

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE A CONTRACT WITH GUARDCO, INC. FOR THE FURNISHING OF SECURITY GUARD SERVICES AT METRO PARK AND RIDE LOTS.

WHEREAS, METRO invited bids for the provision of security guard services at METRO park and ride lots; and

WHEREAS, the firm of Guardco, Inc. submitted the lowest responsive and responsible bid of the fourteen (14) bids received;

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

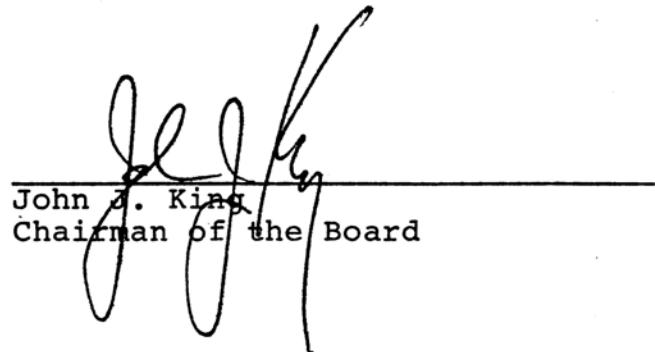
Section 1. The General Manager be and he is hereby authorized to execute a contract with Guardco, Inc. for the provision of security guard services at METRO's park and ride lots for a one-year period at a cost not to exceed \$348,816. The General Manager is authorized to include in the contract two (2) one-year options which may be exercised upon approval of the Board of Directors.

Section 2. This resolution is effective immediately upon passage.

PASSED this 27th day of March, 1986.
APPROVED this 27th day of March, 1986.

ATTEST:


Assistant Secretary


John J. King
Chairman of the Board

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE CONTRACTS WITH MAJOR BRAND OIL, INC. FOR THE PURCHASE OF ENGINE OIL AND TRANSMISSION FLUID.

WHEREAS, METRO solicited bids for the supply of engine oil and transmission fluid for a one-year period; and

WHEREAS, the firm of Major Brand Oil, Inc. submitted the lowest responsive and responsible bid for the provision of these supplies;

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

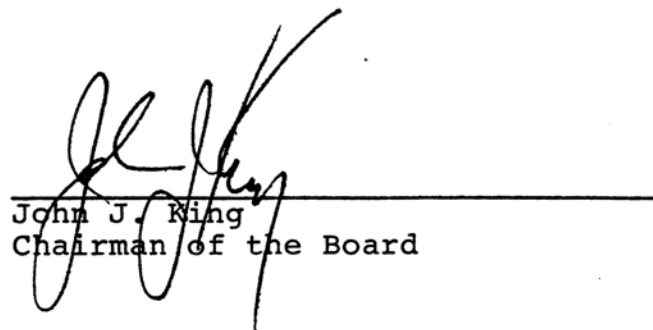
Section 1. The General Manager be and he is hereby authorized to execute contracts with Major Brand Oil, Inc. for the purchase of engine oil and transmission fluid. The contract for engine oil shall not exceed \$180,000, and the contract for transmission fluid shall not exceed \$135,000.

Section 2. This resolution is effective immediately upon passage.

PASSED this 27th day of March, 1986.
APPROVED this 27th day of March, 1986.

ATTEST:


Assistant Secretary


John J. King
Chairman of the Board

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE A CONTRACT WITH UNOCAL CHEMICALS DIVISION OF THE UNOCAL CORPORATION FOR THE PURCHASE OF ENGINE COOLANT.

WHEREAS, METRO invited bids for the provision of engine coolant for a one-year period; and

WHEREAS, the Unocal Chemicals Division of the Unocal Corporation submitted the lowest responsive and responsible bid for the supply of engine coolant;

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

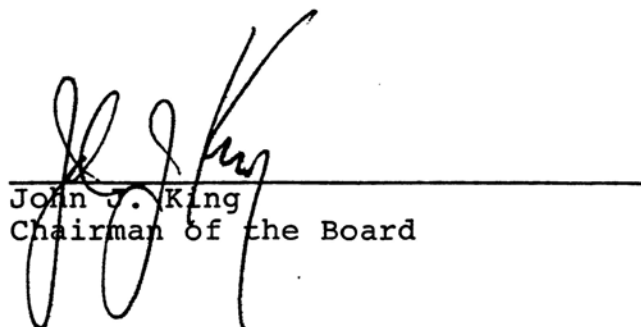
Section 1. The General Manager be and he is hereby authorized to execute a contract with Unocal Chemicals Division of the Unocal Corporation for the supply of engine coolant for a one-year period at a total cost not to exceed \$130,000.

Section 2. This resolution is effective immediately upon passage.

PASSED this 27th day of March, 1986.
APPROVED this 27th day of March, 1986.

ATTEST:


Assistant Secretary


John J. King
Chairman of the Board

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE AND EXECUTE A CONTRACT WITH JOHNSON & HIGGINS OF TEXAS, INC. FOR AGENT OF RECORD SERVICES.

WHEREAS, METRO requires the services of an agent of record to place its insurance program; and

WHEREAS, METRO solicited proposals to provide agent of record services to which six (6) firms responded; and

WHEREAS, METRO staff has recommended the firm of Johnson & Higgins of Texas, Inc. as the most qualified firm to perform agent of record services for METRO; and

WHEREAS, the Board concurs in the METRO staff recommendation;

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

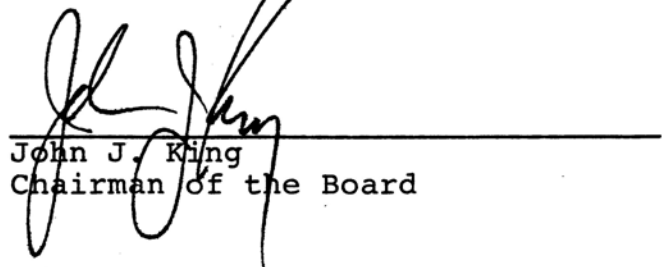
Section 1. The General Manager be and he is hereby authorized to negotiate and execute a contract with Johnson & Higgins of Texas, Inc. for agent of record services for a one-year period at a cost not to exceed \$204,000. The General Manager is authorized to include two one-year options in the contract, the exercise of which are subject to specific Board approval.

Section 2. This resolution is effective immediately upon passage.

PASSED this 27th day of March, 1986.
APPROVED this 27th day of March, 1986.

ATTEST:


Assistant Secretary


John J. King
Chairman of the Board

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE AND EXECUTE A CONTRACT WITH PUBLIC FINANCIAL MANAGEMENT, INC. FOR FINANCIAL ADVISORY SERVICES.

