

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE, EXECUTE AND DELIVER A MODIFICATION TO THE CONTRACT WITH O'NEIL GREGORY ARCHITECTS TO ACCOMMODATE DESIGN CHANGES IN THE SOUTH FREEWAY TRANSIT CENTER; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, METRO entered into a contract with O'Neil Gregory Architects for design of the South Freeway Transit Center; and

WHEREAS, as design has proceeded, it has been determined that significant cost savings can be achieved from elimination of the access road on the west side of the facility and using grass lining rather than concrete for the detention pond without adversely impacting the utility of the facility;


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 O'Neil Gregory Architects for design of the South Freeway Transit Center to incorporate certain changes in said design with an increase in the fee not to exceed \$15,436.59.

Section 2. This resolution is effective immediately upon passage.

PASSED this 20th day of November, 1989.
APPROVED this 20th day of November, 1989.

ATTEST:


Assistant Secretary


Robert C. Lanier
Chairman

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE, EXECUTE AND DELIVER A CONTRACT WITH LEONARD W. SHOEMAKER AND ASSOCIATES FOR DETAIL DESIGN OF THE BEECHNUT STREET IMPROVEMENT PROJECT BETWEEN IH 610 AND THE WESTERN HOUSTON CITY LIMITS; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the Board of Directors has designated improvements to Beechnut from its intersection with IH 610 to the western Houston city limits as a general mobility project; and

WHEREAS, the Board of Directors has previously authorized the General Manager to enter into a contract with Leonard W. Shoemaker and Associates for preliminary engineering of this project; and

WHEREAS, Leonard W. Shoemaker and Associates satisfactorily completed preliminary engineering and the Board of Directors is of the opinion that it is appropriate to contract with this firm for detail design of this street improvement project;

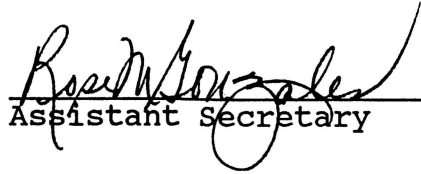
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

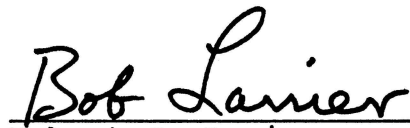
Section 1. The General Manager be and he is hereby authorized and directed to negotiate, execute and deliver a contract with Leonard W. Shoemaker and Associates for detail design of the Beechnut Street improvement project and for design services during construction of that project.

Section 2. This resolution is effective immediately upon passage.

PASSED this 20th day of November, 1989.
APPROVED this 20th day of November, 1989.

ATTEST:


Assistant Secretary


Robert C. Lanier
Chairman

A RESOLUTION

APPROVING PLANS AND SPECIFICATIONS FOR THE YALE BOULEVARD STREET IMPROVEMENT PROJECT, A JOINT PROJECT WITH THE CITY OF HOUSTON; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, by way of Resolution No. 87-40, the Board of Directors designated improvements to Yale Boulevard between its intersections with Crosstimbers and Tidwell as a joint project with the city of Houston; and

WHEREAS, detail design of this project has been completed and the plans and specifications reviewed by the Board of Directors; and

WHEREAS, pursuant to the mass transportation improvement projects agreement with the city of Houston, the Board of Directors is of the opinion that the said plans and specifications should be approved so that the project may proceed to construction;

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

Section 1. The plans and specifications for the Yale Boulevard street improvement project between its intersections with Crosstimbers and Tidwell are hereby approved.

Section 2. The General Manager be and he is hereby authorized and directed to seek city of Houston approval for said plans and specifications and, upon receipt of such approval, proceed to solicit bids for construction of this street improvement project.

Section 3. This resolution is effective immediately upon passage.

PASSED this 20th day of November, 1989.
APPROVED this 20th day of November, 1989.

ATTEST:



Assistant Secretary



Robert C. Lanier
Chairman

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE AND DELIVER A CONTRACT WITH BRIDGESTONE/FIRESTONE, INC. FOR LEASING AND SERVICING OF BUS TIRES FOR A THREE-YEAR PERIOD COMMENCING ON OR ABOUT DECEMBER 1, 1989; AUTHORIZING THE GENERAL MANAGER TO EXERCISE THE OPTION WITH GOODYEAR TIRE & RUBBER COMPANY TO CONTINUE USING THE GOODYEAR TIRES PRESENTLY ON METRO BUSES THROUGHOUT THEIR USEFUL LIFETIME; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, METRO has traditionally leased tires for its transit vehicles under contracts with five-year terms awarded based on a fixed price for the first year and adjustable prices for subsequent years calculated based upon changes in specified commodity costs and labor costs; and

