

A RESOLUTION

PROVIDING DIRECTION TO STAFF ON FURTHER DEVELOPMENT OF THE FIXED GUIDEWAY ALTERNATIVE COMPONENT OF THE PHASE 2 REGIONAL MOBILITY PLAN; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the private sector has responded to METRO's Invitation for Expressions for development of the fixed guideway alternative of the Phase 2 Regional Mobility Plan; and

WHEREAS, the private sector has made a number of recommendations with respect to the form and substance of a Request for Proposals for development of a fixed guideway system; and

WHEREAS, METRO staff has consulted with the Urban Mass Transportation Administration with respect to conforming the privatization process with the Federal Alternatives Analysis/ Environmental Impact Statement process; and

WHEREAS, the Board of Directors has reviewed the private sector recommendations and the Federal Alternatives Analysis/ Environmental Impact Statement process and is of the opinion that it should provide direction to staff on the further development of the fixed guideway system alternative to be considered along with a Do-Nothing alternative, a TSM alternative and a Better-Bus alternative;

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

Section 1. In order to provide a conceptual alignment for the guideway alternative and for the purpose of permitting private sector proposals to be prepared on a common baseline, the Board

hereby directs METRO staff to pursue further private sector development of the fixed guideway alternative, as a part of the ongoing Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) process for the year 2000 fixed guideway element of the Phase 2 Regional Mobility Plan as follows:

a) The conceptual horizontal alignment of the year 2000 portion of the fixed guideway alternative, shall be as illustrated in Figure 1 attached hereto and as described in Appendix "A" also attached hereto.

b) The conceptual vertical alignment of the AA/DEIS fixed guideway alternative for the minimum operable segment (MOS) shall be either all aerial or a combination of aerial and subway, providing a fully grade separated alignment, as described in Appendix "A" attached hereto.

c) Consider a guideway technology envelope that includes light rail, monorail, magnetic levitation, automated guideway transit (AGT) and guided bus.

d) METRO's Request for Proposals (RFP) shall require that the responses include design, construction, maintenance for a predetermined period of time and equipment necessary for the fully operational fixed guideway element of the Phase 2 Regional Mobility Plan for the year 2000.

e) The proposals shall include operating costs for the fixed guideway element for a predetermined period of time, to be exercised at METRO's option, followed by transfer of the element to METRO.

f) The RFP shall require the specification of the vendor's proposed private financing to be exercised at METRO's option.


Section 2. The staff is directed to proceed with such meetings as appropriate to fully inform the public with regard to the alignments, technologies, environmental impacts and other aspects of the fixed guideway component described herein. Staff has the flexibility to alter this alignment based on public input and other data developed during the AA/DEIS process.

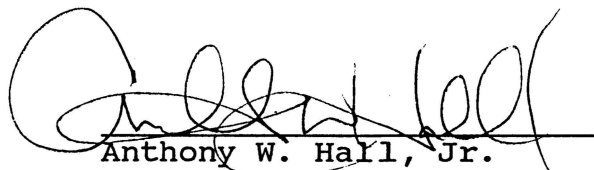
Section 3. The staff is further directed to incorporate the private sector development of the fixed guideway component as specified herein in the revised Alternatives Analysis/Draft Environmental Impact Statement process.

Section 4. This resolution is effective immediately upon passage.

PASSED this 5th day of April, 1990.
APPROVED this 5th day of April, 1990.

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

APPENDIX "A"

The proposed alignment as reflected as reflected on Figure 1, meets the requirements outlined in the January 1988 referendum, responds to suggestions that were made during the research effort of 1989 and is estimated to be within the \$1.09 billion Phase 2 budget. The year 2000 portion of the system would service downtown Houston, Greenway Plaza, Uptown/Galleria and Texas Medical Center and the Astrodome and would connect the University of Houston Central Campus, Texas Southern University and Fourth Ward areas with downtown. The Fourth Ward/University line would serve the George R. Brown Convention Center and the future Luminaire Houston project. Figure 1 also reflects potential extensions beyond the year 2000 to other suburban and urban areas.

Of the Phase 2 system, an 11.3-mile initial minimal operable segment (MOS) is proposed that is, for the most part, within the study corridor which was identified in July 1986 as part of the UMTA required Alternatives Analysis Draft Environmental Impact Statement (AA/DEIS) scoping process. Following the UMTA-defined process, METRO intends to submit a revised AA/DEIS on the MOS to UMTA this November.

