

A RESOLUTION

AUTHORIZING AND DIRECTING THE GENERAL MANAGER TO EXECUTE AND DELIVER A CONTRACT WITH HEITCO DISTRIBUTING COMPANY, INC. TO SUPPLY AND DELIVER RIVETED BRAKE SHOES AND LININGS AS REQUIRED; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, METRO has a continuing need for riveted brake shoes and linings to service its bus fleets; and

WHEREAS, bids were invited to provide riveted brake shoes and linings for a one-year period with the Heitco Distributing Company, Inc. submitting the lowest responsive and responsible bid;

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

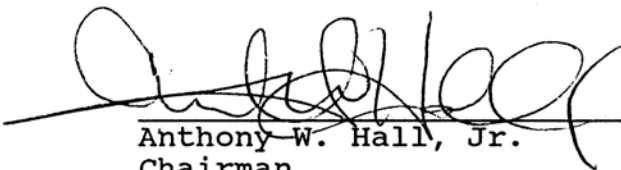
Section 1. The General Manager be and he is hereby authorized and directed to execute and deliver a contract with Heitco Distributing Company, Inc. to supply and deliver riveted brake shoes and linings for a one-year period on an as-needed basis at a cost not to exceed \$657,600.40.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of October, 1991  
APPROVED this 24th day of October, 1991

ATTEST:

  
Assistant Secretary

  
Anthony W. Hall, Jr.  
Chairman

A RESOLUTION

AUTHORIZING AND DIRECTING THE GENERAL MANAGER TO EXECUTE AND DELIVER A CONTRACT WITH DILLARD & WEAVER CONSTRUCTION, INC. FOR CONSTRUCTION OF THE WEST BELLFORT PARK & RIDE LOT; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, METRO invited bids for the construction of the West Bellfort Park & Ride lot; and

WHEREAS, the firm of Dillard & Weaver Construction, Inc. submitted the lowest responsive and responsible bid for this construction project;

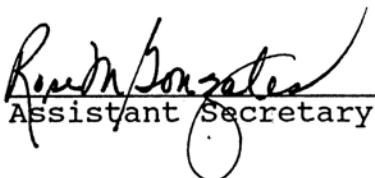
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

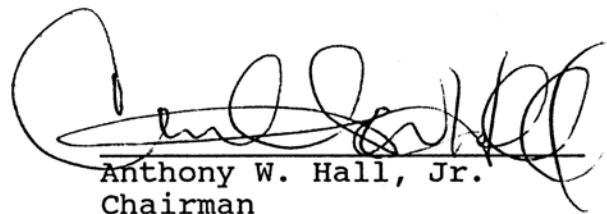
Section 1. The General Manager be and he is hereby authorized and directed to execute and deliver a contract with Dillard & Weaver Construction, Inc. for the construction of the West Bellfort Park & Ride lot at a cost not to exceed \$3,999,100.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of October, 1991  
APPROVED this 24th day of October, 1991

ATTEST:

  
Assistant Secretary

  
Anthony W. Hall, Jr.  
Chairman

A RESOLUTION

AUTHORIZING AND DIRECTING THE GENERAL MANAGER TO EXECUTE AND DELIVER A CONTRACT WITH D-III CONSTRUCTION, INC. FOR MODIFICATIONS TO THE BATTERY-CHARGING ROOM AT THE KASHMERE BUS OPERATING FACILITY; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, METRO invited bids to construct certain modifications to the battery-charging room at the Kashmere Bus Operating facility to increase the capacity and efficiency of this facility; and

WHEREAS, the firm of D-III Construction, Inc. submitted the lowest responsive and responsible bid for these facility modifications;

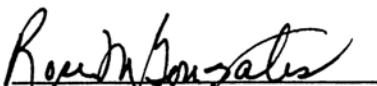
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

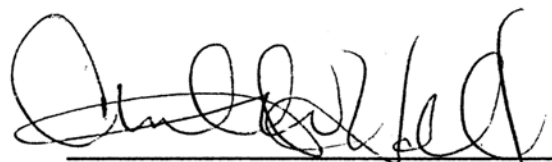
Section 1. The General Manager be and he is hereby authorized and directed to execute and deliver a contract with D-III Construction, Inc. for the construction of modifications to the battery-charging room at the Kashmere Bus Operating facility at a cost not to exceed \$139,888.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of October, 1991  
APPROVED this 24th day of October, 1991

