

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE, EXECUTE AND DELIVER A CONTRACT WITH G & P ENGINEERING COMPANY TO PERFORM A FREQUENCY AND PATH ANALYSIS FOR A METRO MICROWAVE SYSTEM; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, in order to improve communications systems reliability and reduce operating costs, METRO is developing a microwave communication system between its facilities; and

WHEREAS, a prerequisite to attaining licensing for a microwave system is the development of a frequency and path analysis; and

WHEREAS, the Board of Directors has reviewed the qualifications of firms that provide this frequency and path analysis and determined that the firm of G & P Engineering Company is the most qualified to perform these 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 negotiate, execute and deliver a contract with G & P Engineering Company to perform a frequency and path analysis for a METRO microwave communication system at a cost not to exceed \$60,000.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of August, 1989.
APPROVED this 24th day of August, 1989.

ATTEST:


Assistant Secretary

 9-6-89
Robert C. Lanier
Chairman

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO MODIFY THE CONTRACTS WITH GEOTEST ENGINEERING, LAW ENGINEERING, MURILLO ENGINEERING AND TERRA-MAR; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, METRO has entered into contracts with the firms of Geotest Engineering, Law Engineering, Murillo Engineering and Terra-Mar for materials testing services; and

WHEREAS, each of the firms have performed satisfactorily and it is desirable to extend the performance period under each contract for an additional one year period;

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 modifications to each of the following contracts for materials testing services by extending the contracts for an additional year and increasing each contract amount by \$160,000. The contracts are with the following firms:

- A) Geotest Engineering (Contract Number D80257C)
- B) Law Engineering (Contract Number D80258C)
- C) Murillo Engineering (Contract Number D80259C)
- D) Terra-Mar (Contract Number D80260C)

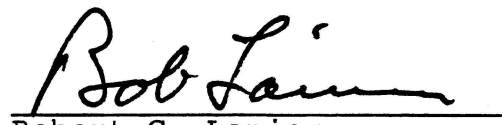
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Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of August, 1989.
APPROVED this 24th day of August, 1989.

ATTEST:


Assistant Secretary


Robert C. Lanier
Chairman

A RESOLUTION

DESIGNATING PROJECTS TO BE CONSTRUCTED UNDER THE GENERAL MOBILITY PROGRAM; APPROVING THE CONCEPT OF GENERAL MOBILITY IMPROVEMENTS IN THE UPTOWN AREA; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the Phase 2 Mobility Program adopted by the METRO Board of Directors by way of Resolution No. 87-110 on October 22, 1987 and approved by the voters on January 16, 1988 establishes a General Mobility program for the funding and construction of transportation improvement projects intended to improve the local street network and thus increase general mobility throughout the METRO region; and

WHEREAS, the Board of Directors has adopted by way of Resolution No. 88-49 criteria to determine which projects should be funded and constructed under the General Mobility Program; and

WHEREAS, the Board of Directors has reviewed a staff listing prioritizing candidate projects using the Board-adopted criteria and believes that a number of those projects should be designated for funding and construction under the General Mobility Program; and

WHEREAS, the Board of Directors has also reviewed the concept of a number of projects in the Uptown area and believes that development of these projects should be pursued to the point where they may be considered for designation as general mobility projects;

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

Section 1. The projects identified on the list which is attached hereto as Exhibit A are hereby designated as approved general mobility projects for funding and construction under the General Mobility Program.


Section 2. The General Manager be and he is hereby authorized and directed to undertake such actions as are reasonable and necessary to develop said general mobility projects in accordance with METRO's usual customs and practices and applicable Board of Directors' adopted policies. This authorization includes but is not limited to the General Manager's being authorized to seek the necessary concurrence for these projects from the affected jurisdictions and to negotiate such agreements with those jurisdictions as appropriate.


Section 3. The projects identified on the list attached hereto as Exhibit B are hereby approved in concept for further development to the point where it is appropriate to consider them for designation as general mobility projects, but not to go beyond the Preliminary Engineering Report.

Section 4. This resolution is effective immediately upon passage.

PASSED this 24th day of August, 1989.
APPROVED this 24th day of August, 1989.

ATTEST:


Assistant Secretary


Robert C. Lanier
Chairman

PROJECTS RECOMMENDED FOR DESIGNATION

SEQUENCE NUMBER	PROJECT	OPENING DAY ADT	PRIVATE SECTOR CONTRIBUTION	OTHER PUBLIC PARTICIPATION	METRO CONTRIBUTION	TOTAL ESTIMATED PUBLIC COST	TOTAL ESTIMATED COST	B/C RATIO WITH SALVAGE VALUE **
C 1	GESSNER @ IH-10 INTERSECTION IMPROVEMENTS CONSTRUCTION OF RIGHT-TURN LANES AT GESSNER APPROACHES. (METRO COST \$1.08 MILLION, PRIVATE SECTOR COST \$0.2 MILLION) TOTAL EXISTING ADT 43,000. RECOMMENDED BY DEVELOPER	43,000	\$200,000	\$0	\$1,084,000	\$1,084,000	\$1,284,000	78.23
C 2	WEST RD: SAM HOUSTON TOLL ROAD TO 4800 FT. WEST OF TOLL ROAD CONSTRUCT A NEW 4-LANE DIVIDED CONCRETE CURB AND GUTTER ROADWAY - 0.91 MILES. WEST RD. IS A 4-LANE DIVIDED ROAD WEST OF THE PROJECT; IT DOES NOT EXIST EAST OF THE TOLL ROAD. (METRO COST \$ 2.8 MILLION, PRIVATE \$.8 MILLION) ESTIMATED OPENING DAY ADT 10,550. RECOMMENDED BY DEVELOPER.	10,550	\$840,000	\$0	\$2,800,000	\$2,800,000	\$3,440,000	89.58
C 3	KIRBY: OLD SPANISH TRAIL TO IH-610 WIDEN FROM A 4-LANE DIVIDED CONCRETE CURB AND GUTTER ROAD TO A 6-LANE CONCRETE CURB AND GUTTER ROADWAY - 0.97 MILES. KIRBY IS 8-LANE DIVIDED NORTH OF OST AND 4-LANE DIVIDED SOUTH OF IH-610. (METRO COST \$ 1.8 MILLION) ESTIMATED OPENING DAY ADT 23,100. RECOMMENDED BY SOUTH MAIN CENTER ASSOCIATION.	23,100	\$0	\$0	\$1,620,000	\$1,620,000	\$1,620,000	56.08
C 4	UPTOWN HOUSTON SYSTEM MOBILITY IMPROVEMENTS SEE ATTACHMENT B.							
C 5	REED: CRESTMONT TO MYKAWA CONSTRUCT A NEW 4-LANE DIVIDED CONCRETE CURB AND GUTTER ROADWAY - 0.75 MILES. REED IS A 2-LANE ROAD WEST OF CRESTMONT AND DOES NOT EXIST EAST OF MYKAWA. (METRO COST \$2.5 MILLION) ESTIMATED OPENING DAY ADT 14,243. RECOMMENDED BY CITY OF HOUSTON	14,243	\$0	\$0	\$2,520,000	\$2,520,000	\$2,520,000	32.15
C 6	NORTHWEST COMPUTER CONTROLLED TRAFFIC SIGNAL SYSTEM ADVANCED COMPUTER CONTROLLED SIGNAL SYSTEM TO OPTIMIZE AND COORDINATE SIGNAL TIMING AND AUTOMATICALLY MONITOR SIGNAL OPERATIONS IN THE AREA BOUNDED BY FULTON, LITTLE YORKVICTORY, ELLAWHEATLY, AND IH610/NORTH LOOP. (METRO COST \$2.5 MILLION) (23,800 DAILY VEHICLE HOURS TRAVELED)	N/A	\$0	\$0	\$2,500,000	\$2,500,000	\$2,500,000	31.40
C 7	HAMMERLY: CRESTDALE TO BINGLE WIDEN FROM A 2-LANE ASPHALT OPEN DITCH AND 2-LANE CONCRETE CURB AND GUTTER ROADWAY TO A 4-LANE CONCRETE CURB AND GUTTER ROADWAY FOR 1.8 MILES. HAMMERLY EXISTS AS A 4-LANE ROADWAY EAST AND WEST OF THE PROJECT LIMITS. (METRO COST \$4.1 MILLION) EXISTING ADT IS 18,772. RECOMMENDED BY CITY OF HOUSTON.	18,772	\$0	\$0	\$4,089,000	\$4,089,000	\$4,089,000	30.88
C 8 W P	WESTPARK: GESSNER TO WEST BELT WIDEN AND RECONSTRUCT FROM A 4-LANE DIVIDED CONCRETE CURB AND GUTTER ROADWAY TO A 6-LANE DIVIDED CONCRETE CURB & GUTTER ROADWAY-1.1 MILES. WESTPARK IS 7 LANES EAST OF GESSNER AND A 4-LANE DIVIDED ROAD WEST OF WEST BELT (METRO COST \$4.4 MILLION) EXISTING ADT 28,852 RECOMMENDED BY WESTCHASE ASSOCIATION.	28,852	\$0	\$0	\$4,359,000	\$4,359,000	\$4,359,000	25.13
C 9	NORTHWEST MOBILITY INTERSECTION IMPROVEMENTS LOW COST (<\$100,000) INTERSECTION, SIGNALIZATION AND/OR OTHER GEOMETRIC IMPROVEMENTS WITH A BENEFIT/COST RATIO > 25.0 TO REDUCE DELAYS AT VARIOUS LOCATIONS WITHIN THE NORTHWEST MOBILITY PROGRAM AREA. (METRO COST \$2.0 MILLION). RECOMMENDED BY METRO.	N/A	\$0	\$0	\$2,000,000	\$2,000,000	\$2,000,000	25.00
C 10	SATURN LANE: BAY AREA BLVD TO NASA ROAD 1 CONSTRUCT A NEW 4-LANE DIVIDED CONCRETE CURB AND GUTTER ROADWAY (1.17 MILES) AND WIDEN BAY AREA BLVD. FROM A 4-LANE TO 6-LANE CONCRETE CURB AND GUTTER ROADWAY FROM BUCCANEER TO SATURN LN. (0.28 MILE). SATURN EXISTS AS A 4-LANE DIVIDED ROADWAY BETWEEN BAY AREA BLVD. AND JSC; IT DOES NOT EXIST SOUTH OF NASA RD 1. (METRO COST \$4.5 MILLION, PRIVATE SECTOR \$7.4 MILLION) OPENING DAY ADT 27,400. RECOMMENDED BY CLEAR LAKE AREA CHAMBER OF COMMERCE.	27,400	\$7,440,000#	\$0	\$4,498,868	\$4,498,868	\$11,938,868	24.17
C 11	GRAND PARKWAY: IH-10 TO US 290 CONSTRUCT A NEW 4-LANE DIVIDED CONCRETE CURB AND GUTTER HIGHWAY - 13.8 MILES. THE GRAND PARKWAY FROM IH-10 TO US 59(S) IS SCHEDULED FOR CONSTRUCTION THIS YEAR; THE HIGHWAY DOES NOT EXIST NORTH OF US 290. (METRO COST \$4.5 MILLION, SDHPT \$198.5 MILLION, PRIVATE SECTOR \$18.8 MILLION) GRAND PARKWAY ASSOCIATION OPENING DAY ADT 49,800, METRO STAFF OPENING DAY ADT 25,500. RECOMMENDED BY GRAND PARKWAY ASSOCIATION. (* BENEFIT/COST RATIO USING METRO ADT OF 25,500 IS 12.23)	49,800 25,500	\$18,800,000	\$99,284,900	\$4,500,000	\$103,764,900	\$120,564,900	47.68 24.46*