Appendix "A" (Page 2)

The MOS would begin in downtown, run along Richmond Avenue, and transition to Westheimer Street by way of Timmons Lane, thus serving inner city neighborhoods, Greenway Plaza and Uptown/Galleria. The line would proceed along Sage Road to parallel the Southwest Freeway to the Hillcroft Transit Center. The MOS is intended to provide high-speed service to the areas of highest density and to reduce the number of required transfers.

The MOS has two conceptual alternative vertical alignments:

- 1) An all-aerial alignment between the University of Houston downtown campus and Jefferson, running in a two-street couplet on Milam and Travis. Just north of Pierce Elevated, the two single tracks would converge into a double-track guideway above Travis. The remainder of the aerial alignment would continue as previously described.
- 2) A subway section along Main Street from north of downtown to just south of Pierce Elevated, south of Pierce Elevated the alignment would be aerial following Travis, Richmond and Timmons. The alignment would again enter a subway section under Westheimer until the intersection of Sage and Alabama. At that point, the alignment would continue on to Hillcroft adjacent to the Southwest Freeway in an aerial configuration.

TMC
Ours



A RESOLUTION

APPROVING PLANS AND SPECIFICATIONS AND A REVISED SCOPE OF WORK FOR RECONSTRUCTION OF LIBERTY ROAD BETWEEN HIRSCH ROAD AND THE EASTEX FREEWAY AS A TRANSPORTATION IMPROVEMENT PROJECT IN CONJUNCTION WITH THE CITY OF HOUSTON; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the Board of Directors has previously designated reconstruction of Liberty Road between Hirsch Road and the Eastex Freeway as a joint transportation improvement project with the city of Houston; and

WHEREAS, plans and specifications for this project have been prepared and submitted for METRO review; and

WHEREAS, the Board of Directors is of the opinion that it is appropriate to approve of the plans and specifications in order for the city of Houston to construct this joint transportation improvement project;

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

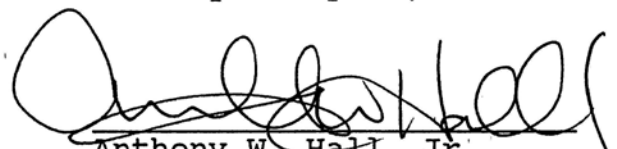
Section 1. The plans and specifications for the reconstruction of Liberty Road between Hirsch Road and the Eastex Freeway including the revised scope of work as presented are hereby approved.

Section 2. This resolution is effective immediately upon passage.

PASSED this 26th day of April, 1990.
APPROVED this 26th day of April, 1990.

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

APPROVING PLANS AND SPECIFICATIONS AND A REVISED SCOPE OF WORK FOR RECONSTRUCTION OF IRVINGTON BOULEVARD BETWEEN CROSTIMBERS AND WEST HARDY AS A TRANSPORTATION IMPROVEMENT PROJECT IN CONJUNCTION WITH THE CITY OF HOUSTON; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the Board of Directors has previously designated reconstruction of Irvington Boulevard between Crosstimbers and West Hardy as a joint transportation improvement project with the city of Houston; and

WHEREAS, plans and specifications for this project have been prepared and submitted for METRO review; and

WHEREAS, the Board of Directors is of the opinion that it is appropriate to approve of the plans and specifications in order for the city of Houston to construct this joint transportation improvement project;

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

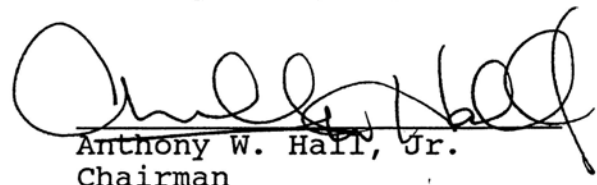
Section 1. The plans and specifications for the reconstruction of Irvington Boulevard between Crosstimbers and West Hardy as presented are hereby approved.

Section 2. This resolution is effective immediately upon passage.

PASSED this 26th day of April, 1990.
APPROVED this 26th day of April, 1990.