ATTEST:

  
Assistant Secretary

  
Anthony W. Hall, Jr.  
Chairman

A RESOLUTION

AUTHORIZING AND DIRECTING THE GENERAL MANAGER TO EXECUTE AND DELIVER A CONTRACT WITH BILL HAGERMAN ELECTRIC, INC. FOR SUPPLY AND INSTALLATION OF FIVE TRAFFIC SIGNALS; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, as part of the Board of Directors-authorized traffic signal modernization project, METRO invited bids for the supply and installation of traffic signals at the intersections of Westpark Drive at Wood Chase, Wilcrest at South Street, Fondren Road at Fonmeadow, Blodgett at Scott and Caroline and Congress; and

WHEREAS, the firm of Bill Hagerman Electric, Inc. submitted the lowest responsive and responsible bid for the supply and installation of these traffic signals;

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

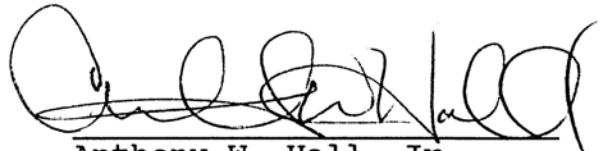
Section 1. The General Manager be and he is hereby authorized and directed to execute and deliver a contract with Bill Hagerman Electric, Inc. for the supply and installation of traffic signals at a cost not to exceed \$446,890.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of October, 1991  
APPROVED this 24th day of October, 1991

ATTEST:

  
Assistant Secretary

  
Anthony W. Hall, Jr.  
Chairman

A RESOLUTION

AUTHORIZING AND DIRECTING THE GENERAL MANAGER TO EXECUTE AND DELIVER A CONTRACT WITH BEYER-SCHINDEWOLF CONSTRUCTION, INC. FOR RECONSTRUCTION OF BEECHNUT STREET FROM THE HOUSTON WEST CITY LIMIT TO THE SOUTHWEST FREEWAY; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the METRO Board of Directors has designated the reconstruction of Beechnut Street between the Houston western city limits and IH610 as a METRO-managed General Mobility project to be constructed in two phases; and

WHEREAS, the firm of Beyer-Schindewolf Construction, Inc. submitted the lowest responsive and responsible bid for the construction of the portion of this project between the Houston western city limits and the Southwest Freeway;

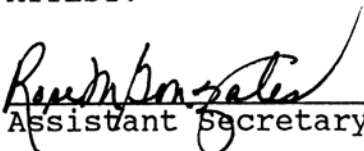
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

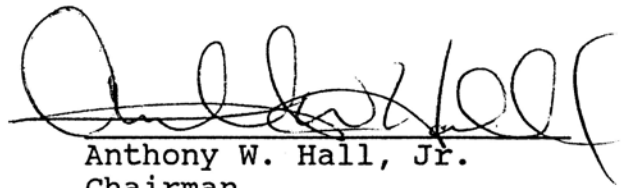
Section 1. The General Manager be and he is hereby authorized and directed to execute and deliver a contract with Beyer-Schindewolf Construction, Inc. for reconstruction of Beechnut Street between the Houston western city limits and the Southwest Freeway at a cost not to exceed \$3,481,853.15.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of October, 1991  
APPROVED this 24th day of October, 1991

ATTEST:

  
Assistant Secretary

  
Anthony W. Hall, Jr.  
Chairman

A RESOLUTION

AUTHORIZING AND DIRECTING THE GENERAL MANAGER TO EXECUTE AND DELIVER A CONTRACT WITH BROWN & ROOT, INC. FOR RECONSTRUCTION OF BEECHNUT STREET BETWEEN THE SOUTHWEST FREEWAY AND IH610; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the METRO Board of Directors has designated the reconstruction of Beechnut Street between the Houston western city limits and IH610 as a METRO-managed General Mobility project to be constructed in two phases; and

WHEREAS, the firm of Brown & Root, Inc. submitted the lowest responsive and responsible bid for the construction of Beechnut Street between the Southwest Freeway and IH610;