(1) BENEFIT/COST RATIO DERIVED BY ADDING ALL THE BENEFITS AND DIVIDING BY ALL THE COSTS OF THE PROJECTS INCLUDED IN THE UPTOWN PROGRAM
LAND BEING DONATED BY NASA TO MANNED SPACE FLIGHT EDUCATIONAL FOUNDATION. ESTIMATED VALUE OF LAND PROVIDED TO METRO.

EXHIBIT A

PROJECTS RECOMMENDED FOR DESIGNATION

SEQUENCE NUMBER	PROJECT	OPENING DAY ADT	PRIVATE SECTOR CONTRIBUTION	OTHER PUBLIC PARTICIPATION	METRO CONTRIBUTION	TOTAL ESTIMATED PUBLIC COST	TOTAL ESTIMATED COST	B/C RATIO WITH SALVAGE VALUE **
C 12	N. WAYSIDE: CABOT TO HEATH CONSTRUCT A NEW 4-LANE DIVIDED CONCRETE CURB AND GUTTER ROADWAY - 1.42 MILES. WAYSIDE IS A 4-LANE DIVIDED ROAD SOUTH OF CABOT; IT DOES NOT EXIST NORTH OF HEATH STREET. (METRO COST \$5.7 MILLION, PRIVATE SECTOR \$0.3 MILLION) OPENING DAY ADT 11,025. RECOMMENDED BY DEVELOPER.	11,025	\$288,100	\$0	\$5,731,900	\$5,731,900	\$6,000,000	21.94
C 13	KINGSLAND BLVD: BARKER CYPRESS TO FRY CONSTRUCT A NEW 4-LANE CONCRETE CURB & GUTTER ROADWAY FOR A DISTANCE OF 1.9 MILES. KINGSLAND IS 4-LANE DIVIDED WEST OF FRY; IT DOES NOT EXIST EAST OF BARKER CYPRESS. (METRO COST \$4.36 MILLION, PRIVATE SECTOR \$1.88 MILLION) ESTIMATED ADT 14,000. RECOMMENDED BY WEST HOUSTON ASSOCIATION	14,000	\$1,880,000	\$0	\$4,356,000	\$4,356,000	\$6,036,000	21.74
C 14	WEST ROAD: SAM HOUSTON TOLL ROAD TO FAIRBANKS-N. HOUSTON CONSTRUCT A NEW 4-LANE DIVIDED CONCRETE CURB AND GUTTER ROADWAY - 1.57 MILES. WEST RD. IS A 4-LANE DIVIDED ROAD EAST OF FAIRBANKS-N. HOUSTON; IT DOES NOT EXIST WEST OF THE TOLL ROAD. (METRO COST \$10.0 MILLION) ESTIMATED OPENING DAY ADT 8,083. RECOMMENDED BY DEVELOPER.	8,083	\$0	\$0	\$10,000,000	\$10,000,000	\$10,000,000	19.67
C 15	KIRKWOOD: ALIEF-CLODINE TO BISSONNET WIDEN FROM A 2-LANE ASPHALT OPEN DITCH TO A 4-LANE DIVIDED CONCRETE CURB AND GUTTER ROADWAY - 2.8 MILES. KIRKWOOD IS A 4-LANE DIVIDED ROAD SOUTH OF BISSONNET AND DOES NOT EXIST NORTH OF ALIEF-CLODINE. (METRO COST \$ 9.4 MILLION) EXISTING ADT IS 15,371. RECOMMENDED BY CITY OF HOUSTON.	15,371	\$0	\$0	\$9,399,000	\$9,399,000	\$9,399,000	19.15
C 16	WESTVIEW: WEST BELT TO GESSNER WIDEN FROM A 2-LANE ASPHALT OPEN DITCH ROADWAY TO A 4-LANE DIVIDED CONCRETE CURB AND GUTTER ROADWAY (0.46 MILE) AND CONSTRUCTION OF A NEW 4-LANE DIVIDED CONCRETE CURB AND GUTTER ROADWAY (0.80 MILE). WESTVIEW IS A 2-LANE ROAD EAST OF GESSNER AND DOES NOT EXIST WEST OF WEST BELT (METRO COST \$2.4 MILLION) EXISTING ADT 10,031. RECOMMENDED BY CITY OF HOUSTON.	10,031	\$0	\$0	\$2,366,000	\$2,366,000	\$2,366,000	19.12
C 17	GESSNER: HWY 290 TO WEST RD. CONSTRUCT A NEW 4-LANE DIVIDED CONCRETE CURB & GUTTER ROADWAY FOR A DISTANCE OF 1.7 MILES. INCLUDES BRIDGES AT COLE CREEK AND WHITE OAK BAYOU. GESSNER IS A 4-LANE DIVIDED ROAD SOUTH OF US 290; IT DOES NOT EXIST NORTH OF WEST ROAD. (METRO COST \$ 4.97 MILLION, PRIVATE SECTOR \$2.01 MILLION) OPENING DAY ADT 14,000. RECOMMENDED BY WEST HOUSTON ASSOCIATION.	14,000	\$2,014,000	\$0	\$4,972,100	\$4,972,100	\$6,986,100	19.05
C 18	GESSNER: WEST RD. TO BELTWAY 8 CONSTRUCT A NEW 4-LANE DIVIDED CONCRETE CURB AND GUTTER ROADWAY - 2.4 MILES. GESSNER DOES NOT EXIST SOUTH OF WEST ROAD AND IS A DESIGNATED GENERAL MOBILITY PROJECT NORTH OF BELTWAY 8 (METRO COST \$4.58 MILLION) OPENING DAY ADT 12,488. RECOMMENDED BY WEST HOUSTON ASSOCIATION.	12,488	\$0	\$0	\$4,581,910	\$4,581,910	\$4,581,910	18.54
C 19	GESSNER: CLAY TO HEMPSTEAD WIDEN AND RECONSTRUCT FROM A 2-LANE ASPHALT OPEN DITCH ROADWAY TO A 4-LANE CONCRETE CURB AND GUTTER ROADWAY FOR A DISTANCE OF 2.0 MILES. GESSNER IS 4-LANE DIVIDED NORTH OF HEMPSTEAD AND 8-LANE DIVIDED SOUTH OF CLAY. (METRO COST \$7.1 MILLION) EXISTING ADT 18,500. RECOMMENDED BY HARRIS COUNTY PRECINCT 4.	18,500	\$0	\$0	\$7,100,000	\$7,100,000	\$7,100,000	18.20
C 20	CLAY: GESSNER TO HOLLISTER WIDEN FROM A 2-LANE ASPHALT OPEN DITCH ROADWAY TO A 4-LANE CONCRETE CURB AND GUTTER ROADWAY (TWIN BRIDGES OVER BRICK HOUSE GULLY) - 2.13 MILES. CLAY IS A 2-LANE ROAD WEST OF GESSNER AND A 4-LANE ROAD EAST OF HOLLISTER. (METRO COST \$8.2 MILLION) ADT 19,603. RECOMMENDED BY CITY OF HOUSTON.	19,603	\$0	\$0	\$8,229,000	\$8,229,000	\$8,229,000	17.76
C 21	S. RICE AVENUE: ELM TO BEECHNUT RECONSTRUCTION OF A 4-LANE UNDIVIDED ASPHALT CURB AND GUTTER ROADWAY AND TRAFFIC SIGNAL IMPROVEMENTS - 1.8 MILES. S. RICE IS 4-LANE DIVIDED SOUTH OF BEECHNUT AND 4-LANE UNDIVIDED NORTH OF ELM. (METRO COST \$0.7 MILLION, CITY OF BELLAIRE \$0.35 MILLION) EXISTING ADT 15,000. RECOMMENDED BY CITY OF BELLAIRE	15,000	\$0	\$351,334	\$702,666	\$1,054,000	\$1,054,000	17.42
C 22	LITTLE YORK: HARDY TOLL ROAD TO AIRLINE WIDEN FROM A 2-LANE ASPHALT OPEN-DITCH ROAD TO A 4-LANE DIVIDED CONCRETE CURB AND GUTTER ROADWAY - 0.82 MILE. LITTLE YORK IS A 4-LANE DIVIDED ROAD ON EITHER SIDE OF THE PROJECT LIMITS. (METRO COST \$2.8 MILLION) EXISTING ADT 13,740. RECOMMENDED BY CITY OF HOUSTON.	13,740	\$0	\$0	\$2,771,820	\$2,771,820	\$2,771,820	17.13