WHEREAS, in December, 1982, the Board of Directors selected Public Financial Management, Inc. as METRO's financial advisor in support of development of a long-range transit system plan; and

WHEREAS, Public Financial Management, Inc. has satisfactorily performed in its role as METRO's financial advisor and has developed considerable familiarity and expertise with respect to METRO's particular requirements; and

WHEREAS, the General Manager has recommended and the Board of Directors concur in continuing the services of Public Financial Management, Inc. for an additional one-year period beginning April 1, 1986;


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

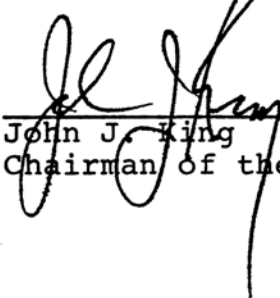
Section 1. The General Manager be and he is hereby authorized to negotiate and execute a contract with Public Financial Management, Inc. for financial advisory services in an amount not to exceed \$100,000 for a one-year period commencing April 1, 1986.

Section 2. This resolution is effective immediately upon passage.

ATTEST:

PASSED this 27th day of March, 1986.
APPROVED this 27th day of March, 1986.


Assistant Secretary


John J. King
Chairman of the Board

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO ENTER INTO SOLE-SOURCE PURCHASE AGREEMENTS FOR BUS PARTS.

WHEREAS, METRO endeavors to procure parts and supplies for its vehicles on a competitive basis to the greatest extent possible; and

WHEREAS, certain bus parts are available only from the original equipment manufacturer; and

WHEREAS, the General Manager has requested that the Board authorize the noncompetitive procurement of those bus parts available only from the original equipment manufacturer;

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

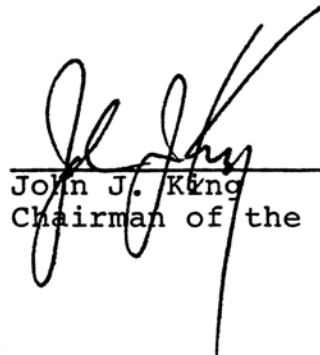
Section 1. The General Manager be and he is hereby authorized to procure on a noncompetitive basis those bus parts which are available solely from the original equipment manufacturers on an "as required" basis. The cumulative cost of procurements authorized by this resolution shall not exceed \$3,160,000.

Section 2. This resolution is effective immediately upon passage.

PASSED this 27th day of March, 1986.
APPROVED this 27th day of March, 1986.

ATTEST:


Assistant Secretary


John J. King
Chairman of the Board

A RESOLUTION

ADOPTING A REGIONAL TRANSIT PLAN CONCEPT; DESIGNATING THE CURRENT FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM AS PHASE I FOR IMPLEMENTATION OF SAID PLAN; DESIGNATING A "SYSTEM CONNECTOR" AS PHASE II FOR IMPLEMENTATION OF SAID PLAN; AUTHORIZING AND DIRECTING THAT METRO STAFF PREPARE A WORK PROGRAM FOR THE PERFORMANCE OF ALTERNATIVES ANALYSIS STUDIES FOR PHASE II OF THE PLAN; REAFFIRMING A STATEMENT OF PRINCIPLES AND GUIDELINES FOR DEVELOPMENT AND IMPLEMENTATION OF SAID PLAN; AND MAKING OTHER PROVISIONS AND FINDINGS RELATIVE TO SAID PLAN.

WHEREAS, the Board of Directors in January, 1985, directed staff to present the draft conceptual Regional Transit Plan and the three options implementing the Plan to the public for their consideration and comments; and

WHEREAS, the Board and staff held extensive public meetings and received comments from citizens and organizations regarding the concept Plan and its three options; and

WHEREAS, the Board in June, 1985, after giving due consideration to the public comments and other appropriate factors directed staff to make revisions to the Plan; and

WHEREAS, the staff has responded to those directions and provided the Board with proposed Plan revisions, preliminary ridership forecasts, and financial feasibility analyses among other matters; and

WHEREAS, the Houston metropolitan area economy has been dramatically affected by the fall in oil prices, with as yet unknown impacts upon population, employment, sales tax revenue and transit ridership; and

WHEREAS, it is important to the future Houston metropolitan area economy to maintain orderly progress toward the implementation of a regional transit plan without jeopardizing current financial capabilities of METRO; and

WHEREAS, the Board deems it appropriate to designate a Regional Transit Plan and various phases thereof;

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

Section 1. The conceptual transit plan as shown on Exhibit A, attached hereto, and as more fully described on Exhibit B, attached hereto, be and the same is hereby adopted as the Regional Transit Plan for the Houston metropolitan area.

Section 2. The current Five-year Capital Improvement Program attached hereto as Exhibit C which includes, among other things, (i) construction of approximately 69 miles of transitway in the medians of regional freeways, (ii) park and ride lots, (iii) transit centers, (iv) bus operating facilities, (v) improved local bus service, (vi) improvements to downtown streets and (vii) traffic improvements jointly funded with other agencies, be and the same is hereby designated as Phase I of the Regional Transit Plan.

Section 3. Phase II of the Regional Transit Plan is hereby designated as the "system connector," which involves the establishment of efficient and cost-effective transit connections between each of the radial transitways developed during Phase I, between those transitways and the local bus system and between

those transitways and the four major area employment centers -- downtown Houston, the Post Oak-Galleria area, Greenway Plaza and the Texas Medical Center.

Section 4. In view of major changes in the economic conditions of the Houston region it is deemed prudent to refine the basic assumptions, the development schedule, the ridership forecasts, the cost estimates and the financial feasibility of each of the most promising methods of achieving those transit connections of the "system connector," and to determine the singlemost efficient and cost-effective method of developing the "system connector," considering both short-term and long-term needs. In order to achieve those ends and to simultaneously meet the federal requirements for major transit capital investments, staff is hereby authorized and directed to prepare a work program in conformance with federal requirements for "alternatives analysis" as that term is defined in Exhibit D attached hereto on the system of transit connections and to submit it to the Board for its consideration.

Section 5. The alternative methods for achieving the system connector transit connections that are to be investigated by the Staff during the alternatives analysis shall include, among other things, the following:

i) A "no-build" alternative that provides for low-cost traffic improvements to enable buses to operate more efficiently on local streets and/or in mixed-flow traffic on freeways to provide the transit system connections without construction of special guideways; and

ii) A transitway system connector similar to the one shown in Option A of the Regional Transit Plan alternatives but without any automated guideway element; and

iii) An improved transitway system connector, similar to but upgraded from the one shown in Option A of the Regional Transit Plan alternatives; to such an extent that it can be deemed to be substantially comparable to the system described in Option C of the Regional Transit Plan alternatives; and

iv) A light-rail system connector similar to the one shown in Options B and C of the Regional Transit Plan alternatives; and

v) Such other alternatives as the Urban Mass Transportation Administration may suggest or recommend.

