroads, the various cities, METRO, and other agencies would be compiled and their impact identified in those cases where they would affect rail commuter service implementation.

6. Assemble Current and Future Park and Ride/Transitway Data

Some of the proposed commuter rail corridors are presently served by METRO Transitways or Park/Ride lines. Since commuter rail may compete with or complement these services, it will be necessary to assess the systemwide integration. Since this potential diversion will have to be examined as part of ridership analysis, this task will involve assembling the necessary level of service and capacity data needed as input to the ridership analysis. This data will include locations of transitways, express bus stops, transit centers, park/ride

lots, travel times, headways, fares, and current and predicted ridership by time of day.

7. Determine Institutional Issues

Identify other organizations and governmental units with authority to regulate aspects of commuter rail operations and determine the extent of these regulations.

B. ANALYSES

All corridor analyses will be made giving full consideration to the Regional Transit Plan approved by the Board in 1986, including the Phase 2 Mobility Plan for the Year 2000 which includes the fixed guideway component. The Analyses Tasks involve two basically parallel activities. First, a rough description is developed of a possible service level for a given corridor, based on reasonable estimates of the capability of the physical plant. These service parameters then become input for the second activity: ridership modelling and cost estimations. Factors to be considered shall include: downtown distribution, park and ride lot and station locations, travel times, rail freight conflicts and the need for additional sidings, double-tracking, signalling and at-grade crossing safety improvements. Several iterations of this process may be required before a satisfactory system can be defined, or the conclusion reached that a reasonable service cannot be provided in a given corridor.

1. Define Physical Plant

For each corridor, needed upgradings, new construction, rehabilitation, etc. will be identified which will allow for a reasonably attainable average speed and enhance commuter rail operations. Station locations will be identified and park and ride lots sited.

2. Evaluate Impacts on Existing Street and Highway Traffic

3. Estimate Ridership

Using sketch planning techniques and programs such as EMME-2, ridership will be estimated including as a background system, METRO's Phase 2 mobility plan. This may require adjustments to existing and proposed local and express bus service. Ridership modelling shall indicate the source of riders to assess impacts on the transitway system.

4. Estimated Costs

- a. Capital costs - Develop costs for all needed capital improvements, in each corridor, including trackwork, signalling, stations and parking, rolling stock, storage facilities, and right-of-way acquisitions.

- b. Operating costs - Develop annual operating costs for the level of service provided, for each corridor, including trackage rights fees and insurance costs.

5. Distribution Requirements at Final Destination

This task will examine distribution requirements to deliver patrons to final destinations especially in the central business district (CBD). Capital and operation costs for the distribution systems will be estimated and included for consideration.

6. Refine Corridor Proposals

This task will evaluate the trading off of ridership, capital cost and operating cost so as to generally optimize each corridor.

C. RECOMMENDATION FOR FURTHER DEVELOPMENT

1. Categorize Corridors

In this task, the various lines will be broadly categorized. One group might be those lines which the railroads refuse to permit; another those which are technically possible but which are operationally infeasible or which cannot attract reasonable

ridership except at prohibitive cost; and a third those lines which seem to have reasonable ridership at reasonable cost, especially compared with the cost of current and planned park/ride and other transit services, and with no significant objections expressed by the involved railroads.

2. Detail Baseline Description of Potential Corridors

Each corridor, or combination of corridors, which appear technically feasible for implementation will have a baseline description prepared. This will include, but not be limited to:

- a. Physical plant description
- b. Equipment requirement
- c. Owning railroad terms and conditions
- d. Downtown distribution system
- e. Operating plan
- f. Train traffic control plan

- g. Estimated ridership
- h. Estimated capital costs
- i. Estimated operating costs

3. Rank Potential Commuter Services

Based on the baseline descriptions and such additional factors as may be deemed appropriate in reaching such a decision (this should include a rough calculation of the Federal Cost Effectiveness Index, for example) the potential corridors, or combinations of corridors, will be ranked.

D. PREPARE FINAL REPORT

This report shall include the results of all data collection, analyses and recommendation for further development of potential corridors.