WHEREAS, this procurement method does not permit an accurate assessment of contract cost for the full term of the contract nor does it necessarily identify the low bidder for the full term of the contract; and

WHEREAS, in order to provide for tire lease cost predictability the Board of Directors is of the opinion it is necessary and appropriate to contract for tire leasing and associated services on the basis of fixed unit prices; and

WHEREAS, bids were invited to provide tire leasing and servicing for a three-year period with the firm of Bridgestone/Firestone, Inc. submitting the only bid; and

WHEREAS, the Board of Directors has reviewed the bid and determined that the bid prices are fair and reasonable; and

WHEREAS, the Board of Directors is of the opinion that it is appropriate to enter into a contract with Bridgestone/Firestone, Inc. for tire leasing and servicing and to exercise the option in the current tire lease contract with Goodyear Tire & Rubber Company to utilize the tires on existing METRO vehicles through their useful lifetime;

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 Bridgestone/Firestone, Inc. for the leasing and servicing of bus tires for a three-year period commencing on or about December 1, 1989 at the prices specified in the Bridgestone/Firestone, Inc. bid.

Section 2. The General Manager be and he is hereby authorized and directed to exercise the option in the current tire lease contract with Goodyear Tire & Rubber Company to utilize the existing Goodyear tires on METRO vehicles through their useful lifetime, such option being known as the "run-out option."

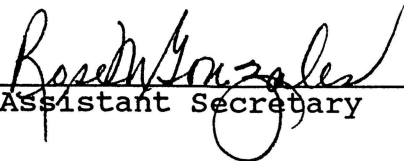
Section 3. The General Manager or his designee is hereby authorized to terminate the existing contract with Goodyear Tire & Rubber Company for METRO's convenience in order to accept the bid of Bridgestone/Firestone, Inc. for the lease of bus tires and provision of associated services as described herein and to take such other and further actions as are reasonable and necessary to

accomplish the transition from one tire lease contractor to the other.

Section 4. This resolution is effective immediately upon passage.

PASSED this 20th day of November, 1989.
APPROVED this 20th day of November, 1989.

ATTEST:


Assistant Secretary


Robert C. Lanier
Chairman

A RESOLUTION

EXPRESSING THE SENSE OF THE BOARD OF DIRECTORS ON DEVELOPMENT OF THE SYSTEM CONNECTOR ELEMENT OF THE PHASE 2 MOBILITY PLAN; DIRECTING PREPARATION OF SOLICITATIONS FOR PRIVATE SECTOR DEVELOPMENT OF RAIL, RAIL-RELATED OR OTHER FIXED-GUIDEWAY TRANSPORTATION SYSTEM ELEMENTS; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the Phase 2 Mobility Plan adopted by the Board of Directors by way of resolution No. 87-110 included a fixed-guideway component known as the System Connector to be developed under certain specified conditions and assumptions; and

WHEREAS, during the course of performing the Federally-required alternatives analysis process for the System Connector element of the Phase 2 Mobility Plan and as a consequence of extensively analyzing the ridership as well as capital and operating cost experience and projections of other recently developed urban rail transportation systems, the Board became concerned that the light rail alternative for the System Connector as developed by the METRO staff may not achieve the patronage levels originally projected; may not improve the level of service to the major destination, the Central Business District, for most patrons; and may incur an annual operating deficit larger than originally anticipated; and

WHEREAS, the Board of Directors further is of the opinion that METRO should continue to explore development of the System Connector or an alternative fixed-guideway system on the same or

an alternate alignment which would meet the transportation objectives specified in the Phase 2 Mobility Plan without incurring unreasonable operating cost deficits; and

WHEREAS, the Board of Directors further is of the opinion that an efficacious means to explore appropriate fixed guideway technology system elements is to invite private sector firms and groups to propose development of such elements subject to the goals and objectives of the Phase 2 Mobility Plan;

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

Section 1. The staff is directed to suspend further in-house development of the System Connector element of the Phase 2 Mobility Plan as originally specified in the Draft Alternative Analysis/Draft Environmental Impact Statement document and as evaluated during the rail research activities.

Section 2. The staff is directed to prepare appropriate materials for Board of Directors review and approval to solicit proposals for private sector development of rail, rail-related or other fixed-guideway transportation system elements meeting performance criteria established by the Board, based on the goals and objectives of the Phase 2 Mobility Plan.

Section 3. The staff is directed to continue the federally-mandated alternatives analysis process for the System Connector corridor for other alternatives, including rail or rail-related

technologies, to meet transit service needs in that corridor in a cost-effective manner.

Section 4. This resolution is effective immediately upon passage.

PASSED this 20th day of November, 1989.
APPROVED this 20th day of November, 1989.

ATTEST:


Assistant Secretary


Robert C. Lanier
Chairman