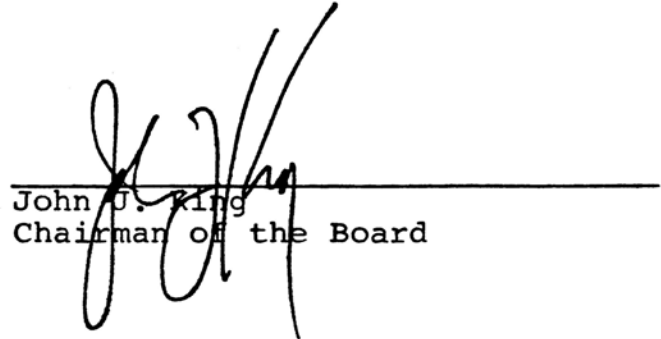
Section 6. The statement of "Principles and Guidelines for Development and Implementation of METRO's Regional Transit Plan" attached hereto as Exhibit E be and the same is hereby adopted and supersedes that statement adopted by Resolution No. 85-91.

Section 7. This resolution is effective immediately upon passage.

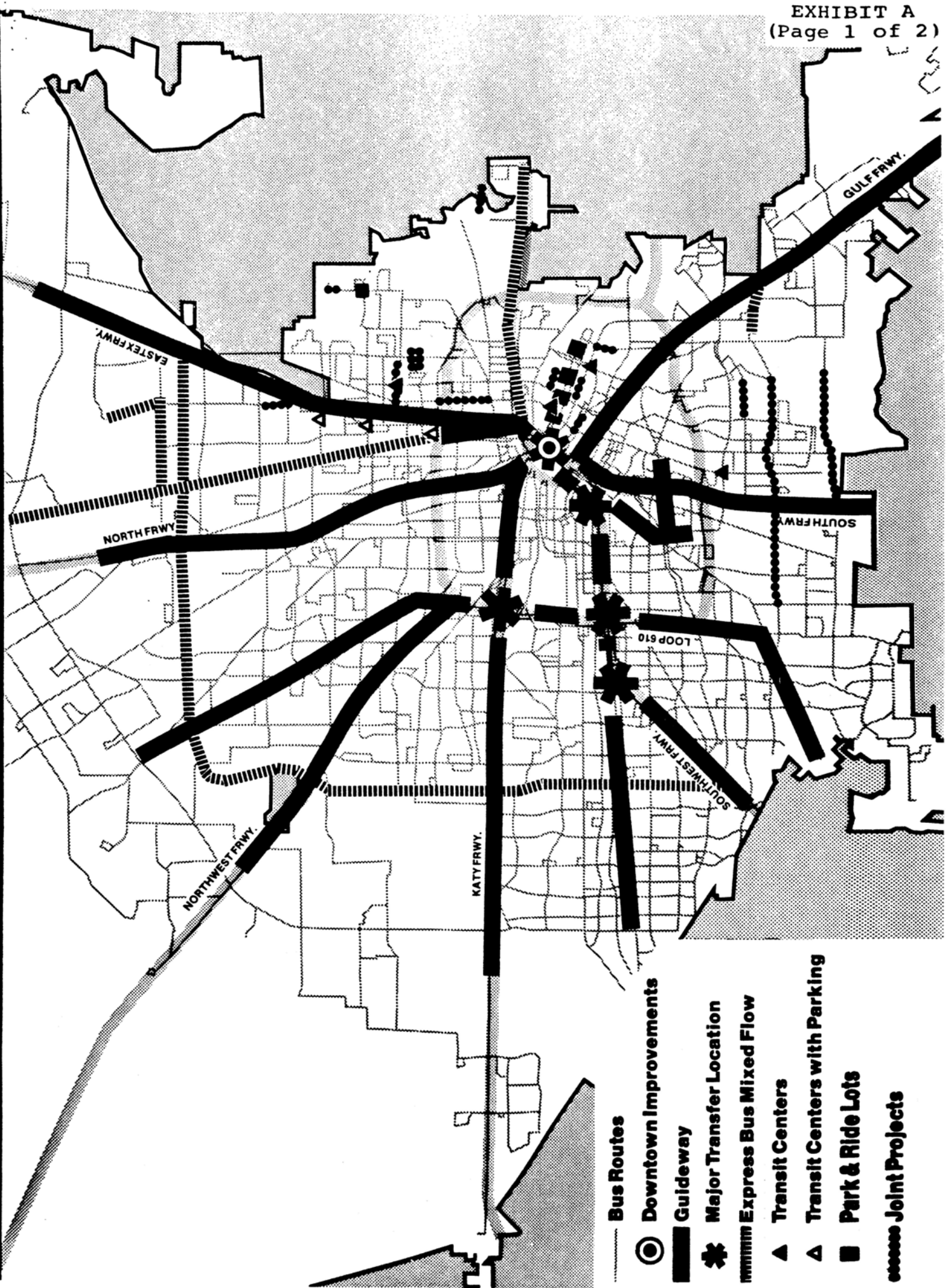
PASSED this 27th day of March, 1986.
APPROVED this 27th day of March, 1986.

ATTEST:


Assistant Secretary


John J. King
Chairman of the Board

Regional Transit Plan



Regional Transit Plan

East Side Improvements

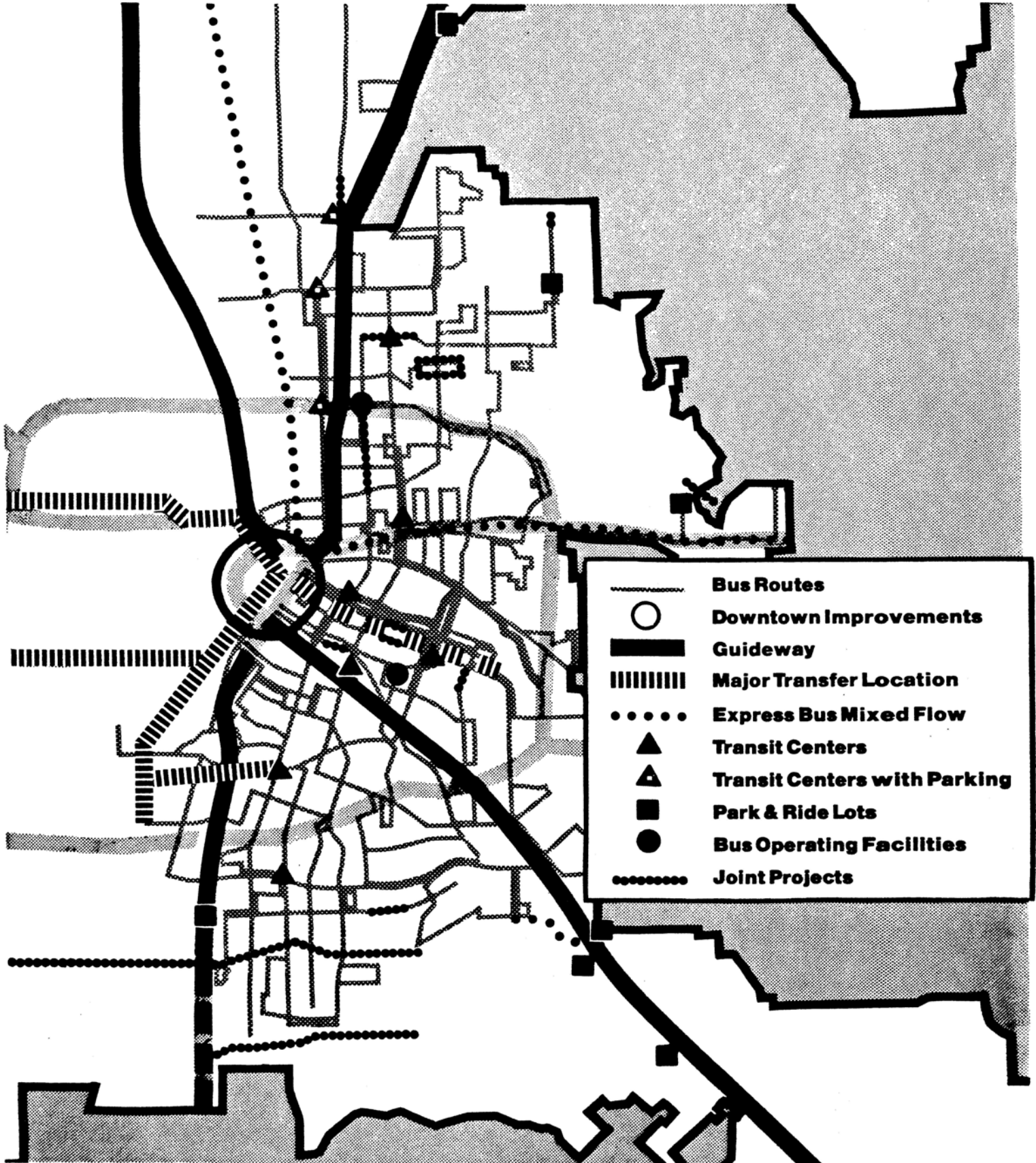


EXHIBIT B

METRO REGIONAL TRANSIT PLAN

THE PLAN CONCEPT

The transit system or service concept for Harris County must be tailored to this area's unique development patterns. The region's growth patterns and travel characteristics were closely examined to determine the following system requirements of the Regional Transit Plan concept:

- o To provide a basic level of mobility throughout the region by a greatly expanded local bus system;
- o To work with local agencies to develop projects which immediately improve peak hour travel;
- o To develop a transit system which provides a competitive alternative to the automobile during peak hour traffic congestion;
- o To serve more than just downtown;
- o To provide flexible service from Houston's dispersed residential areas to its multiple employment centers;
- o To integrate all transit services into one interwoven system providing flexibility of travel throughout the region; and,
- o To provide paratransit services as a cost-efficient supplement to fixed route transit.

REGIONAL TRANSIT PLAN

The regional transit plan includes a network of local, limited and express service linked through a ring of strategically located transit centers. These transit centers will be easily accessible from more than 200 miles of exclusive guideway, as well as the local and arterial street system.

The high capacity transit corridors and transit center locations are listed below:

Transitway Corridors

Eastex with Hardy Connector
North
Fort Worth and Denver
Northwest
Katy
Westpark
Southwest
West Loop
South Main
South Freeway
Texas Medical Center/Southeast
Gulf
East End

Transit Centers

Fifth Ward/Denver Harbor
Southeast
Hiram Clarke
Lockwood/Gulf Freeway
Southwest/Bellaire
Northline
Northwest
Acres Home
Hillcroft
S. Rice
East
Heights

In addition to the major guideways and transit centers, the regional plan includes joint governmental projects and downtown street improvements.

FIVE YEAR PLAN: 1986 TO 1990

P. 1 of 2

CAPITAL PROJECTS, 1986 - 1990

<u>PROJECT</u>	<u>FY YR IN OPR</u>	<u>ESCAL. DOLLAR¹</u> <u>(\$ x 1,000)</u>
<u>Operating Facilities</u>		
Market Street Service Center	1987	4,863
West	1988	28,683
North	1988	25,009
Sub-Total		58,555
<u>Park & Ride Lots</u>		
Kuykendahl Modification	1986	2,037
West Loop	1989	857
South Freeway	1988	3,350
SH6/Mission Bend	1987	8,259
Stuebner Airline North	1987	4,792
Gulf Freeway/Hobby ²	1987	Inc. in Gulf Fwy Tranwy.
Gulf Freeway/Fuqua ²	1987	Inc. in Gulf Fwy Tranwy.
W. Little York/290	1987	Inc. in NW Tranwy.
Pinemont	1987	Inc. in NW Tranwy.
West Bellfort	1987	Inc. in SW Tranwy.
Hillcroft	1988	Inc. in Hillcroft T.C
Willowbrook	1990	Inc. in Adv. Planning
Humble	1990	Inc. in Adv. Planning
Little York Eastex	1990	Inc. in Adv. Planning
Sub-Total		19,295
<u>Transit Centers</u>		
Southeast	1986	2,413
Hempstead Mini Terminal (Interim)	1986	19
Hiram Clarke	1986	1,643
Lockwood/Gulf Freeway ²	1986	Inc. in Gulf Fwy Tranwy.
Southwest/Bellaire	1987	2,749
Northline	1987	821
Northwest	1987	Inc. in NW Tranwy.
Acres Home	1988	1,554
Hillcroft	1988	Inc. in SW Tranwy.
S. Rice	1988	Inc. in SW Tranwy.
East	1988	1,555
Heights	1989	1,739
Sub-Total		12,493

¹ Project cost in day-of-expenditure dollars and as presented in the FY 1986 Capital Improvement Program and Transportation Improvement Program.

² Projects are owned in whole or in part by SDHPT.