E. DELIVERABLES

- | | |
|---|-------------|
| 1. Attitudes of Owning Railroads - Findings | Month One |
| 2. Description of Present Corridor Conditions | Month Two |
| 3. Development of Service Concept | Month Three |
| 4. Ridership Estimates | Month Four |
| 5. Corridor Baseline Descriptions | Month Five |

6. Cost Estimates
7. Cost Effectiveness Index
8. Final Report
 - Draft
 - Final

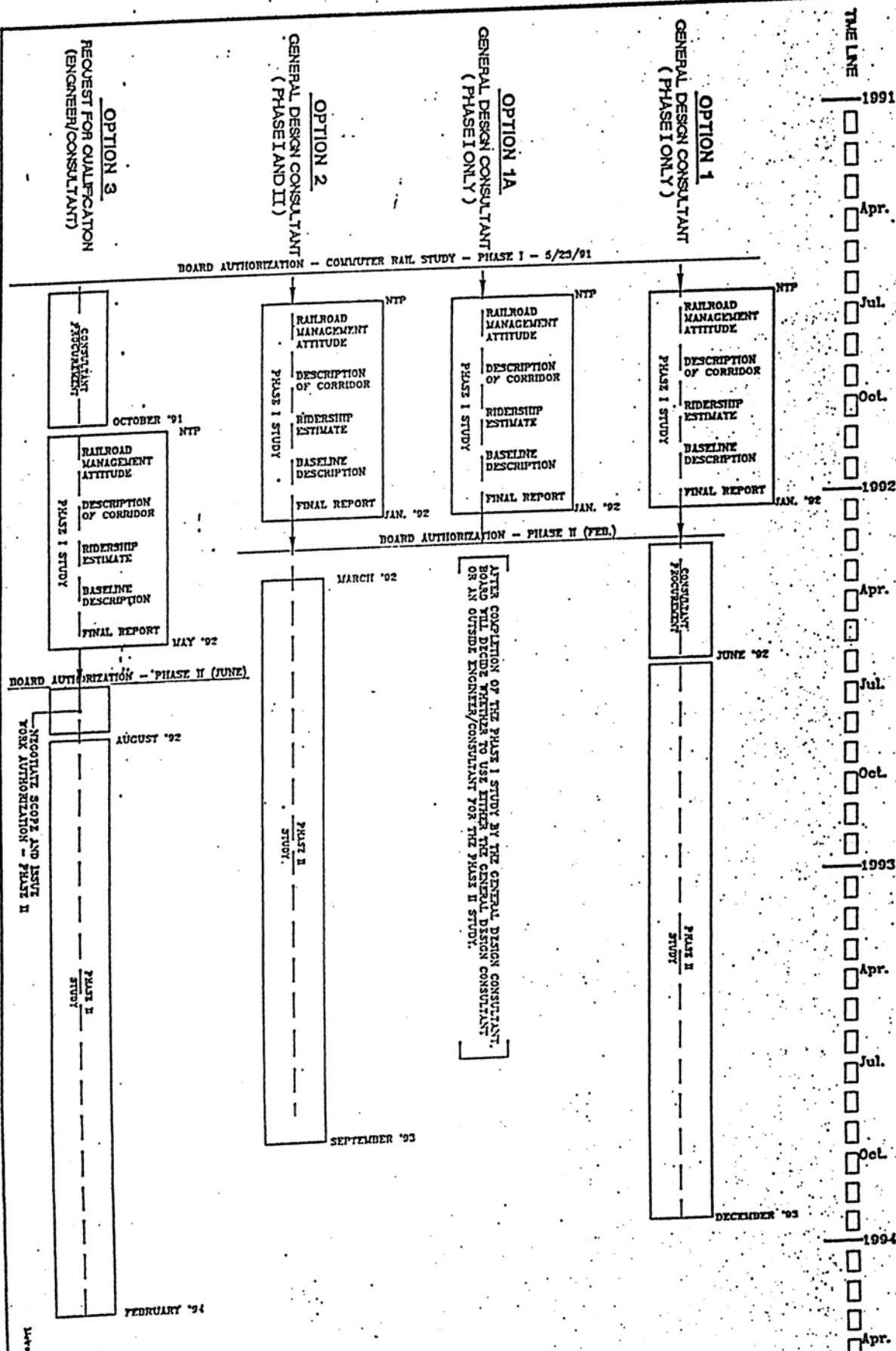
Month Five

Month Five

Month Five

Month Six

SCHEDULE COMPUTER RAIL STUDY



A RESOLUTION

ADOPTING THE SIXTH AMENDMENT TO THE METROPOLITAN TRANSIT AUTHORITY NON-UNION PENSION PLAN AND TRUST TO INCREASE THE MINIMUM RETIREMENT BENEFITS; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the minimum retirement benefit for non-union retirees has remained at \$100 per month since 1979; and

WHEREAS, inflation has substantially reduced the value of this benefit; and

WHEREAS, the Board is of the opinion that it is appropriate to increase the minimum retirement benefit for present and future non-union retirees;