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

AGENDA ITEM NO.
FUTURE PROGRAMS

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE, EXECUTE AND DELIVER A MODIFICATION TO THE CONTRACT WITH DE ANDA ENGINEERING, INC. FOR DESIGN OF MODIFICATIONS TO THE WESTWOOD PARK & RIDE LOT; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, De Anda Engineering, Inc. has been engaged to design improvements to the Westwood Park & Ride lot as part of the Southwest Freeway Transitway project; and

WHEREAS, the city of Houston has imposed additional requirements on intersection and signage design for the entrance roads which necessitate additions to the original design and METRO has identified additional pavement rehabilitation and other modifications necessary to the existing facility to accommodate operations on the modified facility which design changes exceed the General Manager's authority to approve;

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

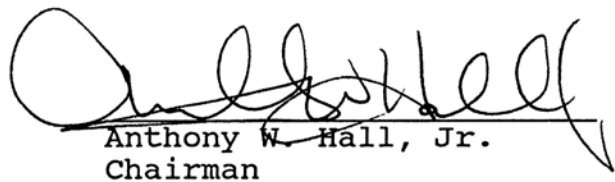
Section 1. The General Manger be and he is hereby authorized and directed to negotiate, execute and deliver a modification to the contract with De Anda Engineering, Inc. for architectural and engineering design services for the modification to the Westwood Park & Ride lot in an amount not to exceed \$20,000.

Section 2. This resolution is effective immediately upon passage.

PASSED this 26th day of April, 1990.
APPROVED this 26th day of April, 1990.

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

APPROVING PLANS AND SPECIFICATIONS AND A REVISED SCOPE OF WORK FOR RECONSTRUCTION OF LOCKWOOD DRIVE BETWEEN KELLEY AND IH-610 AS A TRANSPORTATION IMPROVEMENT PROJECT IN CONJUNCTION WITH THE CITY OF HOUSTON; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the Board of Directors has previously designated reconstruction of Lockwood Drive between Kelley and IH-610 as a joint transportation improvement project with the city of Houston; and

WHEREAS, plans and specifications for this project have been prepared and submitted for METRO review; and

WHEREAS, the Board of Directors is of the opinion that it is appropriate to approve of the plans and specifications in order for the city of Houston to construct this joint transportation improvement project;

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


Section 1. The plans and specifications for the reconstruction of Lockwood Drive between Kelley and IH-610 as presented are hereby approved.

Section 2. This resolution is effective immediately upon passage.

PASSED this 26th day of April, 1990.
APPROVED this 26th day of April, 1990.

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER A CONTRACT WITH SOUTHWESTERN BELL TELEPHONE COMPANY FOR PURCHASE OF THE EXISTING TELEPHONE SYSTEM CABLE PLANT AT THE KASHMERE BUS OPERATING FACILITY; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, when the Kashmere Bus Operating Facility was constructed, the telephone system was installed and owned by the Southwestern Bell Telephone Company in accordance with the prevailing practices at the time; and

WHEREAS, subsequent changes in the structure of the telephone industry have made it cost effective for METRO to own the telephone system; and

WHEREAS, METRO has invited bids and entered into a contract for the purchase of a telephone system for the Kashmere Bus Operating Facility; and

WHEREAS, the purchase of the Southwestern Bell-owned cable plant at the Kashmere Bus Operating Facility is desirable to avoid incurring monthly service and use charges; and

WHEREAS, the General Manager has submitted written justification for the single-source acquisition of the cable plant from Southwestern Bell Telephone Company;

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

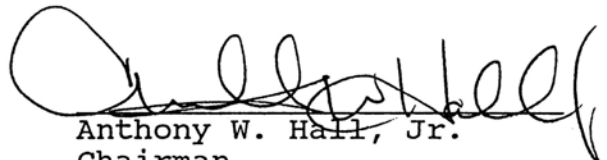
the Southwestern Bell Telephone Company for the purchase of the cable plant installed at METRO's Kashmere Bus Operating Facility at a cost not to exceed \$14,116.00.

Section 2. This resolution is effective immediately upon passage.

PASSED this 26th day of April, 1990.
APPROVED this 26th day of April, 1990.