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

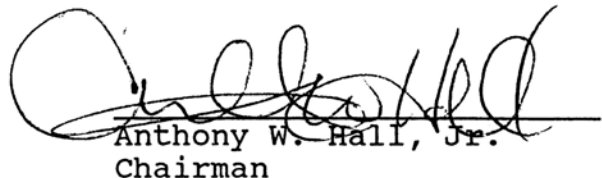
Section 1. The General Manager be and he is hereby authorized and directed to execute and deliver a contract with Brown & Root, Inc. for reconstruction of Beechnut Street between the Southwest Freeway and IH610 at a cost not to exceed \$4,538,675.75.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of October, 1991  
APPROVED this 24th day of October, 1991

ATTEST:

  
Assistant Secretary

  
Anthony W. Hall, Jr.  
Chairman

A RESOLUTION

CERTIFYING ASPHALT OVERLAY OF TWELVE STREETS AND REPAIR OF THE GLOURIE DRIVE BRIDGE AS A PROJECT ELIGIBLE FOR EXPENDITURE OF EXPANDED BASE SALES TAX REVENUE FUNDS BY THE CITY OF HILSHIRE VILLAGE; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, by way of Board Resolution No. 88-29 and subsequent resolutions, the Board of Directors 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 city of Hilshire Village has requested certification of asphalt overlay of twelve streets and repair of the Glourie Drive Bridge; and

WHEREAS, the project has been reviewed by METRO staff and found to be eligible for certification under to the criteria established by the Board;

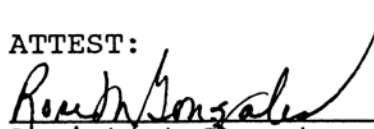
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

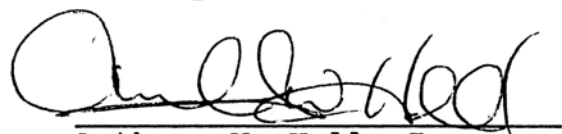
Section 1. The Board of Directors hereby certifies as a project eligible for expenditure of expanded base sales tax revenue by the city of Hilshire Village the asphalt overlay of twelve streets and repair of the Glourie Drive Bridge.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of October, 1991  
APPROVED this 24th day of October, 1991

ATTEST:

  
Assistant Secretary

  
Anthony W. Hall, Jr.  
Chairman

A RESOLUTION

AUTHORIZING AND DIRECTING THE GENERAL MANAGER TO NEGOTIATE, EXECUTE AND DELIVER AN INTERGOVERNMENTAL AGREEMENT WITH THE HOUSTON-GALVESTON COUNCIL FOR THE FISCAL YEAR 1992 UNIFIED PLANNING WORK PROGRAM UNDERTAKING; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the Urban Mass Transportation Administration supports regional transportation planning activities under Section 8(d) of the Urban Mass Transportation Act with the support administered through the Houston-Galveston Area Council; and

WHEREAS, the planning activities are conducted under the Unified Planning Work Program through an intergovernmental agreement between METRO and the Houston-Galveston Area Council; and

WHEREAS, the Board of Directors is of the opinion that it is appropriate to authorize the General Manager to negotiate, execute and deliver an intergovernmental agreement with the Houston-Galveston Area Council for the Fiscal Year 1992 Unified Planning Work Program consisting of further development of the EMME2 transportation model and assessment of a transit Geographic Information System application; and

WHEREAS, the Board of Directors is also of the opinion that it is appropriate to authorize METRO to designate certain METRO incurred salaries and expenses in support of these planning activities as an in-kind match to the Urban Mass Transportation Administration grant to the Houston-Galveston Area Council;

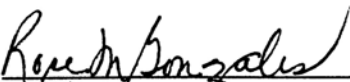
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

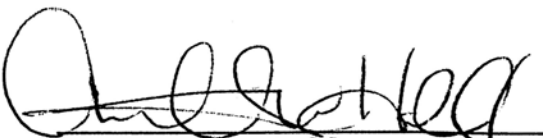
Section 1. The General Manager be and he is hereby authorized and directed to negotiate, execute and deliver an intergovernmental agreement with the Houston-Galveston Area Council for a Fiscal Year 1992 Unified Planning Work Program and to include in said agreement provisions for in-kind salary contribution to be credited as local match for the Urban Mass Transportation Administration-provided funds.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of October, 1991  
APPROVED this 24th day of October, 1991

ATTEST:

  
Assistant Secretary

  
Anthony W. Hall, Jr.  
Chairman

A RESOLUTION

AUTHORIZING AND DIRECTING THE GENERAL MANAGER TO NEGOTIATE, EXECUTE AND DELIVER A CONTRACT WITH RINALDI DESIGN ASSOCIATES, INC. FOR THE PROVISION OF GRAPHIC DESIGN CONSULTATION SERVICES IN SUPPORT OF METRO'S GRAPHICS PROGRAM; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, METRO previously entered into a series of agreements with Rinaldi Design Associates, Inc. to develop and implement METRO's graphic design program for application to METRO's vehicles, facilities, employee uniforms and printed materials; and

WHEREAS, the General Manager has submitted written justification to continue the arrangement with Rinaldi Designs, Inc. to provide these services in order to maintain continuity in METRO's graphics program; and

WHEREAS, the Board of Directors is of the opinion that it is appropriate to continue the arrangement with Rinaldi Designs, Inc. for consultation and design in support of METRO's graphics program;

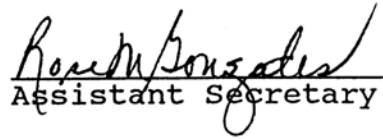
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

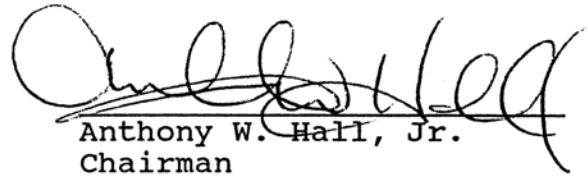
Section 1. The General Manager be and he is hereby authorized and directed to negotiate, execute and deliver a contract with Rinaldi Design Associates, Inc. for a one-year period with the option to extend the contract for up to two additional one-year periods with the cost of the first year of the contract not to exceed \$35,000.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of October, 1991  
APPROVED this 24th day of October, 1991

ATTEST:

  
Assistant Secretary

  
Anthony W. Hall, Jr.  
Chairman

A RESOLUTION

ADOPTING A REVISED FARE STRUCTURE AND FARES FOR THE METROLIFT PROGRAM; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the Board of Directors has reviewed the fare structure and fares charged to patrons of the METROLIFT elderly and disabled services; and

WHEREAS, the Board of Directors is of the opinion that it is appropriate to revise the fare structure and fares to provide quantity discounts for certain of these services;

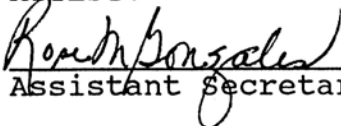
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

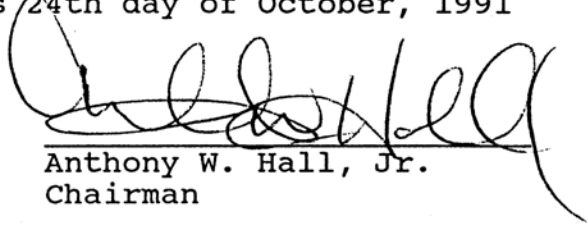
Section 1. The fare structure and fares for the METROLIFT program shall be as set out in Attachment A to this resolution effective December 1, 1991.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of October, 1991  
APPROVED this 24th day of October, 1991

ATTEST:

  
Assistant Secretary

  
Anthony W. Hall, Jr.  
Chairman

FARE STRUCTUREA. Local Fares

1. Base Fare - The base fare for all local routes shall be set at a flat rate.
2. Express Service - A premium fare equal to approximately 1.4 times the base fare shall be set for Express service routes. Express service is defined as those routes which operate at least six miles on a freeway or a major thoroughfare, and have no more than two stops in that six-mile portion.
3. Pass Pricing - Monthly passes for local and express service shall be priced at an equivalent of 47 (rides) times the base fare, less a 25% discount.
4. Token Pricing - Ten-token packs shall be priced at approximately a 20% discount from cash. Individual discounts as identified in Section D will not apply to tokens.