EXHIBIT A

PROJECTS RECOMMENDED FOR DESIGNATION

SEQUENCE NUMBER	PROJECT	OPENING DAY ADT	PRIVATE SECTOR CONTRIBUTION	OTHER PUBLIC PARTICIPATION	METRO CONTRIBUTION	TOTAL ESTIMATED PUBLIC COST	TOTAL ESTIMATED COST	B/C RATIO WITH SALVAGE VALUE **
REHABILITATION/RESURFACING PROJECTS								
R 1	TAYLORCREST: PINEY POINT TO STREY LANE; BUNKERHILL: TAYLORCREST TO JOAN OF ARC RESURFACE TAYLORCREST FROM PINEY POINT TO STREY LANE (1.25 MILES) AND BUNKERHILL FROM TAYLORCREST TO JOAN-OF-ARC (0.38 MILE). PROJECT ALSO INCLUDES STORM SEWER IMPROVEMENTS. (METRO COST \$0.7 MILLION) EXISTING ADT 9,390. RECOMMENDED BY PINEY POINT, BUNKER HILL, HEDWIG VILLAGE	9,390	\$0	\$0	\$700,000	\$700,000	\$700,000	3.41
R 2	NORTHWOOD: N. MAIN TO LINK RESURFACING OF AN EXISTING 2 LANE ASPHALT OPEN DITCH ROAD AND CONSTRUCTION OF SIDEWALKS - 0.97 MILE. (METRO COST \$0.3 MILLION) ESTIMATED ADT 2,440. RECOMMENDED BY BROOKSMITH CIVIC CLUB	2,440	\$0	\$0	\$289,000	\$289,000	\$289,000	2.31
R 3	OUTER BELT DR: SOUTH MAIN TO N. MACGREGOR WAY RECONSTRUCTION OF A 4-LANE ASPHALT CURB AND GUTTER ROADWAY AND DRAINAGE IMPROVEMENTS FOR A DISTANCE OF 0.63 MILE. (METRO COST \$ 0.8 MILLION) EXISTING ADT 10,849. RECOMMENDED BY TEXAS MEDICAL CENTER.	10,849	\$0	\$0	\$567,000	\$567,000	\$567,000	2.26
TOTALS					\$91,717,264		\$226,375,598	