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE AND DELIVER A CONTRACT WITH D.L. MEACHAM CONSTRUCTION COMPANY, INC. FOR REPAINTING OF THE POLK BUS OPERATING FACILITY; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, METRO invited bids for repainting of the Polk Bus Operating Facility; and

WHEREAS, the firm of D.L. Meacham Construction Company, Inc. submitted the lowest responsive and responsible bid;

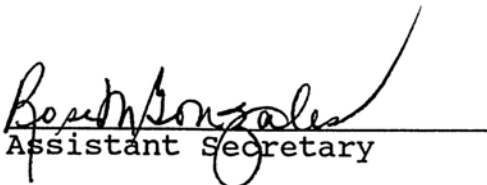
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:


Section 1. The General Manager be and he is hereby authorized and directed to execute and deliver a contract with D.L. Meacham Construction Company, Inc. for the repainting of the Polk Operating Facility at a cost not to exceed \$133,585.00.

Section 2. This resolution is effective immediately upon passage.

PASSED this 26th day of April, 1990.
APPROVED this 26th day of April, 1990.

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE AND DELIVER A CONTRACT WITH MILAM AND COMPANY PAINTING, INC. FOR REPAINTING OF THE HIRAM CLARKE BUS OPERATING FACILITY; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, METRO invited bids for repainting of the Hiram Clarke Bus Operating Facility; and

WHEREAS, the firm of Milam and Company Painting, Inc. submitted the lowest responsive and responsible bid;

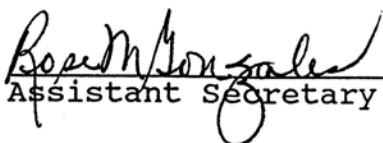
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

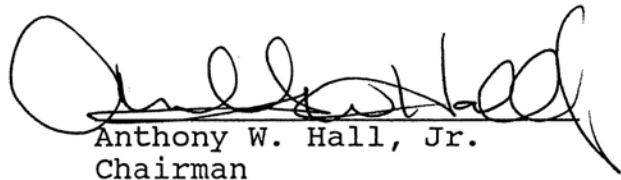
Section 1. The General Manager be and he is hereby authorized and directed to execute and deliver a contract with Milam and Company Painting, Inc. for the repainting of the Hiram Clarke Operating Facility at a cost not to exceed \$196,935.00.

Section 2. This resolution is effective immediately upon passage.

PASSED this 26th day of April, 1990.
APPROVED this 26th day of April, 1990.

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE AND DELIVER A CONTRACT TO I.O.I. SYSTEMS, INC. FOR CONSTRUCTION OF IMPROVEMENTS TO YALE STREET BETWEEN CROSSTIMBERS AND TIDWELL; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, by way of Resolution 87-40, the Board of Directors designated reconstruction of Yale Street between Crosstimbers and Tidwell as a joint transportation improvement project with the city of Houston; and

WHEREAS, bids have been invited for construction of this joint project with the firm of I.O.I. Systems, Inc. submitted the lowest responsive and responsible bid;

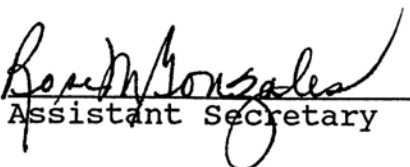
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

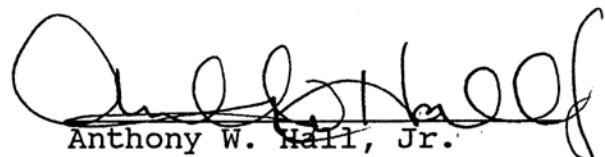
Section 1. The General Manager be and he is hereby authorized and directed to execute and deliver a contract with I.O.I. Systems, Inc. for reconstruction of Yale Street from Crosstimbers to Tidwell in an amount not to exceed \$5,428,120.25.

Section 2. This resolution is effective immediately upon passage.

PASSED this 26th day of April, 1990.
APPROVED this 26th day of April, 1990.

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE AND DELIVER A CONTRACT WITH CENTRAL DELIVERY SERVICE FOR COURIER SERVICE FOR A THREE-YEAR PERIOD; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, METRO invited bids to provide courier services for a three-year period with the firm of Sonlife Corporation being the lowest responsive and responsible bidder; and

WHEREAS, subsequent to execution of the contract with Sonlife Corporation, it defaulted due to failure to meet insurance requirements; and

WHEREAS, Central Delivery Service was the second low bidder and is able to meet all contract requirements;

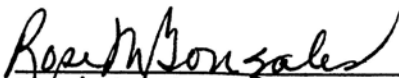
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:


Section 1. The General Manager be and he is hereby authorized and directed to execute and deliver a contract for courier services for a three-year period with Central Delivery Services in an amount not to exceed \$317,483.00.