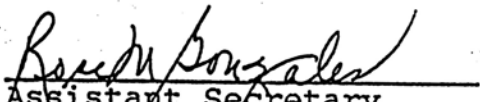
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

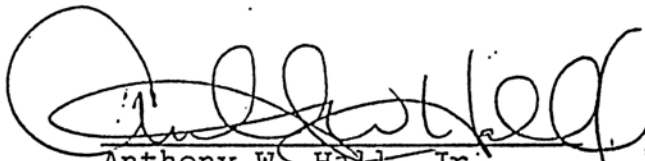
Section 1. The Board of Directors hereby approves and adopts the Sixth Amendment to the Non-Union Pension Plan and Trust to increase the minimum retirement benefit to \$300 per month for present and future retirees.

Section 2. This resolution is effective immediately upon passage.

PASSED this 23rd day of May, 1991
APPROVED this 23rd day of May, 1991

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE, EXECUTE AND DELIVER A PERSONAL SERVICES AGREEMENT WITH DENNIS MUCKELROY FOR ACCOUNTING SUPPORT SERVICES; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, METRO'S accounting department is currently updating its fixed asset records system; and

WHEREAS, an employee is needed to perform additional accounting duties until the new fixed asset records system is fully implemented; and

WHEREAS, the General Manager has recommended engaging the services of Dennis Muckelroy to perform the additional accounting duties; and

WHEREAS, the Board of Directors is of the opinion that it is appropriate to engage such services on the basis of a personal services contract,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

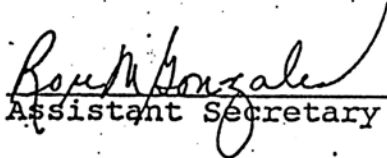
Section 1. The General Manager be and he is hereby authorized to negotiate, execute and deliver a personal services contract with Dennis Muckelroy for accounting support services in an amount not to exceed \$31,200.

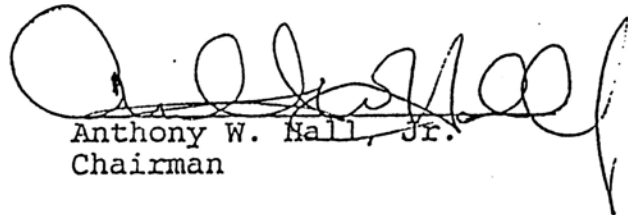
RESOLUTION NO. 91-70 (Page 2)

Section 2. This resolution is effective immediately upon passage.

PASSED this 23rd day of May, 1991
APPROVED this 23rd day of May, 1991

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

AMENDING THE BOARD OF DIRECTORS' PROCUREMENT POLICIES WITH REGARD TO THE PAYMENT OF SUBCONTRACTORS; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT;

WHEREAS, the Board has previously adopted policies governing the procurement of goods and equipment and personal and non-personal services; and

WHEREAS, the Board of Directors is of the opinion that the timely payment of subcontractors is both necessary and desirable, particularly to encourage and facilitate the effective participation of disadvantaged business enterprises; and

WHEREAS, the Board of Directors is further of the opinion that it is appropriate to modify METRO's existing procurement policies to provide for the prompt payment of subcontracts;

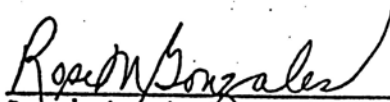
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

Section 1. The Board of Directors' procurement policies are hereby amended with respect to the payment of subcontractors as set out in Exhibit A attached hereto and incorporated herein.

Section 2. This resolution is effective immediately upon passage.

PASSED this 23rd day of May, 1991
APPROVED this 23rd day of May, 1991

ATTEST:


Assistant Secretary



Anthony W. Hall, Jr.
Chairman

Exhibit A

CERTIFICATION OF PAYMENTS

I hereby certify that _____ has made timely payments from proceeds of prior payments, and will make payments within ten (10) days of receipt of funds from METRO for progress and/or final payment to our subcontractors and suppliers in accordance with contractual arrangements with them.