DETAILS FOR PROJECT C4 **UPTOWN HOUSTON CANDIDATE PROJECTS**

SEQUENCE NUMBER	PROJECT	OPENING DAY ADT	PRIVATE SECTOR CONTRIBUTION	OTHER PUBLIC PARTICIPATION	METRO CONTRIBUTION	TOTAL ESTIMATED PUBLIC COST	TOTAL ESTIMATED COST	B/C RATIO WITH SALVAGE VALUE
U 1	RICHMOND AND CHIMNEY ROCK CONSTRUCT DOUBLE LEFT-TURN LANES AT ALL APPROACHES AND A RIGHT-TURN ON THE SOUTH APPROACH OF CHIMNEY ROCK. (METRO COST \$0.33) INTERSECTION OPENING DAY ADT 79,000. RECOMMENDED BY UPTOWN HOUSTON.	79,000	\$0	\$0	\$329,840	\$329,840	\$329,840	254.90
U 2	WESTHEIMER AND CHIMNEY ROCK CONSTRUCT RIGHT-TURN LANES AT SOUTH, WEST AND NORTH APPROACHES. (METRO COST \$0.4 MILLION) INTERSECTION OPENING DAY ADT 87,500. RECOMMENDED BY UPTOWN HOUSTON.	87,600	\$0	\$0	\$353,410	\$353,410	\$353,410	137.70
U 3	WOODWAY AND SAGE CONSTRUCT DOUBLE LEFT-TURN LANES AT EAST APPROACH. (METRO COST \$0.4 MILLION) INTERSECTION OPENING DAY ADT 50,000. RECOMMENDED BY UPTOWN HOUSTON.	50,000	\$0	\$0	\$419,030	\$419,030	\$419,030	132.20
U 4	SAN FELIPE AND SAGE CONSTRUCT LEFT-TURN LANES AT NORTH AND SOUTH APPROACHES AND A RIGHT-TURN LANE AT THE NORTH APPROACH. (METRO COST \$0.3 MILLION, PRIVATE SECTOR \$0.09 MILLION) INTERSECTION OPENING DAY ADT 57,500. RECOMMENDED BY UPTOWN HOUSTON.	57,500	\$89,000	\$0	\$339,690	\$339,690	\$428,690	181.40
U 5	WESTHEIMER AND POST OAK BOULEVARD/IH-610 CONSTRUCT DOUBLE LEFT-TURN LANES ON EAST, SOUTH, AND WEST APPROACHES AT POST OAK AND TRIPLE LEFT-TURN LANES ON THE NORTH APPROACH; RELOCATE THE SOUTH U-TURN LANE AT IH-610 ONE LANE TO THE SOUTH; RESTRIPE WESTHEIMER BETWEEN THE FRONTAGE ROADS FOR TWO THROUGH LANES IN EACH DIRECTION; CONSTRUCT DOUBLE LEFT-TURN LANES WESTBOUND AND TRIPLE LEFT-TURN LANES EASTBOUND; ADD AN ADDITIONAL EASTBOUND LANE BETWEEN POST OAK AND IH-610 FOR RIGHT TURNS. (METRO COST \$0.8 MILLION, PRIVATE SECTOR \$0.8 MILLION) INTERSECTION OPENING DAY ADT 140,000. RECOMMENDED BY UPTOWN HOUSTON.	140,000	\$578,000	\$0	\$815,420	\$815,420	\$1,391,420	96.00
U 6	WESTHEIMER AND SAGE CONSTRUCT DOUBLE LEFT-TURN LANES AT ALL APPROACHES AND WIDEN THE LANES AT THE SOUTH APPROACH OF SAGE. (METRO COST \$0.5 MILLION, PRIVATE SECTOR \$0.1 MILLION) INTERSECTION OPENING DAY ADT 80,000. RECOMMENDED BY UPTOWN HOUSTON.	80,000	\$111,000	\$0	\$502,860	\$502,860	\$613,860	89.10
U 7	WESTHEIMER/ALABAMA PAIRING CONVERT TO ONE-WAY PAIR BETWEEN POST OAK AND IH-610; CONVERT WESTHEIMER TO 6 LANES WESTBOUND AND 2 EASTBOUND BETWEEN MCCULLOCH AND POST OAK, WITH EASTBOUND LANES FOR BUSES AND LOCAL CIRCULATION. WIDEN EAST IH-610 SERVICE ROAD TO 4 LANES BETWEEN ALABAMA AND WESTHEIMER AND PROVIDE DOUBLE RIGHT-TURN LANES ON SOUTH APPROACH TO WESTHEIMER. (METRO COST \$1.4 MILLION) OPENING DAY ADT 45,000. RECOMMENDED BY UPTOWN HOUSTON.	45,000	\$0	\$0	\$1,434,500	\$1,434,500	\$1,434,500	74.60
U 8	RICHMOND: SAGE TO CHIMNEY ROCK WIDEN FROM A 6-LANE DIVIDED CONCRETE CURB AND GUTTER ROADWAY TO AN 8-LANE DIVIDED CONCRETE CURB AND GUTTER ROADWAY - 0.84 MILE. (METRO COST \$0.86 MILLION) OPENING DAY ADT 44,800. RECOMMENDED BY UPTOWN HOUSTON.	44,800	\$0	\$0	\$949,600	\$949,600	\$949,600	66.90
U 9	CHIMNEY ROCK AND US 58/WESTPARK WIDEN CHIMNEY ROCK TO 8-LANE DIVIDED ROADWAY (8 LANES UNDER THE FREEWAY) AND CONSTRUCT DOUBLE LEFT-TURN LANES ON WEST APPROACHES OF FRONTAGE ROAD AND WESTPARK. (METRO COST \$0.7 MILLION) INTERSECTION OPENING DAY ADT 72,500. RECOMMENDED BY UPTOWN HOUSTON.	72,500	\$0	\$0	\$684,780	\$684,780	\$684,780	59.50
U 10	POST OAK LANE: WOODWAY TO SAN FELIPE WIDEN FROM A 2-LANE UNDIVIDED CONCRETE CURB AND GUTTER ROADWAY TO A 4-LANE UNDIVIDED CONCRETE CURB AND GUTTER ROADWAY - 0.81 MILE. (METRO COST \$0.1 MILLION) OPENING DAY ADT 20,000. RECOMMENDED BY UPTOWN HOUSTON.	20,000	\$0	\$0	\$991,100	\$991,100	\$991,100	55.70
U 11	SAN FELIPE AND POST OAK BOULEVARD CONSTRUCT DOUBLE LEFT-TURN LANES AT NORTH, EAST AND WEST APPROACHES. (METRO COST \$0.78 MILLION, PRIVATE SECTOR \$0.39 MILLION. INTERSECTION OPENING DAY ADT 75,000	75,000	\$390,000	\$0	\$758,870	\$758,870	\$1,148,870	55.70