B. Commuter Fares

1. Base Fare - The base fare for commuter service shall be set for premium (point-to-point) service, with a route length of up to ten miles. The commuter base fare will start at approximately twice the local base fare.
2. Incremental Fares - The fare for commuter routes over ten miles in length shall be set according to the number of successive five-mile intervals over which the route length extends. Each five-mile length (beyond the first ten miles) will add another increment to the commuter base fare. For those commuter routes servicing two major activity centers which are more than five miles apart, two sets of fares may be charged as appropriate to the distances traveled. (See Exhibit II for fare increment pricing.)
3. Pass & Ticket Book Pricing - Monthly passes for commuter service shall be priced at an equivalent of 42 (rides) times the appropriate base cash fare, less a 20% discount. Forty-ride ticket books shall be priced at approximately a 15% discount from cash, with ten-ride ticket books priced at one-fourth of the forty-ride ticketbook price.

C. Transfers

1. Free Transfers - All transfers from one METRO route to another of equal or lower fare shall be free. METRO drivers shall issue a transfer slip to any passenger upon receipt of cash, ticket or token fare payment. The transfer is valid for local service only unless punched by the driver to reflect additional fare paid. The transfer is punched and issued according to current operating instructions.
2. Paid Transfers - A passenger with a valid transfer who boards a bus requiring a higher fare than the bus from which he transferred must deposit the fare difference at the time of boarding.

D. Individual Discounts

1. Senior Citizens & Disabled - The fare for senior citizens (persons over 62 years of age) and disabled persons presenting a valid identification shall be approximately 0.5 times the regular fare.
2. Students - The fare for junior high and high school students presenting a valid identification card shall be approximately 0.5 times the regular fare.
3. Children - Children between the ages of 5 and 11 shall ride for a rate of approximately 0.3 times the regular fare. Children under 5 years of age may ride free when accompanied by a fare-paying passenger.

E. METROLift Fares

1. Base Fare - The base fare for all METROLift trips shall be set at a flat rate.
2. Pass Pricing - Monthly passes for METROLift service shall be priced at an equivalent of 42 (rides) times the appropriate base cash fare, less a 20% discount.
3. Ticketbook Pricing - Ten-ride ticketbooks shall be priced at approximately a 15% discount from cash.
4. Pricing Limitations - The METROLift fare shall be set within the requirements established by the Americans with Disabilities Act governing paratransit as a complement to

fixed route service. Individual discounts as identified in Section D will not apply to METROLift fare scrip.

F. Distribution Discounts

1. Ticket Outlets - Ticket outlets that sell a minimum of \$500 of METRO fare scrip monthly will be allowed the following discounts:

	<u>FARE SCRIP TRANSFERRED TO TICKET OUTLET AT:</u>	
	<u>METRO OFFICE</u>	<u>TICKET OUTLET'S LOCATION</u>
Ticket Outlet pays when next issue of fare scrip is received	6%	4%
Ticket Outlet pays according to normal ten-day terms	4%	2%

Ticket Outlets having ten or more separate locations, but having a common delivery to one location, will receive the next higher discount level.

2. RideSponsors - RideSponsors (employers) who purchase quantities of at least 25 ticket books or 25 passes monthly will be allowed the following discounts:

	<u>FARE SCRIP TRANSFERRED TO RIDESPONSOR AT:</u>	
	<u>METRO OFFICE</u>	<u>RIDESPONSOR'S LOCATION</u>
RideSponsor pays when unsold fare scrip is returned	10%	7% (payment by check required)
RideSponsor pays according to normal ten-day terms	7%	5%

3. Community Service Agencies - Non-profit community service agencies who purchase at least 250 tokens, or 250 tickets, or 5 passes, or 5 ticket books monthly will be

allowed a 10% discount. Payment must be made to METRO at the time the fare scrip is received.

- G. Pricing - Fares calculated pursuant to this fare structure shall be rounded down to the nearest 5 cents.

A RESOLUTION

AUTHORIZING AND DIRECTING THE GENERAL MANAGER TO NEGOTIATE, EXECUTE AND DELIVER AN AGREEMENT WITH THE CITY OF HOUSTON AND THE HOUSTON LIGHTING & POWER COMPANY REGARDING RESPONSIBILITY FOR UTILITY RELOCATION COSTS; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, METRO capital construction activities can generally be divided into two categories, mass transit related projects and general mobility projects; and

WHEREAS, when METRO undertakes mass transit related capital construction projects it is responsible for the costs of relocating public utilities in conflict with the construction projects; and

WHEREAS, when METRO undertakes general mobility projects it is acting by virtue of an agreement with another governmental entity which will ultimately own, operate and maintain the general mobility facilities; and