Section 2. This resolution is effective immediately upon passage.

PASSED this 26th day of April, 1990.
APPROVED this 26th day of April, 1990.

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

APPROVING AND ADOPTING A FISCAL YEAR 1991 PROGRAM OF PROJECTS FOR METRO'S SECTION 9 GRANT APPLICATION TO THE URBAN MASS TRANSPORTATION ADMINISTRATION; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the Board of Directors by way of Resolution No. 89-60 modified the Phase 2 Regional Mobility Plan to include a median transitway on U.S. Highway 59 North (Eastex Freeway) and directed staff to seek funding assistance for this project from the Department of Transportation's Urban Mass Transportation Administration; and

WHEREAS, funding is available for the first phase of this Eastex Freeway Transitway from the Houston Central Business District to the vicinity of Tidwell through the formula allocation of Urban Mass Transportation Administration grant fund; and

WHEREAS, the Board of Directors is of the opinion that it is appropriate to designate construction of the first segment of the Eastex Freeway Transitway as the Program of Projects for fiscal year 1991 Section 9 grant purposes;

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

Section 1. The fiscal year 1991 Program of Projects for METRO's Urban Mass Transportation Administration Section 9 grant funds is hereby designated to be Segment 1 of the Eastex Freeway Transitway with approximate limits being the Houston Central Business District and Tidwell as described in Attachment 1 hereto.

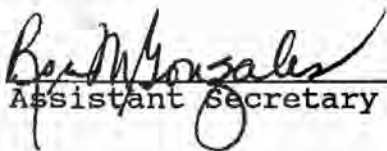
Section 2. The General Manager be and he is hereby authorized to hold the requisite public hearings and undertake all other reasonable and necessary administrative actions to prepare and submit a grant application for the fiscal year 1991 Section 9 grant funds to the Urban Mass Transportation Administration in accordance with this resolution.

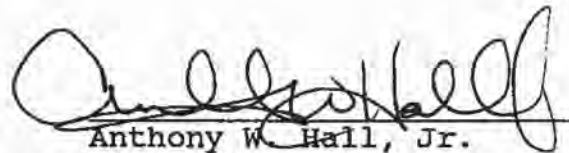
Section 3. The General Manager further and he is hereby authorized and directed to execute any resulting grant agreement with the Urban Mass Transportation Administration.

Section 4. This resolution is effective immediately upon passage.

PASSED this 26th day of April, 1990.
APPROVED this 26th day of April, 1990.

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's Phase 2 Regional Mobility Plan incorporates a projection of service requirements within the METRO area through the year 2000; and

WHEREAS, for planning purposes METRO operates using a five-year projection of service needs with annual increments provided for by way of the annual capital operating and capital budgets; and

WHEREAS, the Board of Directors is of the opinion that it is appropriate to adopt a current five-year service program in order to provide guidance to METRO staff on operating and capital needs in the near term;

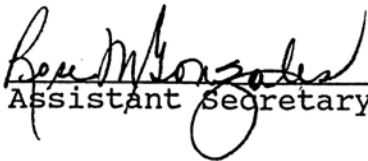
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

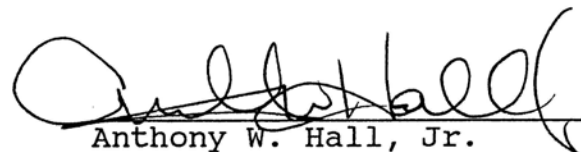
Section 1. The five-year service program for the years 1991 through 1995 as described in Attachment A hereto is hereby adopted; provided, however, that the service plan may be amended or otherwise adjusted or modified as the Board of Directors determines necessary and, provided, further, that adoption of this service plan does not, in and of itself, approve or authorize the specific capital facilities or projects contained therein.

Section 2. This resolution is effective immediately upon passage.

PASSED this 26th day of April, 1990.
APPROVED this 26th day of April, 1990.