EXHIBIT B

DETAILS FOR PROJECT C4
UPTOWN HOUSTON CANDIDATE PROJECTS

SEQUENCE NUMBER	PROJECT	OPENING DAY ADT	PRIVATE SECTOR CONTRIBUTION	OTHER PUBLIC PARTICIPATION	METRO CONTRIBUTION	TOTAL ESTIMATED PUBLIC COST	TOTAL ESTIMATED COST	B/C RATIO WITH SALVAGE VALUE
U 12	POST OAK BOULEVARD: HILDALGO TO US 59 RELOCATE EXISTING 6-LANE DIVIDED CONCRETE CURB AND GUTTER ROADWAY (HILDALGO - RICHMOND) AND CONSTRUCT A NEW 6-LANE DIVIDED CONCRETE CURB AND GUTTER ROADWAY (RICHMOND - US 59) - 0.5 MILE. (METRO COST \$1.55 MILLION, PRIVATE SECTOR \$5.98 MILLION) OPENING DAY ADT 30,000. RECOMMENDED BY UPTOWN HOUSTON.	30,000	\$5,986,000	\$0	\$1,550,780	\$1,550,780	\$7,536,780	47.50
U 13	SAN FELIPE AND IH-610 RELOCATE SOUTH U-TURN LANE 1 BAY TO THE SOUTH AND RELOCATE EASTBOUND THROUGH LANES TO EXISTING SOUTH U-TURN BAY; RESTRIPE FOR STANDARD LANE WIDTHS. (METRO COST \$0.8 MILLION, PRIVATE SECTOR \$0.3 MILLION) INTERSECTION OPENING DAY ADT 66,000. RECOMMENDED BY UPTOWN HOUSTON.	66,000	\$320,000	\$0	\$798,060	\$798,060	\$1,118,060	46.70
U 14	UPTOWN PARKWAY: WOODWAY TO POST OAK CONSTRUCT A NEW 4-LANE DIVIDED CONCRETE CURB AND GUTTER ROADWAY INCLUDING A GRADE SEPARATION AT WOODWAY - 0.92 MILE. (METRO COST \$10.0 MILLION, PRIVATE SECTOR \$4.2 MILLION) OPENING DAY ADT 30,000. RECOMMENDED BY UPTOWN HOUSTON.	30,000	\$4,200,000	\$0	\$9,979,310	\$9,979,310	\$14,179,310	44.98
U 15	SAGE: WOODWAY TO SAN FELIPE WIDEN FROM A 2-LANE UNDIVIDED CONCRETE CURB AND GUTTER ROADWAY TO A 4-LANE UNDIVIDED CONCRETE CURB AND GUTTER ROADWAY - 0.87 MILE. (METRO COST \$1.5 MILLION, PRIVATE SECTOR \$0.02 MILLION) OPENING DAY ADT 20,000. RECOMMENDED BY UPTOWN HOUSTON.	20,000	\$25,950	\$0	\$1,523,690	\$1,523,690	\$1,549,640	39.40
U 16	RICE/SAGE AND US 59/WESTPARK WIDEN RICE TO 6-LANES DIVIDED BETWEEN SAGE AND WESTPARK (8 LANES UNDER US 59); BRAID SAGE-RICE INTERSECTION AT-GRADE; PROVIDE DOUBLE LEFT-TURN LANES ON WESTPARK WEST APPROACH. (METRO COST \$1.2 MILLION) INTERSECTION OPENING DAY ADT 75,000. RECOMMENDED BY UPTOWN HOUSTON.	75,000	\$0	\$0	\$1,179,600	\$1,179,600	\$1,179,600	35.90
U 17	GUILFORD: SAGE TO IH-610 CONSTRUCT A NEW 4-LANE UNDIVIDED CONCRETE CURB AND GUTTER ROADWAY (0.36 MILE) AND WIDEN AND RECONSTRUCT A 2-LANE CONCRETE CURB AND GUTTER ROADWAY (0.17 MILE) (METRO COST \$1.8 MILLION, PRIVATE SECTOR \$4.8 MILLION) OPENING DAY ADT 10,000. RECOMMENDED BY UPTOWN HOUSTON.	10,000	\$4,765,000	\$0	\$1,649,400	\$1,649,400	\$6,414,400	33.73
U 18	YORKTOWN-RICE CONNECTOR CREATE TWO-WAY CONNECTOR BETWEEN YORKTOWN AND RICE BY WIDENING YORKTOWN TO 34 LANES BETWEEN KLEBURG AND FAYETTE; RESURFACE KLEBURG AND FAYETTE BETWEEN YORKTOWN AND RICE AND CONVERT TO A ONE-WAY PAIR. (METRO COST \$0.36 MILLION) OPENING DAY ADT 20,000. RECOMMENDED BY UPTOWN HOUSTON.	20,000	\$0	\$0	\$349,800	\$349,800	\$349,800	27.26
U 19	SAN FELIPE: SAGE TO IH-610 WIDEN FROM A 5-LANE CONCRETE CURB AND GUTTER ROADWAY TO A 7-LANE CONCRETE CURB AND GUTTER ROADWAY - 0.73 MILE. (METRO COST \$2.72 MILLION, PRIVATE SECTOR \$1.01 MILLION) OPENING DAY ADT 40,000. RECOMMENDED BY UPTOWN HOUSTON.	40,000	\$1,014,880	\$0	\$2,715,840	\$2,715,840	\$3,730,720	24.80
U 20	UPTOWN HOUSTON SIGNAL SYSTEM UPGRADE AND CENTRALLY COORDINATE CONTROL OF ALL SIGNALS IN UPTOWN HOUSTON AREA. (METRO COST \$4.7 MILLION) 1,800,000 VEHICLE MILES TRAVELED ON SIGNALIZED STREET IN UPTOWN HOUSTON (1995). RECOMMENDED BY UPTOWN HOUSTON.	1,800,000 VMT	\$0	\$0	\$4,664,000	\$4,664,000	\$4,664,000	20.90
U 21	GARRETSON: POST OAK TO GUILFORD WIDEN FROM A 2-LANE TO A 4-LANE UNDIVIDED CONCRETE CURB AND GUTTER ROADWAY (0.40 MILE) AND CONSTRUCT A NEW 4-LANE UNDIVIDED CONCRETE CURB AND GUTTER ROADWAY (0.23 MILE) (METRO COST \$0.9 MILLION, PRIVATE SECTOR \$4.2 MILLION) OPENING DAY ADT 10,000. RECOMMENDED BY UPTOWN HOUSTON.	10,000	\$4,204,000	\$0	\$897,820	\$897,820	\$5,101,820	19.60
U 22	HILDALGO: SOUTH RICE TO CHIMNEY ROCK WIDEN FROM A 2-LANE TO A 4-LANE UNDIVIDED CONCRETE CURB AND GUTTER ROADWAY AND REALIGN ROAD AT CHIMNEY ROCK; CONVERT TO A ONE-WAY STREET WESTBOUND - 0.5 MILE. (METRO COST \$1.4 MILLION) OPENING DAY ADT 11,000. RECOMMENDED BY UPTOWN HOUSTON.	11,000	\$0	\$0	\$1,358,500	\$1,358,500	\$1,358,500	16.90
U 23	AMBASSADOR WAY: SAGE TO POST OAK BOULEVARD WIDEN FROM A 2-LANE TO A 4-LANE UNDIVIDED CONCRETE CURB AND GUTTER ROADWAY AND ELIMINATE JOG IN EXISTING ROAD - 0.37 MILE. (METRO COST \$1.4 MILLION, PRIVATE SECTOR \$1.9 MILLION) OPENING DAY ADT 10,000. RECOMMENDED BY UPTOWN HOUSTON.	10,000	\$1,890,000	\$0	\$1,394,580	\$1,394,580	\$3,284,580	13.90

EXHIBIT B

DETAILS FOR PROJECT C4
UPTOWN HOUSTON CANDIDATE PROJECTS

SEQUENCE NUMBER	PROJECT	OPENING DAY ADT	PRIVATE SECTOR CONTRIBUTION	OTHER PUBLIC PARTICIPATION	METRO CONTRIBUTION	TOTAL ESTIMATED PUBLIC COST	TOTAL ESTIMATED COST	B/C RATIO WITH SALVAGE VALUE
U 24	MOQUE: SAN FELIPE TO AMBASSADOR WAY CONSTRUCT A NEW 4-LANE UNDIVIDED CONCRETE CURB AND GUTTER ROADWAY - 0.43 MILE. (METRO COST \$ 2.8 MILLION, PRIVATE SECTOR \$2.0 MILLION) OPENING DAY ADT 15,000. RECOMMENDED BY UPTOWN HOUSTON	15,000	\$1,994,000	\$0	\$2,585,240	\$2,585,240	\$4,579,240	12.20
U 25	FAIRDALE: POST OAK TO S. RICE CONSTRUCT A NEW 4-LANE UNDIVIDED CONCRETE CURB AND GUTTER ROADWAY - 0.36 MILES. (METRO COST \$1.7 MILLION, PRIVATE SECTOR \$1.8 MILLION) OPENING DAY ADT 15,000. RECOMMENDED BY UPTOWN HOUSTON	15,000	\$1,605,000	\$0	\$1,749,600	\$1,749,600	\$3,354,600	10.80
U 26	AMBASSADOR WAY: POST OAK BOULEVARD TO IH-810 CONSTRUCT A NEW 4-LANE UNDIVIDED CONCRETE CURB AND GUTTER ROADWAY - 0.28 MILES. (METRO COST \$2.8 MILLION, PRIVATE SECTOR \$1.3 MILLION) OPENING DAY ADT 10,000. RECOMMENDED BY UPTOWN HOUSTON	10,000	\$1,320,000	\$0	\$2,778,420	\$2,778,420	\$4,098,420	9.90
U 27	FAIRDALE: SOUTH RICE TO CHIMNEY ROCK WIDEN FROM A 2-LANE TO A 4-LANE UNDIVIDED CONCRETE CURB AND GUTTER ROADWAY - 0.5 MILE. (METRO COST \$1.0 MILLION) OPENING DAY ADT 11,000. RECOMMENDED BY UPTOWN HOUSTON.	11,000	\$0	\$0	\$1,043,740	\$1,043,740	\$1,043,740	9.70
U 28	MOQUE: AMBASSADOR WAY TO WESTHEIMER WIDEN FROM A 2-LANE TO A 4-LANE UNDIVIDED CONCRETE CURB AND GUTTER ROADWAY - 0.25 MILE (METRO COST \$0.8 MILLION) OPENING DAY ADT 10,000. RECOMMENDED BY UPTOWN HOUSTON.	10,000	\$0	\$0	\$641,300	\$641,300	\$641,300	9.00
U 29	ALABAMA AND SAGE CONSTRUCT A RIGHT-TURN LANE AT THE WEST APPROACH OF ALABAMA. (METRO COST \$0.03 MILLION, PRIVATE SECTOR \$0.1 MILLION) INTERSECTION OPENING DAY ADT 45,000. RECOMMENDED BY UPTOWN HOUSTON.	45,000	\$99,000	\$0	\$27,984	\$27,984	\$126,984	7.80
U 30	ALABAMA AND POST OAK CONSTRUCT A RIGHT-TURN LANE AT THE WEST APPROACH OF ALABAMA. (METRO COST \$0.03 MILLION, PRIVATE SECTOR \$0.23 MILLION) INTERSECTION OPENING DAY ADT 50,000. RECOMMENDED BY UPTOWN HOUSTON.	50,000	\$232,500	\$0	\$30,316	\$30,316	\$262,816	7.20
U 31	RICHMOND AND SAGE CONSTRUCT A RIGHT-TURN LANE AT THE NORTH APPROACH OF SAGE. (METRO COST \$0.09 MILLION, PRIVATE SECTOR 0.04 MILLION) INTERSECTION OPENING DAY ADT 54,000. RECOMMENDED BY UPTOWN HOUSTON	54,000	\$43,500	\$0	\$92,472	\$92,472	\$135,972	1.80

SUMMATION \$41,000,000 \$0 \$44,800,000 \$44,800,000 \$85,600,000 38.70

TOTAL IDENTIFIED PRIVATE SECTOR CONTRIBUTION IS \$28.9 MILLION. THIS ESTIMATE AND THOSE RIGHT-OF-WAY COSTS NOT IDENTIFIED HAVE BEEN SUGGESTED BY UPTOWN TO BE VALUED UP TO \$41.0 MILLION.
NOTE VALUE OF RIGHT-OF-WAY DOES NOT INFLUENCE B/C CALCULATION BEYOND REMOVING ITS VALUE FROM PUBLIC COST.