WHEREAS, the responsibility for payment of utility relocation costs is determined by virtue of whether a project is a mass transit related project or a general mobility project; and

WHEREAS, METRO, the city of Houston and the Houston Lighting & Power Company wish to clarify and specify the responsibilities of each of the parties with respect to utility relocation cost payments;

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 an agreement with the city of Houston and the Houston Lighting & Power Company specifying the responsibility for the payment of utility relocation

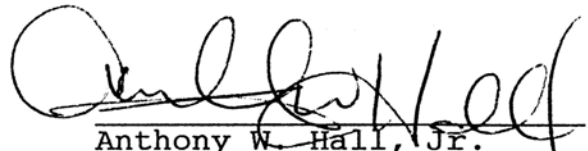
costs for mass transit related projects and general mobility projects in essentially the form attached hereto as Exhibit A.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of October, 1991  
APPROVED this 24th day of October, 1991

ATTEST:

  
\_\_\_\_\_  
Assistant Secretary

  
\_\_\_\_\_  
Anthony W. Hall, Jr.  
Chairman

UTILITY RELOCATION AGREEMENT WITH RESPECT TO  
CERTAIN CITY OF HOUSTON JOINT MOBILITY  
PROJECTS WITH METROPOLITAN TRANSIT AUTHORITY

This agreement is entered into as of the \_\_\_\_ day of \_\_\_\_\_, 1991 by and between the CITY OF HOUSTON, TEXAS (the "City"), a home-rule city, METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS ("METRO"), a body corporate and politic organized and existing pursuant to Article 1118x, Texas Revised Civil Statutes, and HOUSTON LIGHTING & POWER COMPANY ("HL&P"), a Texas corporation.

W-I-T-N-E-S-S-E-T-H:

WHEREAS, the City, pursuant to its home-rule charter and the general laws of the State of Texas, is authorized and empowered to construct and reconstruct roads, streets and bridges within its municipal boundaries; and

WHEREAS, the City is further authorized and empowered by its home-rule charter and laws of the State of Texas to grant franchises to public utilities using the public streets and rights-of-way, and the City has granted such a franchise dated August 21, 1957 to HL&P ("HL&P Franchise") for the purpose of operating its business as an electric utility within the public streets and rights-of-way of the City; and

WHEREAS, pursuant to the HL&P Franchise, HL&P has agreed that "within the streets or other public ways of the City, the location and route of all poles, stubs, guys, anchors, lines, conduits and cables placed and constructed and to be placed and constructed by Company in the construction and maintenance of its electrical lighting and power system in the City, shall be subject to the

reasonable and proper regulation, control and direction of the City, or any City official to whom such duties have been or may be delegated, which regulation and control shall include, but not by way of limitation, the right to require in writing the relocation of Company facilities, exclusive of street lighting and facilities installed for service directly to the City, at Company's cost within the streets or other public ways whenever such shall be reasonably necessary on account of the widening, change of grade, relocation, or other City construction within such streets or public ways"; and

WHEREAS, METRO is authorized by Sections 6(t) and 6(u) of Article 1118x to construct, reconstruct, or maintain any highway, road, thoroughfare or arterial or local street, including any bridge or grade separation (collectively designated herein as "public streets") within its boundaries with the consent of or by way of contract with the municipality in which the public streets are located; and

WHEREAS, the City and METRO have entered into various contractual agreements for improvements to the City's public streets and contemplate continuing to do so in the future; and

WHEREAS, the parties wish to clarify their understanding of HL&P's rights and responsibilities with respect to Utility Relocation Costs, as hereinafter defined, in connection with HL&P's Franchise with the City;

NOW, THEREFORE, in consideration of the premises, the sufficiency and adequacy of which is hereby acknowledged, the parties do hereby agree as follows:

Section 1. Definitions.

(a) "City of Houston Projects" shall mean new street construction, street repair and/or reconstruction, lane additions, grade separations and other improvements to accommodate general and unrestricted automobile and truck traffic on thoroughfares within City-owned rights-of-way undertaken jointly by the City and METRO pursuant to City/METRO Agreements and pursuant to which the project and all appurtenances will become the sole property of the City of Houston; provided, however, that City of Houston Projects shall not be deemed to include any street construction, street repair and/or reconstruction, lane additions, grade separations or other improvements required as a result of or caused by Mass Transit Projects.