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE, EXECUTE AND DELIVER A SUPPLEMENTAL AGREEMENT WITH THE TEXAS STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION TO THE MASTER TRANSITWAY OPERATIONS AND MAINTENANCE AGREEMENT IN ORDER ACCOMMODATE A SPECIAL ACCESS TO THE KATY FREEWAY TRANSITWAY DURING KATY FREEWAY RECONSTRUCTION; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, METRO has previously into a master operations and maintenance agreement for all transitways with the Texas State Department of Highways and Public Transportation; and

WHEREAS, the Texas State Department of Highways and Public Transportation will soon be undertaking reconstruction of portions of the Katy Freeway; and

WHEREAS, traffic safety and traffic flow could be improved if a portion of the mainlane traffic flow is diverted to the Katy Freeway Transitway during hours that the transitway would otherwise not be in operation; and

WHEREAS, the Board of Directors is of the opinion that it is appropriate to authorize the modification of the master operations and maintenance agreement to accommodate this special operating condition on the Katy Freeway Transitway during freeway reconstruction.

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 supplemental

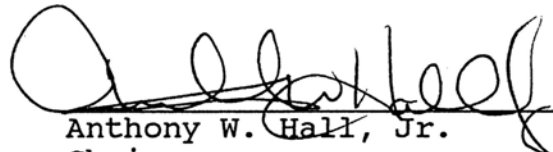
agreement to the transitway master operations and maintenance agreement with the Texas State Department of Highways and Public Transportation in order to permit diversion of mainlane traffic flow to the Katy Freeway Transitway during hours when the transitway is not in normal operation.

Section 2. This resolution is effective immediately upon passage.

PASSED this 26th day of April, 1990.
APPROVED this 26th day of April, 1990.

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE WITH STEWART & STEVENSON SERVICES, INC., CATERPILLAR, INC. AND EAGLE INTERNATIONAL, INC. FOR PURCHASE OR RETROFIT OF BUSES TO TEST ALTERNATIVE FUELS OR ENHANCED EXHAUST EMISSION CONTROL SYSTEMS; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, Federal and State laws and regulations designed to reduce diesel engine exhaust emissions and improve air quality dictate that public transit vehicle operators introduce vehicles with low exhaust emissions into their fleets commencing in 1991; and

WHEREAS, the transit industry has not yet standardized on transit vehicle power plants meeting the more stringent exhaust emission requirements; and

WHEREAS, the most promising technologies for reduced exhaust emissions appear to be alternative-fueled vehicles such as those powered by compressed natural gas or vehicles equipped with more complex exhaust emission controls such as particulate traps; and

WHEREAS, in view of the impending requirements to acquire and operate improved exhaust-emission vehicles, it is the opinion of the Board of Directors that METRO should accelerate its research and development test programs to identify the most desirable forms of alternative-fueled vehicles or stringently-controlled diesel-exhaust emission vehicles; and

WHEREAS, the General Manager has proposed a research and development test program to test and evaluate a number of reduced-emission vehicles; and

WHEREAS, the Board of Directors is of the opinion that it is appropriate to authorize the General Manager to negotiate for the purchase of certain test vehicles and/or the modification of existing vehicles to conduct a research and development test and evaluation program;

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

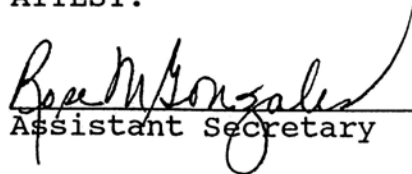
Section 1. The General Manager be and he is hereby authorized and directed to negotiate with Stewart & Stevenson Services, Inc. for the purchase of up to twenty (20) standard forty-foot public transit buses for research and development purposes with said vehicles being equipped with either compressed natural gas engines, standard diesel engines with exhaust particulate traps, vehicles equipped with modified air-intake systems and vehicles to provide a baseline configured with conventional Detroit Diesel engines and Allison transmissions.

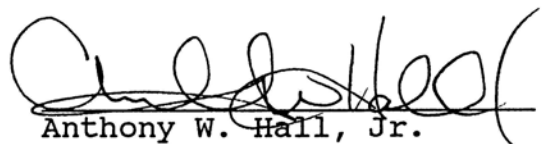
Section 2. The General Manager be and he is hereby authorized to negotiate with Caterpillar, Inc. and Eagle International, Inc. for the retrofitting of up to five (5) Eagle commuter park & ride buses with compressed natural gas engines.

Section 3. This resolution is effective immediately upon passage.

PASSED this 26th day of April, 1990.
APPROVED this 26th day of April, 1990.

ATTEST:


Assistant Secretary


Anthony W. Hall, Jr.
Chairman