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO MODIFY THE CONTRACT WITH P & D TECHNOLOGIES, INC. FOR PRELIMINARY ENGINEERING SERVICES; AND MAKING FUNDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, in November 1988, METRO entered into contract with P & D Technologies, Inc. for preliminary engineering services for improvements to Houston Avenue; and

WHEREAS, METRO is now prepared to proceed with design of the necessary improvements; and

WHEREAS, it is desirable to modify the contract to include detail design and engineering support services for improvements to Houston Avenue.

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 P & D Technologies, Inc. for preliminary engineering of improvements to Houston Avenue by including detail design and engineering support services and increasing the maximum authorized expenditure under the contract by \$65,000.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of August, 1989.
APPROVED this 24th day of August, 1989.

ATTEST:


Assistant Secretary


Robert C. Lanier
Chairman

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE, EXECUTE AND DELIVER MODIFICATIONS TO CONTRACTS WITH SIX ARCHITECTURAL AND ENGINEERING FIRMS FOR ARCHITECTURAL AND ENGINEERING SUPPORT SERVICES; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, METRO has executed contracts with six architectural and engineering firms for architectural and engineering services in support of METRO's capital improvement program; and

WHEREAS, METRO has reached the maximum amount of authorized expenditures under each contract; and

WHEREAS, additional funding is needed to provide for a continuation of 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 modifications with each of the following architectural and engineering firms by increasing the maximum authorized expenditures under each contract in the amounts specified below:

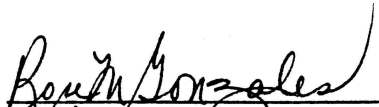
<u>Firm</u>	<u>Additional Funds Authorized</u>	<u>Total Maximum Authorized Expenditures</u>
Klotz Associates	\$150,000	\$400,000
John J. Pepe Consulting	\$ 50,000	\$300,000
Mustang Engineering	\$150,000	\$400,000
Texas Energy Engineers	\$ 50,000	\$300,000
Sylva Engineering	\$150,000	\$400,000
Cobourn-Linseisen	\$150,000	\$400,000

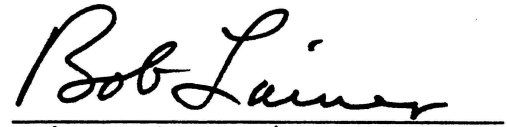
RESOLUTION NO. 89-85 (Page 2)

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of August, 1989.
APPROVED this 24th day of August, 1989.

ATTEST:


Assistant Secretary


Robert C. Lanier
Chairman

A RESOLUTION

APPROVING OF SPECIFIED STREET IMPROVEMENTS AS ELIGIBLE PROJECTS FOR USE OF EXPANDED SALES TAX REVENUES BY THE CITY OF HUNTERS CREEK VILLAGE: AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the METRO Board of Directors has authorized the distribution of revenues received by METRO from expansion of the sales tax base by the 1987 Texas Legislature to constituent governments for eligible projects; and

WHEREAS, the city of Hunters Creek Village has requested that METRO approve of expending the city's portion of expanded sales tax revenues for certain specified street improvements; and

WHEREAS, the Board of Directors is of the opinion that the proposed improvements are eligible for expenditure of the expanded sales tax revenues;

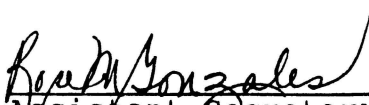
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:


Section 1. The reconstruction of Creekside Lane and the reconstruction of Creekside Circle are hereby designated as eligible projects for expenditure of the city of Hunters Creek Village's expanded sales tax revenues.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of August, 1989.
APPROVED this 24th day of August, 1989.

ATTEST:


Assistant Secretary


Robert C. Lanier
Chairman

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE, EXECUTE AND DELIVER A MODIFICATION TO THE CONTRACT WITH TEXAS A & M UNIVERSITY COMPUTING SERVICES CENTER FOR ADDITIONAL COMPUTER SERVICES AND TO EXTEND THE PERIOD OF PERFORMANCE; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, METRO currently has a contract with the Texas A & M University Computer Services Center to provide computer support in connection with METRO's Regional Transit Plan; and

WHEREAS, it has become necessary to perform more detailed computer analyses of mobility alternatives and travel demand;

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 modification to the contract with Texas A & M University Computer Services Center to increase the authorized expenditures for computer support services under this contract by an amount not to exceed \$193,351 and extend the period of performance to September 30, 1990.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of August, 1989.
APPROVED this 24th day of August, 1989.

ATTEST:


Assistant Secretary


Robert C. Lanier
Chairman

A RESOLUTION

RESCINDING RESOLUTION NO. 87-55; AUTHORIZING EXECUTION AND DELIVERY OF DEPOSITORY CONTRACTS BY AND BETWEEN THE METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS AND SPECIFIED BANKING INSTITUTIONS; AND MAKING OTHER FINDINGS AND PROVISIONS RELATIVE THERETO.

WHEREAS, TEX.REV.CIV.STAT.ANN. art. 1118x §12(g) authorizes the Metropolitan Transit Authority of Harris County, Texas ("METRO") to designate one or more banks to serve as the depository for the funds of METRO; and

WHEREAS, Article IV §1 of the METRO By-laws provides that all checks, drafts, notes or other orders for the payment of money shall be signed by such officers or employees of METRO as shall from time to time be authorized by resolution of the Board; and

WHEREAS, METRO has established certain demand deposit and savings accounts ("Accounts") with a number of local banking institutions ("Banks"); and

WHEREAS, TEX.REV.CIV.STAT.ANN. art. 1118x §12(d) authorizes METRO to invest its funds in direct or indirect obligations of the United States of America, the State of Texas, or any county, city, school district or other political subdivision of the State of Texas, to place its funds in certificates of deposit of state or national banks or savings and loan associations within the State of Texas provided they are secured in the manner provided for the security of the funds of counties of the State of Texas and it, further, provides for the investment and reinvestment of its funds and, further, provides for the withdrawal of money from

the Accounts for the investments on such terms as the Board considers advisable (all of the foregoing herein called "Investments"); and

WHEREAS, Article IV §3 of the METRO By-laws provides that the Board, by resolution, may designate authorized representatives of METRO to make withdrawals from the Accounts of METRO, for the Investments of METRO; and

WHEREAS, the Board previously enacted Resolution No. 87-55 establishing the Accounts and authorizing signatories thereon; and

WHEREAS, it is necessary to change the authorized signatories and authorized facsimile signatures authorized by Resolution No. 87-55 due to personnel changes;

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

Section 1. Resolution No. 87-55 is hereby rescinded.

Section 2. Execution and Delivery. The General Manager or his designee be and he is hereby authorized and directed to execute and deliver agreements ("Depository Contracts") with the Banks designated in the Addendum attached hereto and incorporated herein setting forth the terms and conditions upon which the Banks will accept deposits to the Accounts and permit withdrawals and transfers from and between the Accounts. The General Manager or his designee may agree in said Depository Contracts that the Banks will be relieved from liability under the Depository Contracts if they act in accordance with said Contracts and,

further, that METRO assumes full responsibility for any and all payments made by the said Banks in reliance upon the facsimile signature of any person or persons named in the Addendum and agrees to indemnify and hold harmless the said Banks against and and all loss, cost, damage or expense suffered or incurred by the said Banks arising out of the misuse or unlawful or unauthorized use by any person of such facsimile signature.