(b) "City/METRO Agreements" shall mean those agreements between the City and METRO effective January 1, 1979, November 7, 1979, April 3, 1984, and similar future agreements between the City and METRO which HL&P acknowledges in writing to the City and METRO to constitute City/METRO Agreements for purposes hereof, pursuant to which street construction, street repair and/or reconstruction, lane additions, grade separations and other improvements to accommodate general and unrestricted automobile and truck traffic on thoroughfares within City-owned rights-of-way are undertaken jointly by the City and METRO.

(c) "Mass Transit Projects" shall mean all other transportation improvement projects undertaken or funded by METRO within the City of Houston, which are not designed or intended to accommodate general and unrestricted automobile and truck traffic on thoroughfares within City-owned rights-of-way.

(d) "Utility Relocation Costs" shall mean any and all costs of relocation, adjustment, raising, lowering, rerouting, changing of grade or altering construction of electric lines, conduits, poles, towers, transformers and other electric transmission facilities of HL&P.

Section 2. HL&P to Pay Utility Relocation Costs on City of Houston Projects. HL&P shall pay all Utility Relocation Costs on City of Houston Projects as the term is defined and limited in Section 1(a) above.

Section 3. Notice to HL&P. Whenever the relocation of utilities is reasonably required to accommodate a City of Houston Project, the City shall notify HL&P, in writing, of the requested relocation. In this notice the City shall certify that the project, at its completion, will be completely owned by the City and that it will be utilized for unrestricted and general automobile and truck traffic.

Section 4. METRO Obligations to Pay Other Utility Relocation Costs. METRO and the City expressly acknowledge their understanding and agreement that HL&P shall have no obligation within the City of Houston to pay for Utility Relocation Costs (i) associated with Mass Transit Projects or (ii) street construction, street repair and/or reconstruction, lane additions, grade separations or other improvements required as a result of or caused by Mass Transit Projects. Furthermore, METRO expressly acknowledges to HL&P its obligation pursuant to Section 6(f) of Article 1118x and agrees to pay all of HL&P's Utility Relocation Costs caused by METRO projects located within the City of Houston other than those which HL&P is obligated to pay (i) under this Agreement because they are related to City of Houston Projects, (ii) under similar agreements with other governmental entities or (iii) pursuant to Texas law.

Section 5. Term. This agreement shall have the same term as HL&P's Franchise Agreement with the City.

Section 6. Potential Conflict. In the event of a conflict between this agreement and the franchise (City of Houston, Ordinance No. 57-929), the franchise shall prevail.

EXECUTED AS OF THE DATE set forth above.

ATTEST/SEAL:

CITY OF HOUSTON, TEXAS

\_\_\_\_\_  
City Secretary

By: \_\_\_\_\_  
Mayor

ATTEST/SEAL:

METROPOLITAN TRANSIT AUTHORITY  
OF HARRIS COUNTY, TEXAS

\_\_\_\_\_  
ATTEST/SEAL:

By: \_\_\_\_\_

HOUSTON LIGHTING & POWER COMPANY

By: \_\_\_\_\_

\\HL&P\UTILRE2.AGT

A RESOLUTION

AUTHORIZING AND DIRECTING THE GENERAL MANAGER TO DEVELOP A PROCESS TO SOLICIT INFORMATION FROM THE COMMUNITY TO BE APPROVED AND USED BY THE BOARD AS A BASIS FOR DEVELOPING CONSENSUS ON THE METRO PROGRAM, INCLUDING A FIXED-GUIDEWAY COMPONENT; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, in approving additional "new-start" funding for METRO for fiscal year 1992, the United States Congress indicated that METRO must demonstrate a consensus on its program or programs for utilization of this funding; and

WHEREAS, the Board of Directors is of the opinion that the initial step in demonstrating such a consensus is the development of a process to solicit information from the community regarding community transportation desires and objectives;

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

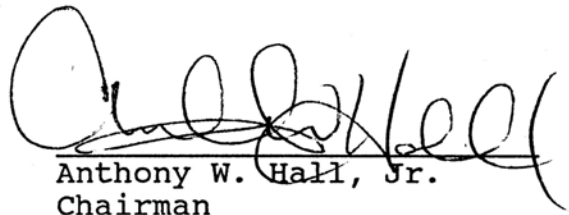
Section 1. The General Manager be and he is hereby authorized and directed to develop a process to solicit information from the community which process is to be approved and used by the Board as a basis for obtaining consensus on the METRO program, including a fixed-guideway project.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of October, 1991.  
APPROVED this 24th day of October, 1991.