CAPITAL PROJECTS, 1986 - 1990

<u>PROJECT</u>	<u>FY YR IN OPR</u>	<u>COSTS¹</u> <u>ESCAL. DOLLAR</u> <u>(\$ X 1,000)</u>
<u>Bus Stop Shelters</u>	1986-1990	4,720
<u>Joint Governmental Projects</u>		
City Managed Projects		36,528
METRO Managed Projects		49,658
County Projects		29,700
Suburban Projects		7,295
Westpark St. Improvements		3,413
Future Allocations		<u>7,500</u>
Sub-Total		134,094
<u>Transitways (Opened in Phases)</u>		
Gulf	1986 - 1988	8,041
Katy	1985 - 1989	43,538
North	1985 - 1988	58,975
Northwest	1989	72,852
Southwest	1990	96,205
Transitway Reserve	1986-1990	<u>18,957</u>
Sub-Total		298,568
<u>Downtown Transit Streets</u>	1989	48,619
<u>Bus Acquisition</u>		
Standard		49,443
Suburban		15,476
Articulated		441
Midsize, Micro		<u>4,297</u>
Sub-Total		69,657
<u>Advanced Planning and Engineering</u>		7,000
GRAND TOTAL		<u>\$648,281</u>

- ¹ Total project cost in day-of-expenditure dollars and as presented in the FY 1986 Capital Improvement Program and Transportation Improvement Program
- ² Projects are owned in whole or in part by SDHPT.

DESCRIPTION OF ALTERNATIVES ANALYSIS

Under UMTA requirements for "major investments", the Alternatives Analysis is the second stage of a five-stage project development sequence, as shown below:

1. System Planning
2. Alternatives Analysis (AA)/Draft Environmental Impact Statement (DEIS)
3. Preliminary Engineering/Final EIS
4. Final Design
5. Construction

The first stage, System Planning, is nearing completion. The Board's decision regarding the Regional Transit Plan resulted from an intensive, involved planning process looking at the entire transit system, and included designation of the next priority phase for implementation. Alternatives Analysis, by contrast, focuses on the priority segment or corridor for detailed design, environmental, ridership and cost analyses.

Alternatives Analysis provides detailed information to evaluate a small set of alternatives, leading to identification of a Locally Preferred Alternative (LPA) for mass transit improvements in the priority corridor; and to provide UMTA with information to evaluate the cost-effectiveness of the proposed action as compared to all other projects in the U.S. competing for UMTA Section 3 (Discretionary) funds.

It should be noted that UMTA's AA/EIS process is also a legally prescribed process, subject to public scrutiny and legal review. It is therefore regimented and will involve the following steps:

1. Enter Alternatives Analysis

METRO and UMTA, in partnership, will agree to advance into AA. This will entail:

- a. Documentation of System Planning
- b. Agreement on the "priority corridor"
- c. Preliminary identification of alternatives to be considered
- d. Preliminary ridership estimates and cost-effectiveness ranking

2. Hold Scoping Meeting

Scoping mandates Public meeting(s) be held to define the alternatives that will be examined, and to identify probable areas of environmental impact. The purpose of "scoping" is to determine the range and extent of the issues and alternatives that will be examined. The results of this effort are documented in the Draft Environmental Impact Statement.

3. Define Alternatives

Alternatives will be defined by staff, Board and through the Scoping Session.

Development of each alternative will include definition of physical facilities, including schematic engineering, operating plans, feeder bus systems, fleet requirements and circulation in major activity centers.

4. Evaluation of Alternatives

Once the alternatives to be examined are fully defined, they are subjected to analyses which yield the following formal Results Reports.

- Operating and Maintenance Costs
- Capital Costs
- Financial Feasibility
- Service and Patronage
- Final Definition of Alternatives
- Environmental Analysis

Each of these reports is submitted to UMTA according to a mutually-agreed schedule, and is then subject to iterative revisions until satisfactory responses to all questions and requests for further information have been incorporated.

5. Draft Environmental Impact Statement

A Draft EIS is prepared which describes the alternatives, assesses the environmental impacts of each alternative, and presents the results of Alternatives Analysis. The Draft EIS, along with all AA documents, technical studies and other contributing reports are made available to the public for a minimum of 45 days. During this period, there must be a public hearing or hearings to receive comments on the proposed action, the alternatives, results of analyses and environmental impacts. The public may also submit written comments.

Following the close of the public comment period, which may be extended at the discretion of the Board or UMTA, the Board will consider all analyses and public comment and will select the Locally Preferred Alternative.

At that time, METRO will submit the Locally Preferred Alternatives report to inform UMTA of the local decision.

UMTA will then assess the completeness of all submittals and the cost-effectiveness of the project. UMTA concurrence at this point concludes Alternatives Analysis. The next stage is preliminary engineering and preparation of the Final Environmental Impact Statement on the preferred alternative.

PRINCIPLES AND GUIDELINES
FOR DEVELOPMENT AND IMPLEMENTATION OF
METRO'S REGIONAL TRANSIT PLAN ("RTP")

1. Flexibility

The RTP, or any phase thereof, must be flexible:

- (a) to permit changes during system implementation, including adjustments to:
 - (i) construction schedules;
 - (ii) funding levels, sources of funds and cash flow scheduling;
 - (iii) technological changes; and
 - (iv) changes in system configuration;
- (b) to adapt to changes in technology. This may require constructing some transit facilities to accommodate possible future conversion, replacement or adaptation from lower to high capacity transit modes; and
- (c) to respond to demographic changes and changes in travel patterns.

2. Operating Costs - Automation

The highest priority of the RTP must be the management and control of operating costs. Therefore, proven systems which minimize long-term operating costs should be

avored. Any system implemented, bus or rail, should be optimized to keep operating cost per unit of service at a minimum. Investigation of the capability of automated systems to control operating costs should be given priority consistent with appropriate safety requirements.

3. Financial Responsibility

The financial integrity of METRO must be maintained at all times. Implementation of any phase or sequence of the RTP or expansion or extension of the system in existence (local and commuter services) should be undertaken only if the financial stability of METRO is secure and adequate funding sources have been identified. Appropriate fare levels should be set periodically in an attempt to achieve a minimum of 40% farebox recovery of all operating costs and to secure the financial integrity of the system.

4. Funding Sources

METRO should continually seek its fair share of available Federal and State funds for mass transit purposes. However, METRO should be realistically conservative in its assumptions on the availability of Federal and State funds

and should substantially rely upon its own funding sources when making any financial feasibility analysis relating to the RTP.

5. Operable Segments

Before any new phase is scheduled for implementation, there should be a clear showing by the staff that the completed phase will be a fully useable or operable segment in and of itself. That is to say, its operational efficiency and benefits will not be dependent upon the implementation of additional phases; and its independence to function as a separate identifiable mass transit improvement will be secure. However, any segment that is not only fully operable as an independent segment, but will also enhance the usefulness of other existing system segments by attracting new riders, increasing regional connectivity, or simplifying operations has proportionately higher priority.

6. Phasing

The RTP should be implemented in distinct, identifiable segments or phases, each one of which shall be a fully operable segment. Before any phase is scheduled for implementation, the staff should:

- (a) demonstrate the transit need for the improvement;
- (b) recommend the technology to be utilized, demonstrating its level of reliability and how it will minimize operating costs; and
- (c) identify funding sources to complete and operate the phase.