Section 3. Withdrawal of Funds. The Board hereby authorizes the withdrawal of funds from the Accounts upon the written or telephone instructions of METRO by the person or persons designated in the Addendum.

Section 4. Investments. The Board hereby authorizes the withdrawal of funds from the Accounts pursuant to the Depository Contracts upon the written instructions of METRO signed by the person or persons designated in the Addendum for the Investments. The Board hereby authorizes and directs the withdrawal of funds from the Accounts for the Investments, including without limitation, the purchase by METRO of Treasury Bills, repurchase agreements and certificates of deposit, and the Board further authorizes the withdrawal of funds from the Accounts for the Investments upon the telephonic instructions of the person or persons designated in the Addendum (which instructions shall be thereafter confirmed in writing by the persons designated in the Addendum as authorized to confirm telephonic investment transactions).

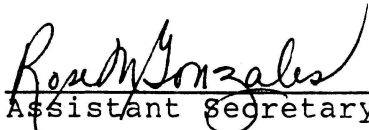
Section 5. Certification of Resolution. The Secretary or any Assistant Secretary is hereby authorized and directed to certify this Resolution to the Banks or any one of them.

Section 6. Amendment or Recission. The Banks or any one of them shall be promptly notified in writing by the Secretary or any Assistant Secretary of any change in this Resolution and until the Banks or any one of them have actually received such notice in writing, the Banks or any one of them are authorized to act in pursuance of this Resoution.

Section 7. Effective Date. This resolution is effective immediately upon passage.

PASSED this 24th day of August, 1989.
APPROVED this 24th day of August, 1989.

ATTEST:


Assistant Secretary


Robert C. Lanier
Chairman

METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS

AUTHORIZED PERSONNEL TO APPROVE TRANSFERS AND WITHDRAWALS

DATED: AUGUST 24, 1989

ACCOUNT NUMBER ACCOUNT NAME BANK	AUTHORIZED LIMIT	AUTHORIZED SIGNERS	TITLE	FACSIMILE Y OR N
001-90-0605-2 MTA REVENUE ACCOUNT (FIRST CITY NATIONAL BANK)	CHECKS OR DRAFTS NOT PERMITTED			
001-90-0606-0 MTA OPERATING ACCOUNT (FIRST CITY NATIONAL BANK)	UNDER \$5,000 ANY SIGNATURE 1-5 FROM \$5,000-\$100,000 ANY TWO SIGNATURES 1-5 OVER \$100,000 ANY TWO SIGNATURES 1-4	1 ALAN F. KIEPPER 2 SOLBERT L. BARTH 3 RICHARD C. TEBO 4 CLIFF BILLINGSLEY 5 MILLIE GARLINGTON	GENERAL MANAGER AGM/FINANCE DIRECTOR/TREASURY ACTING DIR./ACCOUNTING DIRECTOR/RISK MANAGEMENT	Y N N N N
001-90-0608-7 MTA PAYROLL ACCOUNT (FIRST CITY NATIONAL BANK)	UNDER \$5,000 ANY SIGNATURE 1-5 FROM \$5,000-\$100,000 ANY TWO SIGNATURES 1-5 OVER \$100,000 ANY TWO SIGNATURES 1-4	1 ALAN F. KIEPPER 2 SOLBERT L. BARTH 3 RICHARD C. TEBO 4 CLIFF BILLINGSLEY 5 MILLIE GARLINGTON	GENERAL MANAGER AGM/FINANCE DIRECTOR/TREASURY ACTING DIR./ACCOUNTING DIRECTOR/RISK MANAGEMENT	Y N N N N
001-90-0627-3 MTA MMS ACCOUNT (FIRST CITY NATIONAL BANK) INTEREST BEARING	CHECKS OR DRAFTS NOT PERMITTED			
0010-079-4073 MTA CLAIMS ACCOUNT (TEXAS COMMERCE BANK)	UNDER \$1,500 ANY SIGNATURE 1-7 UNDER \$5,000 ANY SIGNATURE 1-5 FROM \$5,000-\$50,000 ANY TWO SIGNATURES 1-5 OVER \$50,000 ANY TWO SIGNATURES 1,2,4 OR 5	1 ALAN F. KIEPPER 2 SOLBERT L. BARTH 3 RICHARD C. TEBO 4 CLIFF BILLINGSLEY 5 MILLIE GARLINGTON 6 TIM KRINER 7 DEANNA HESS	GENERAL MANAGER AGM/FINANCE DIRECTOR/TREASURY ACTING DIR./ACCOUNTING DIRECTOR/RISK MANAGEMENT MANAGER/CLAIMS MANAGER/RISK MANAGEMENT	Y N N N N N N
414-01-7167-0 MTA CLAIMS ACCOUNT - HEALTH BENEFITS (NCSB TEXAS)	UNDER \$5,000 ANY SIGNATURE 1-6 FROM \$5,000-\$25,000 ANY TWO SIGNATURES 1-6 OVER \$25,000 ANY TWO SIGNATURES 1-4	1 ALAN F. KIEPPER 2 SOLBERT L. BARTH 3 RICHARD C. TEBO 4 CLIFF BILLINGSLEY 5 MILLIE GARLINGTON 6 JACK REQUA	GENERAL MANAGER AGM/FINANCE DIRECTOR/TREASURY ACTING DIR./ACCOUNTING DIRECTOR/RISK MANAGEMENT AGM/ADMINISTRATION	Y N N N N N

INTERNAL TRANSFERS

(TRANSFERS FROM ONE ACCOUNT TO ANOTHER WITHIN THE SAME BANK)

DATED: AUGUST 24, 1989

ACCOUNT NUMBER ACCOUNT NAME BANK	NBR OF SIGNATURES REQUIRED	AUTHORIZED SIGNERS	TITLE	FACSIMILE Y OR N	AUTHORIZED LIMIT
001-90-0605-2 MTA REVENUE ACCOUNT (FIRST CITY NATIONAL BANK)		AUTOMATIC ZERO BALANCE ACCOUNT ONLY			
001-90-0606-0 MTA OPERATING ACCOUNT (FIRST CITY NATIONAL BANK)		AUTOMATIC ZERO BALANCE ACCOUNT ONLY			
001-90-0608-7 MTA PAYROLL ACCOUNT (FIRST CITY NATIONAL BANK)		AUTOMATIC ZERO BALANCE ACCOUNT ONLY			
001-90-0627-3 MTA MMS ACCOUNT (FIRST CITY NATIONAL BANK) INTEREST BEARING	1 SIGNATURE REQUIRED	SOLBERT L. BARTH RICHARD C. TEBO CLIFF BILLINGSLEY ANDREW I. L. TANG	AGM/FINANCE DIRECTOR/TREASURY ACTING DIR./ACCOUNTING INVEST. & FIN. ANALYST	N N N N	UNLIMITED UNLIMITED UNLIMITED UNLIMITED
0010-079-4073 MTA CLAIMS ACCOUNT (TEXAS COMMERCE BANK)	1 SIGNATURE REQUIRED	SOLBERT L. BARTH RICHARD C. TEBO CLIFF BILLINGSLEY ANDREW I. L. TANG	AGM/FINANCE DIRECTOR/TREASURY ACTING DIR./ACCOUNTING INVEST. & FIN. ANALYST	N N N N	UNLIMITED UNLIMITED UNLIMITED UNLIMITED
414-01-7167-0 MTA CLAIMS ACCOUNT - HEALTH BENEFITS (NCNB TEXAS)	1 SIGNATURE REQUIRED	SOLBERT L. BARTH RICHARD C. TEBO CLIFF BILLINGSLEY ANDREW I. L. TANG	AGM/FINANCE DIRECTOR/TREASURY ACTING DIR./ACCOUNTING INVEST. & FIN. ANALYST	N N N N	UNLIMITED UNLIMITED UNLIMITED UNLIMITED

EXTERNAL TRANSFERS
(TRANSFERS TO A METRO ACCOUNT AT ANOTHER BANK
OR FOR TREASURY, TAX & LOAN PAYMENTS)