A RESOLUTION

DECLARING THE PUBLIC NECESSITY FOR ACQUISITION BY THE METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS OF AN INTEREST IN PROPERTY REQUIRED FOR CONSTRUCTION OF THE WEST BELLFORT PARK & RIDE LOT ACCESS RAMP; DECLARING THAT ACQUISITION OF SAID PROPERTY INTEREST IS NECESSARY AND PROPER FOR THIS MASS TRANSPORTATION IMPROVEMENT PROJECT; DECLARING THAT ACQUISITION OF SAID PROPERTY INTEREST IS IN THE PUBLIC INTEREST; AND AUTHORIZING THE GENERAL MANAGER TO PROCEED WITH ACQUISITION OF SAID PROPERTY INTEREST BY EXERCISE OF THE POWER OF EMINENT DOMAIN; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the Metropolitan Transit Authority of Harris County, Texas ("METRO"), has designated that construction of the West Bellfort Park & Ride lot, with a direct access ramp to the Southwest Freeway Transitway, is a desirable transportation improvement project which is in the public interest, is a public necessity and is necessary and proper for the construction, extension, improvement or development of METRO's system; and

WHEREAS, METRO has been seeking to acquire by negotiated purchase extension of a construction easement for the property, set forth on the metes and bounds description attached hereto as Exhibit A (said property interest referred to hereafter as the Property:), which acquisition constitutes a public necessity, is in the public interest and is necessary and proper for the construction, extension, improvement or development of the system. To date METRO has been unable to acquire the Property by negotiated purchase; and

WHEREAS, the METRO Board of Directors, after due notice, held a public hearing on the issue of the acquisition of the Property; and

WHEREAS, the Board of Directors has considered the testimony and evidence presented at the public hearing and is of the opinion that the public necessity for the acquisition of the Property has been established; and

WHEREAS, the Board of Directors further is of the opinion that the acquisition of the Property should proceed expeditiously;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

Section 1. The Board of Directors hereby declares the public necessity for the acquisition of the Property; that the acquisition of the Property is necessary and proper for the construction, extension, improvement and development of its system, specifically for the construction of the direct access ramp between the West Bellfort Park & Ride lot and the Southwest Freeway Transitway, and is in the public interest and that the Property is desired for public use.

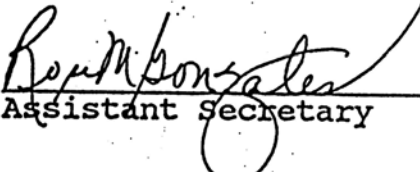
Section 2. The Board of Directors finds that bona fide negotiations have been commenced by authorized representatives of METRO to acquire the Property; that such negotiations have not been successful to date; and that if such negotiations continue to be unsuccessful, the only way for METRO to acquire the Property in a timely manner is through the filing of eminent domain proceedings.

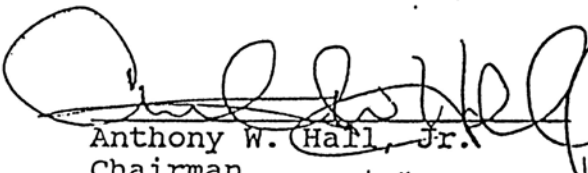
Section 3. Upon a determination by the General Manager that there is not a reasonable prospect for a negotiated purchase, the General Manager is authorized to initiate and pursue eminent domain proceedings on behalf of METRO under any applicable provisions of law for the acquisition of the Property.

Section 4. This resolution is effective immediately upon passage.

PASSED this 23rd day of May, 1991
APPROVED this 23rd day of May, 1991

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

March 11, 1988

EXHIBIT C
FIELD NOTES

Parcel PR-WB-M-F-25-3B

Southwesterly 10' Wide Construction Easement

Being a 0.056 (2,455 sq.ft.) acre tract of land out of a 11.057 acre tract being the the remainder out of that certain 21.338 (929,498 sq.ft.) acre tract of land in the James Alston Survey, Abstract No. 100, Harris County, Texas, being the same 21.338 acre tract of land in Deed of Gift, dated September 10, 1982, as recorded by film code 025-89-2134, Harris County Deed Records, from Jannie Failla, to Peter Tony Failla, Frances Elizabeth Williams, Joseph N. Failla and Eleanor Jane Howard, said 0.056 acre tract of land being more particularly described by metes and bounds as follows;

COMMENCING at a found 5/8" iron rod being the intersection of the Easterly right-of-way line of Roark Road, (60.00 feet wide) and the Northerly right-of-way line of West Bellfort Avenue (100.00 feet wide); THENCE along said Easterly right-of-way line of Roark Road North 17°31'32" East a distance of 919.91 feet to a set 5/8" iron rod for the Northwest corner of said tract and the Southwest corner of Parcel 17, as shown on the State of Texas Highway Department R.O.W. Drawing for U.S. Highway 59, ACC.8012-1-64, Sheet 2-B, said Parcel 17 being recorded in Volume 3503, Page 690, Harris County Deed Records;

THENCE along the Southerly right-of-way line of U.S. Highway 59 North 50°10'07" East a distance of 132.29 feet to the Southwest corner of said 10.00 foot construction easement being the POINT OF BEGINNING;