7. Technology

The transit technologies adopted to implement the RTP should be as close to the current state-of-the-art as possible and environmentally compatible. However, METRO should not be a test track for new innovations in technology. METRO should use only technologies that have been fully tested. Fully-tested automated systems which minimize operating costs should be preferred. Any technologies chosen must allow for operating speeds high enough to compare and compete favorably with auto travel times in that corridor during peak periods.

8. System Attributes

- (a) As much of the system should be built at-grade as possible, but with as many intersections grade separated initially as is financially affordable. Full grade

separation is a desired long-range goal because it maximizes transit, operating speeds and minimizes operating costs.

- (b) Necessary aerial structures should be aesthetically pleasing and designed to minimize environmental problems, but their use should be kept at a minimum to reduce capital costs and to lessen adverse environmental impacts.
- (c) The system should provide for vehicles capable of operating at high speed on long runs between stations and of rapid acceleration and deceleration to minimize travel-time in segments with short station spacing; provided, however, these systems must be otherwise financially affordable and must be based upon reliable ridership forecast to justify their capital investment.
- (d) The system must be reasonably competitive with the automobile for peak period trips in congested corridors, in terms of:
 - (i) cost,
 - (ii) safety,
 - (iii) efficiency, and
 - (iv) travel time
- (e) The system should be designed for efficient and widespread transfer capabilities so that riders can use the system region-wide.

- (f) Other than in Phase I of the RTP, busways should be two-directional wherever possible, fully grade-separated, with good ingress and egress capacity, e.g. flyover ramps.
- (g) It is imperative that the transit system be closely coordinated with the traffic systems of Harris County and the City of Houston and provide priority to transit vehicles wherever priority can be provided without adversely affecting total person-trip travel times.
- (h) Construction schedules should be coordinated with the scheduling of the construction of improvements by other agencies in order to minimize the disruption of the flow of existing traffic and to realize all available efficiencies and economies resulting from such coordination.
- (i) The local bus system should be constantly upgraded to a highly sophisticated system with as much computerization as possible.
- (j) Private sector involvement in design and construction should be encouraged to maximize the attractiveness and operating efficiency of the system; e.g. joint development of stations at office buildings and commercial establishments. Furthermore, private sector ownership of

transit properties appears to be a financing device that should be analyzed by the Board for funding capital improvement by METRO.

- (k) Staff should incorporate and encourage whenever possible private sector transit development, that is, vanpooling, private bus companies and other potential transit operators should be encouraged and developed to help meet the transit demands when their use can be proven to be cost effective.

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE A CONTRACT WITH STANLEY ENGINEERING COMPANY, INC. FOR ARCHITECTURAL AND ENGINEERING DESIGN SERVICES FOR THE WEST LITTLE YORK PARK AND RIDE FACILITY.

WHEREAS, METRO proposes to construct a park and ride facility at the intersection of West Little York Road and Hempstead Road in conjunction with construction of the Northwest Freeway Transitway; and

WHEREAS, the firm of Stanley Engineering Company, Inc. has been determined to be the best-qualified to perform the architectural and engineering design services for this park and ride facility and to provide architectural and engineering services during construction of the facility;

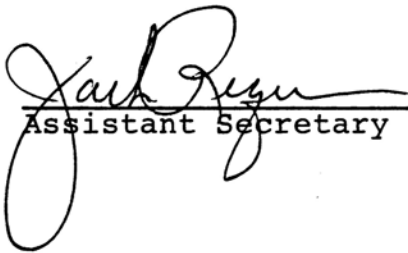
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

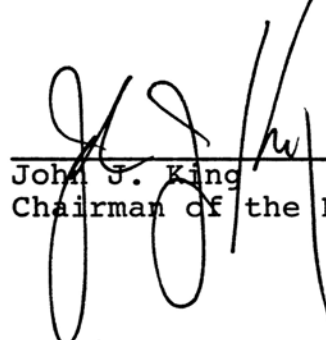
Section 1. The General Manager be and he is hereby authorized to execute a contract with Stanley Engineering Company, Inc. for architectural and engineering design services and support services during construction of the West Little York Park and Ride facility. The contract with Stanley Engineering Company, Inc. shall be a firm fixed price for the detailed design of the facility and a fixed hourly rate for the services during construction. The total contract shall not exceed \$172,442.

Section 2. This resolution is effective immediately upon passage.

PASSED this 27th day of March, 1986.
APPROVED this 27th day of March, 1986.

ATTEST:


Assistant Secretary


John J. King
Chairman of the Board

A RESOLUTION

DESIGNATING THE WIDENING OF 75TH STREET FROM BRAYS BAYOU TO TIPPS STREET AND CONSTRUCTION OF A GRADE SEPARATION BETWEEN HARRISBURG AND THE HB&T RAILROAD AS JOINT PROJECTS WITH THE CITY OF HOUSTON UNDER THE MASS TRANSPORTATION IMPROVEMENT PROJECTS AGREEMENT.

WHEREAS, by way of Board Resolution No. 84-58, METRO reaffirmed its commitment to participate with the City of Houston in a Mass Transportation Improvement Projects Agreement to develop arterial street and grade improvements beneficial to mass transit; and

WHEREAS, METRO staff recommends the designation of the widening of 75th Street from Brays Bayou to Tipps Street and construction of a grade separation between Harrisburg and the HB&T Railroad as joint projects under the Mass Transportation Improvement Projects Agreement, and requested the METRO Board to concur in this designation; and

WHEREAS, the Board of Directors is of the opinion that there are significant mass transit benefits associated with these projects;

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

Section 1. The following projects are hereby designated as joint projects with the City of Houston under the Mass Transportation Improvement Projects Agreement:

- a) 75th Street widening from Brays Bayou to Tipps Street.
- b) Grade separation between Harrisburg and HB&T Railroad.

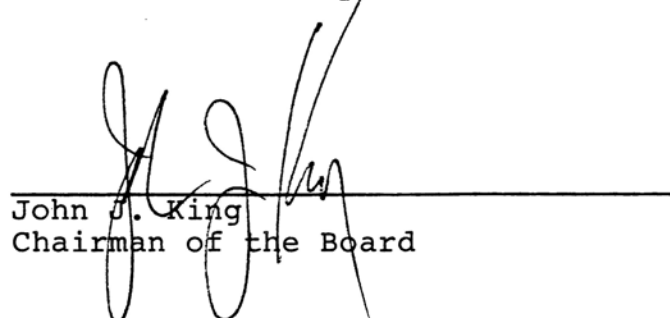
Section 2. The General Manager be and he is hereby authorized to seek designation of the foregoing projects as joint projects by the City of Houston with METRO's proposed participation being fifty percent (50%) of the costs of the 75th Street project and thirty-three percent (33%) of the costs of the Harrisburg grade separation project. The General Manager is also authorized to seek METRO designation as the Managing Party for these projects.