ATTEST:

  
Assistant Secretary

  
Anthony W. Hall, Jr.  
Chairman

A RESOLUTION

AUTHORIZING AND DIRECTING THE GENERAL MANAGER TO NEGOTIATE, EXECUTE AND DELIVER A CONTRACT WITH THE UNIVERSITY OF HOUSTON CENTER FOR PUBLIC POLICY FOR DEVELOPMENT OF A SMALL-AREA DEMOGRAPHIC MODEL FOR HOUSTON AND TO PROVIDE OTHER SMALL-AREA CENSUS ESTIMATES FOR PLANNING PURPOSES; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, METRO has a continuing need for data on residential patterns, employment, shopping and other activities impacting transportation requirements for planning purposes generated at a more detailed level than that provided by census tracts; and

WHEREAS, this information was previously developed and made available through the Rice Center which has ceased operation; and

WHEREAS, the University of Houston Center for Public Policy is undertaking to assemble public and private entities with a requirement for this type of information to support the development of small-area demographic models; and

WHEREAS, the Board of Directors is of the opinion that it is reasonable and appropriate for METRO to participate in supporting development of such small-area demographic models through funding support to the University of Houston Center for Public Policy;

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 an agreement with the University of Houston Center for Public Policy for development

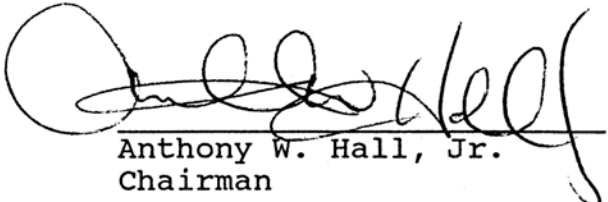
of small-area demographic models for the Houston region and for the provision of related census and other estimates to METRO for planning purposes. The General Manager is authorized to commit up to \$25,000 annually for up to three years for the development of such a model and access to the data generated therefrom. This authorization is contingent upon the University of Houston Center for Public Policy securing similar commitments from other entities adequate to fund the level of activities required to meet METRO's needs.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of October, 1991  
APPROVED this 24th day of October, 1991

ATTEST:

  
Assistant Secretary

  
Anthony W. Hall, Jr.  
Chairman

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE, EXECUTE AND DELIVER AN APPROPRIATE AGREEMENT OR AGREEMENTS TO ACQUIRE APPROXIMATELY 8.7441 ACRES OF LAND AS THE SITE FOR THE SOUTH FREEWAY TRANSIT CENTER; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, construction and operation of a transit center in the vicinity of SH288 and Airport Boulevard is part of METRO's Phase 2 Regional Mobility plan; and

WHEREAS, the METRO Board of Directors has previously authorized acquisition of a site for this transit center in the vicinity of SH288 and Airport Boulevard and negotiations with the property owner have been conducted; and

WHEREAS, negotiations for acquisition of the originally-authorized site have been unsuccessful; and

WHEREAS, the Houston Livestock Show and Rodeo has recently acquired approximately 220 acres of land on the west side of SH288 in the vicinity of Airport Boulevard and has offered to sell to METRO a portion of this property for use as a South Freeway Transit Center; and

WHEREAS, the Board of Directors is of the opinion that the site offered by the Houston Livestock Show and Rodeo fully meets METRO's needs for transit service in this area and affords METRO the opportunity to proceed with this project expeditiously;

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 an agreement or agreements to acquire approximately 8.7441 acres of land in the vicinity of SH288 and Airport Boulevard from the Houston Livestock Show and Rodeo for use as the site of the South Freeway Transit Center at a cost of \$1.05 per square foot.


Section 2. The General Manager be and he is hereby further authorized and directed to undertake all administrative actions reasonable and necessary to complete the acquisition of this property including the execution of all deeds, contracts of sale or other documents necessary.

Section 3. This resolution is effective immediately upon passage.

PASSED this 24th day of October, 1991  
APPROVED this 24th day of October, 1991

ATTEST:

  
Assistant Secretary

  
Anthony W. Hall, Jr.  
Chairman