THENCE continuing along said right-of-way line North 50° 10'07" East, a distance of 10.12 feet to the Northwest corner of said tract;

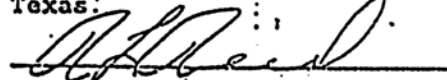
THENCE along the Easterly line of said tract South 48° 31'26" East, a distance of 189.88 feet to a point of curvature to the left from which the curve center bears North 41°28'34" East, a distance of 350.00 feet;

THENCE along said curve to the left having a delta of 8°38'18", a radius of 350.00 feet a long chord South 52° 50'35" East, a distance of 52.72 feet, for an arc length of 52.77 feet to a point in the Westerly line of Tract 1, and the Northeast corner of said tract;

THENCE along the Westerly line of Tract 1, South 17°31'37" West, a distance of 10.36 feet to a P.O.C. on a curve to the right from which the curve center bears North 32° 24'09" East, a distance of 360.00 feet said point being the Southeast corner of said tract;

THENCE Northwesterly along said curve to the right having a delta of 9°04'25", a radius of 360.00 feet, a long chord of North 53° 03'38" West, a distance of 56.95 feet, for an arc length of 57.01 feet to the P.C. of said curve;

THENCE along the Westerly line of said tract North 48° 31'26" West, a distance of 191.41 feet to the POINT OF BEGINNING CONTAINING 0.056 (2,455 sq.ft.) acres of land in Harris County, Texas;


R.L. Reid
(Registered Public Surveyor #2189)
SURV2-4

C-1



EXHIBIT "C-3"

111-74-0085
March 11, 1988

FIELD NOTES

Parcel PR-WB-M-F-85-38

Northeasterly 10' Wide Construction Easement

Being a 0.052 (2,246 sq.ft.) acre tract of land out of a 11.057 acre tract being the remainder out of that certain 21.338 (929,498 sq.ft.) acre tract of land in the James Alston Survey, Abstract No. 100, Harris County, Texas, being the same 21.338 acre tract of land in Deed of Gift, dated September 10, 1982, as recorded by film code 025-89-2134, Harris County Deed Records, from Jannie Failla, to Peter Tony Failla, Frances Elizabeth Williams, Joseph N. Failla and Eleanor Jane Howard, said 0.052 acre tract being more particularly described by metes and bounds as follows;

COMMENCING at a found 5/8" iron rod being the intersection of the Easterly right-of-way line of Roark Road (60.00 feet wide) and the Northerly right-of-way line of West Bellfort Avenue (100.00 feet wide), THENCE along said Easterly right-of-way line of Roark Road North 17°31'32" East, a distance of 919.91 feet to a set 5/8" iron rod for the Northwest corner of said 11.057 acre tract and the Southwest corner of Parcel 17 being recorded in Volume 3583, Page 690, Harris County Deed Records;

THENCE along the Southerly right-of-way line of U.S. Highway 59 North 50°10'07" East, a distance of 203.11 feet to the Southwest corner of said 10.00 foot construction easement being the POINT OF BEGINNING;

THENCE continuing along said right-of-way line North 50°10'07" East, a distance of 10.12 feet to the Northeast corner of said tract;

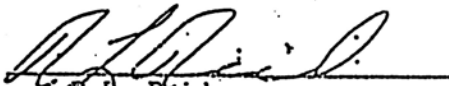
THENCE along the Easterly line of said tract South 48°31'26" East, a distance of 179.18 feet to a point of curve to the left from which the curve center bears North 41°28'34" East, a distance of 280.00 feet;

THENCE along said curve to the left having a delta of 10°26'49", a radius of 280.00 feet, a long chord of South 53°44'51" East, a distance of 50.98 feet for an arc distance of 51.05 feet to a point in the North line of Tract 1, being the Northeast corner of said tract;

THENCE along the North line of Tract 1 South 87°18'34" West, a distance of 17.37 feet to a P.O.C. on a curve to the right from which the curve center bears North 33°53'02" East a distance of 290.00 feet, said point being the Southeast corner of said tract;

THENCE Northwesterly along said curve to the right having a delta of 7°35'32", a radius of 290.00 feet, a long chord of North 52°19'12" West, a distance of 38.40 feet for an arc distance of 38.43 feet to the Point of Curve of said curve;

THENCE along the Westerly line of said tract North 48°31'26" West, a distance of 180.71 feet to the POINT OF BEGINNING CONTAINING 0.052 (2,246 sq.ft.) acres of land in Harris County, Texas.


R.D. Reid
(Registered Public Surveyor #2189)

SURV2-5

EXHIBIT "C-4"