Section 3. This resolution is effective immediately upon passage.

PASSED this 27th day of March, 1986.
APPROVED this 27th day, of March, 1986.

ATTEST:


Assistant Secretary


John J. King
Chairman of the Board

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE AND EXECUTE A CONTRACT MODIFICATION WITH GREINER ENGINEERING SCIENCES, INC. FOR NORTHWEST TRANSITWAY DESIGN AND ENGINEERING SERVICES.

WHEREAS, METRO has contracted with Greiner Engineering Sciences, Inc. to provide architectural and engineering design services for the Northwest Freeway Transitway and engineering support services during construction; and

WHEREAS, the State Department of Highways and Public Transportation and the Federal Highway Administration have directed a significant number of design changes to the work done, to date, by Greiner Engineering Sciences; and

WHEREAS, the revisions and additions to the design require additional efforts be expended requiring resources beyond those currently authorized in the contract with Greiner Engineering Sciences, Inc.;

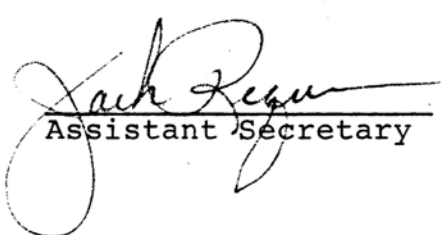
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

Section 1. The General Manager be and he is hereby authorized to negotiate and execute a contract modification with Greiner Engineering Sciences, Inc. to the contract for the design and engineering services on the Northwest Transitway. The General Manager is authorized to increase the cost of services to that contract by an amount not to exceed \$256,422, and to increase the fixed fee by an amount not to exceed \$3,092, with a total contract amount not to exceed \$4,374,971.

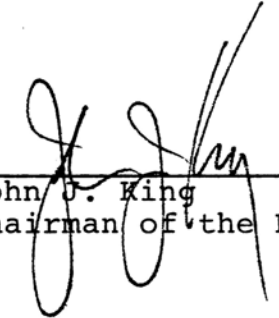
Section 2. This resolution is effective immediately upon passage.

PASSED this 27th day of March, 1986.
APPROVED this 27th day of March, 1986.

ATTEST:



Assistant Secretary



John D. King
Chairman of the Board

A RESOLUTION

EXPRESSING THE INTENT OF THE BOARD OF DIRECTORS FOR METRO TO PARTICIPATE WITH THE TEXAS STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION IN THE CONSTRUCTION AND OPERATION OF A TRANSITWAY ON THE EASTEX FREEWAY.

WHEREAS, the Texas State Department of Highways and Public Transportation (SDH&PT) is considering the widening and reconstruction of the Eastex Freeway (U.S. 59) which traverses the northeastern portion of METRO's service area; and

WHEREAS, SDH&PT has expressed a willingness to participate with METRO in incorporating a median transit facility, sometimes described as a transitway, in the widened and reconstructed freeway from a point in the Houston central business district to the vicinity of Kingwood at the northeastern limit of METRO's service area; and

WHEREAS, the Board of Directors is of the opinion that mass transit travel demand in the northeastern corridor served by the Eastex Freeway will warrant a dedicated mass transit facility at some point in the foreseeable future even though the increased capacity of the widened and reconstructed Eastex Freeway itself should accommodate the corridor travel demand for a period after its completion; and

WHEREAS, the Board of Directors is of the opinion that it is appropriate to design and construct the Eastex Freeway improvements to accommodate the future construction of a transitway; and

WHEREAS, the Board of Directors by this resolution wishes to express its intent for METRO to participate with SDH&PT in the design, construction and operation of a transitway on the Eastex Freeway; and

WHEREAS, the Board of Directors wishes to request that the SDH&PT undertake the planning, design and construction of the Eastex Freeway improvements with the future incorporation of a transitway in mind;

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

Section 1. The Board of Directors hereby expresses its intent and desire to participate with the SDH&PT in the design, construction and operation of a transitway on the Eastex Freeway at a time when travel demand projections in the northeastern portion of METRO's service area indicate that such a facility is warranted.

Section 2. The Board of Directors hereby requests that SDH&PT consider the future incorporation of a transitway on the Eastex Freeway in its planning for the widening and reconstruction of the Eastex Freeway.

Section 3. The General Manager be and he is hereby authorized to negotiate an agreement or agreements with the SDH&PT as may be appropriate to accomplish the purposes of this resolution, which agreements may provide for compensation to SDH&PT for additional

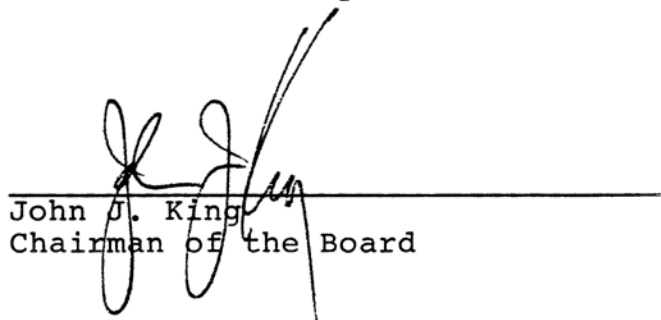
right-of-way acquisition, design and construction costs associated with accommodating a transitway facility.

Section 4. This resolution is effective immediately upon passage.

PASSED this 27th day of March, 1986.
APPROVED this 27th day of March, 1986.

ATTEST:


Assistant Secretary


John J. King
Chairman of the Board

A RESOLUTION

DECLARING THE PUBLIC NECESSITY FOR ACQUISITION BY THE METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS, OF: APPROXIMATELY 2.9053 ACRES OF LAND OUT OF THE T. HOGAN SURVEY, ABSTRACT NO. 326, HARRIS COUNTY, TEXAS; DECLARING THAT ACQUISITION OF SAID PROPERTY IS NECESSARY AND PROPER FOR IMPROVEMENT OF THE TRANSIT SYSTEM; DECLARING THAT ACQUISITION OF SAID PROPERTY IS IN THE PUBLIC INTEREST; AND AUTHORIZING THE GENERAL MANAGER TO PROCEED WITH ACQUISITION OF SAID PROPERTY BY EXERCISE OF THE POWER OF EMINENT DOMAIN.