DATED: AUGUST 24, 1989

ACCOUNT NUMBER ACCOUNT NAME BANK	TELEPHONE AUTHORIZATION		WRITTEN CONFIRMATION	
	NAME	TITLE	NAME	TITLE
001-90-0605-2 MTA REVENUE ACCOUNT (FIRST CITY NATIONAL BANK)	EXTERNAL TRANSFERS NOT PERMITTED EXCEPT FOR INVESTMENT PURPOSES - SEE INVESTMENT TRANSACTIONS ADDENDUM			
001-90-0606-0 MTA OPERATING ACCOUNT (FIRST CITY NATIONAL BANK)	SOLBERT L. BARTH	AGM/FINANCE	SOLBERT L. BARTH	AGM/FINANCE
	RICHARD C. TEBO	DIRECTOR/TREASURY	RICHARD C. TEBO	DIRECTOR/TREASURY
	CLIFF BILLINGSLEY	ACTING DIR./ACCOUNTING	CLIFF BILLINGSLEY	ACTING DIR./ACCOUNTING
	CATHY K. DEMING	SENIOR FINANCIAL ANALYST	***** (2 SIGNATURES REQUIRED) *****	
	ANDREW L. L. TANG	INVEST. & FIN. ANALYST		
	***** 1 CALL REQUIRED *****			
001-90-0608-7 MTA PAYROLL ACCOUNT (FIRST CITY NATIONAL BANK)	EXTERNAL TRANSFERS NOT PERMITTED			
001-90-0627-3 MTA MMS ACCOUNT (FIRST CITY NATIONAL BANK) INTEREST BEARING	EXTERNAL TRANSFERS NOT PERMITTED			
0010-079-4073 MTA CLAIMS ACCOUNT (TEXAS COMMERCE BANK)	EXTERNAL TRANSFERS NOT PERMITTED			
414-01-7167-0 MTA CLAIMS ACCOUNT - HEALTH BENEFITS (NCNB TEXAS)	EXTERNAL TRANSFERS NOT PERMITTED			

INVESTMENT TRANSACTIONS

.FED: AUGUST 24,1989

ACCOUNT NUMBER ACCOUNT NAME BANK	TELEPHONE AUTHORIZATION		WRITTEN CONFIRMATION	
	NAME	TITLE	NAME	TITLE
001-90-0605-2 MTA REVENUE ACCOUNT (FIRST CITY NATIONAL BANK)	SOLBERT L. BARTH	AGM/FINANCE	SOLBERT L. BARTH	AGM/FINANCE
	RICHARD C. TEBO	DIRECTOR/TREASURY	RICHARD C. TEBO	DIRECTOR/TREASURY
	CLIFF BILLINGSLEY	ACTING DIR./ACCOUNTING	CLIFF BILLINGSLEY	ACTING DIR./ACCOUNTING
	KENNETH P. MEADOR	SUPERVISOR/TREASURY	MILLIE GARLINGTON	DIRECTOR/RISK MANAGEMENT
	CATHY K. DEMING	SENIOR FINANCIAL ANALYST	***** (2 SIGNATURES REQUIRED) *****	
001-90-0606-0 MTA OPERATING ACCOUNT (FIRST CITY NATIONAL BANK)	INVESTMENT TRANSACTIONS NOT PERMITTED			
001-90-0608-7 MTA PAYROLL ACCOUNT (FIRST CITY NATIONAL BANK)	INVESTMENT TRANSACTIONS NOT PERMITTED			
001-90-0627-3 MTA MMS ACCOUNT (FIRST CITY NATIONAL BANK) INTEREST BEARING	INVESTMENT TRANSACTIONS NOT PERMITTED			
0010-079-4073 MTA CLAIMS ACCOUNT (TEXAS COMMERCE BANK)	INVESTMENT TRANSACTIONS NOT PERMITTED			
414-01-7167-0 MTA CLAIMS ACCOUNT - HEALTH BENEFITS (NCNB TEXAS)	INVESTMENT TRANSACTIONS NOT PERMITTED			

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE, EXECUTE AND DELIVER A MODIFICATION TO THE CONTRACT WITH IKARUS USA, INC. FOR THE PURCHASE OF THREE HUNDRED TRANSIT BUSES SUBJECT TO THE REVIEW AND CONCURRENCE OF THE TRANSIT OPERATIONS COMMITTEE; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, pursuant to Resolution No. 89-40, METRO entered into contract with Ikarus USA, Inc. for the purchase of three hundred transit buses; and

WHEREAS, METRO staff has recommended the installation of a number of design features which would enhance operator safety and bus maintainability; and

WHEREAS, the Board of Directors is of the opinion that it is appropriate to consider modification of the contract with Ikarus, USA, Inc. to include the changes recommended by staff;

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

Section 1. Subject to the review and concurrence of the Transit Operations Committee, the General Manager be and he is hereby authorized to negotiate, execute and deliver a modification to the contract with Ikarus USA, Inc. to include installation of the following features on each bus to be purchased under the subject contract:

RESOLUTION NO. 89- 89 (Page 2)

- 1) wiring provisions for the radio on-board diagnostic systems,
- 2) silent-witness monitoring systems,
- 3) wiring provisions for the automatic vehicle locating system,
- 4) serial number plates for major components, and
- 5) Luminator "Super Max" front destination signs.

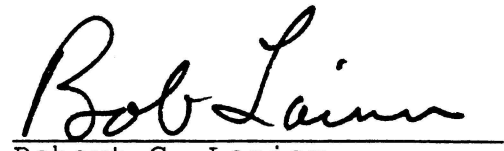
The General Manager is further authorized to increase the maximum expenditures under the contract by an amount not to exceed \$550,560.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of August, 1989.
APPROVED this 24th day of August, 1989.

ATTEST:


Assistant Secretary


Robert C. Lanier
Chairman

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO MODIFY THE CONTRACT WITH ANALYSTS SERVICES, INC. FOR FLUIDS TESTING AND ANALYSIS; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the firm of Analysts Services, Inc. was awarded a contract for fluids testing and analysis as a result of a competitive solicitation; and

WHEREAS, the contract provides for two one-year options to extend the performance period; and

WHEREAS, Analysts Services, Inc. has performed satisfactorily during the first year of the contract and a continuation of services is desirable; and

WHEREAS, the Board of Directors is of the opinion that it is appropriate to exercise the option to extend the contract for an additional year;

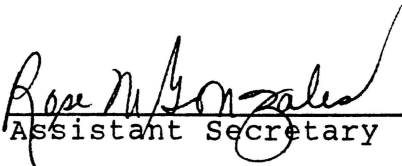
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

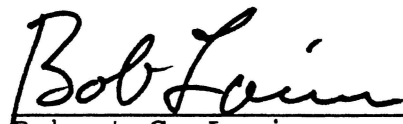
Section 1. The General Manager be and he is hereby authorized and directed to execute and deliver a modification to the contract with Analysts Services, Inc. for fluids testing and analysis by extending the contract for an additional year and by increasing the maximum authorized expenditure under the contract by \$92,000.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of August, 1989.
APPROVED this 24th day of August, 1989.

ATTEST:


Assistant Secretary


Robert C. Lanier
Chairman

A RESOLUTION

ENDORISING AND RECOMMENDING PASSAGE OF THE PUBLIC TRANSIT AND VANPOOL ACT OF 1989; AND MAKING AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, present Federal law does not afford equal treatment to employer-provided public transportation passes as compared to employer-provided parking payments; and

WHEREAS, House of Representatives Bill 2265 known as the "Public Transit and Vanpool Act of 1989" has been introduced that would raise the tax-exempt level of the employer-provided transit fringe benefits; and

WHEREAS, the Board of Directors is of the opinion that this Bill would be an effective incentive to greater use of transit and vanpools for work-related trips;

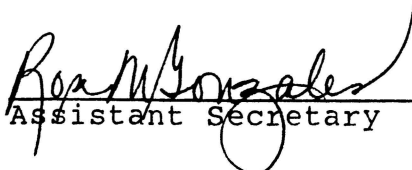
NOW, THEREFORE, BE IT RESOLVED BY THE DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:


Section 1. The Board hereby endorses the "Public Transit and Vanpool Act of 1989" and encourages the Congress of the United States to enact said Act.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of August, 1989.
APPROVED this 24th day of August, 1989.

ATTEST:


Assistant Secretary


Robert C. Lanier
Chairman