WHEREAS, METRO and the State Department of Highways and Public Transportation are constructing a median transitway on U. S. Highway 290 (Northwest Freeway) extending from its intersection with Farm to Market Road 1960 to its intersection with Interstate Highway 10 (Katy Freeway); and

WHEREAS, METRO wishes to construct a park and ride facility at the intersection of West Little York Road and Hempstead Highway to be connected by a direct access ramp to the Northwest Transitway; and

WHEREAS, METRO has been unable to acquire all of the property necessary for this facility by negotiated purchase; and

WHEREAS, the Board, after due notice, held a public hearing on the issue of the acquisition of the subject property necessary for construction of the West Little York Park and Ride facility; and

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

WHEREAS, the Board further is of the opinion that the acquisition of the subject property should proceed expeditiously;

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

Section 1. The Board of Directors hereby declares the public necessity for the acquisition by METRO of the following described property, that such acquisition is necessary and proper for the construction, extension, improvement or development of the METRO transit system, in particular the construction of a West Little York Park and Ride facility, and is in the public interest and that such property is desired for public use:

Approximately 2.9053 acres of land out of the T. Hogan Survey, Abstract No. 326, as more particularly described by metes and bounds as set out in Exhibit A attached hereto.

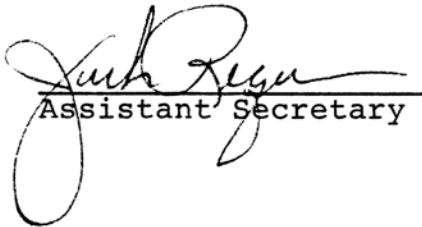
Section 2. The Board of Directors finds that bona fide negotiations have been commenced by authorized representatives of METRO to acquire the subject property, that such negotiations have not been successful to date, and that, if such negotiations continue to be unsuccessful, the only way for METRO to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

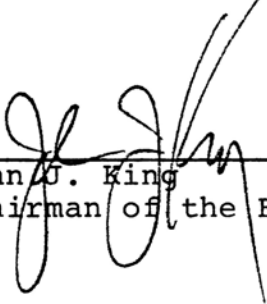
Section 3. Upon a determination by the General Manager that there is not a reasonable prospect for a negotiated purchase, the General Manager is authorized to initiate and pursue eminent domain proceedings on behalf of METRO under any applicable provisions of law for the acquisition of the subject property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

Section 4. This resolution is effective immediately upon passage.

PASSED this 27th day of March, 1986.
APPROVED this 27th day of March, 1986.

ATTEST:


Assistant Secretary



John J. King
Chairman of the Board

EXHIBIT A

Being 2.9053 acres (126,553 square feet) of land located in the T. Hogan Survey, Abstract No. 326, Harris County, Texas, and being out of a 26.6619 acres of land being a part of a 133.89 acres of land granted to Stanolind Oil and Gas Company and Amerada Petroleum Corporation in a conveyance dated June 29, 1934, and recorded in Volume 984, Page 696, of the Deed Records of Harris County, Texas, said 2.9053 acres of land being more particularly described by metes and bounds as follows:

COMMENCING at a 1 inch iron rod found for the southeast corner of a 31.8353 acre tract of land described as Section Three in a conveyance to Brookhollow of Houston, Inc., and recorded in the Office of Real Property under Harris County Clerk's File No. D-493152 (Film Code No. 138-32-0131), same being the intersection of the northwest right-of-way line of West Little York Road (based on a width of 120 feet) and the northeast right-of-way line of Washington County Road (based on a width of 100 feet), formally called Hempstead Road, formally called Hempstead Highway;

THENCE North 52 deg. 44 min. 59 sec. West, along and with the northeast right-of-way line of said Washington County Road, same being the southwest property line of said 31.8353 acre tract of land, a total distance of 538.00 feet to a 5/8 inch iron rod set for the POINT OF BEGINNING, same being the southwest corner of said 31.8353 acre tract of land, and same being the common southeast corner of said 133.89 acre and said 26.6619 acre tracts of land, and from said set 5/8 inch iron rod an old 2-1/4 inch (I.D.) iron pipe, which has also been called a 2-1/2 inch and a 3 inch, bears South 03 deg. 05 min. 51 sec. East, a distance of 0.35 feet;

THENCE North 52 deg. 44 min. 59 sec. West, along and with the northeast right-of-way line of said Washington County Road, same being the southwest property line of said 133.89 acre tract of land, a total distance of 477.00 feet to a 5/8 inch iron rod set for the most westerly southwest corner of the herein described tract of land;

THENCE North 82 deg. 15 min. 01 sec. East, a total distance of 21.21 feet to an angle point of the herein described tract of land;

THENCE North 37 deg. 15 min. 01 sec. East, a total distance of 541.17 feet to a 5/8 inch iron rod set in the east property line of said 133.89 acre tract of land, same being the west property line of said 31.8353 acre tract of land for the north corner of the herein described tract of land;

THENCE South 00 deg. 56 min. 59 sec. East, generally following an old barbed wire fence, and along and with the east property line of said 133.89 acre tract of land, same being the common west line of said 31.8853 acre tract of land and Houston Lighting and Power Company Easement described in an instrument recorded in the Office of Real Property under Harris County Clerk's File No. D-998661, a total distance of 212.87 feet to a 5/8 inch iron rod set for an angle point of the herein described tract of land;

THENCE South 03 deg. 05 min. 51 sec. East, generally following an old barbed wire fence, and along and with the east property line of said 133.89 acre tract of land and said 10 foot wide Houston Lighting and Power Company Easement, same being the common west line of said 31.8353 acre tract of land, a total distance of 510.27 feet to the POINT OF BEGINNING and containing 2.9053 acres (126,553 square feet) of land.


Allen Fisher
Registered Public Surveyor No. 4146

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE FOR THE LEASE OF A DOWNTOWN MIDDAY BUS STORAGE LOT.

WHEREAS, significant potential savings in operating costs could be achieved by parking of a number of buses in the downtown area during the off-peak, midday period; and

WHEREAS, a number of sites have been identified in the vicinity of the Central Business District, which would accommodate up to two hundred (200) buses; and

WHEREAS, the Board is of the opinion that the General Manager should be authorized to proceed with negotiating for lease of a site for a midday bus parking so that the economies of operation can be realized at the earliest possible time;

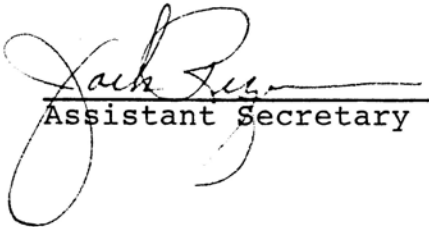
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

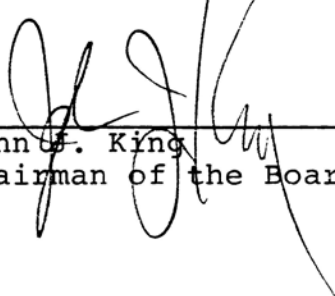
Section 1. The General Manager be and he is hereby authorized to negotiate for the lease of a site for midday bus parking in the vicinity of the Central Business District. The General Manager is authorized to negotiate with the owners of one or more of the sites identified on Exhibit A attached hereto.

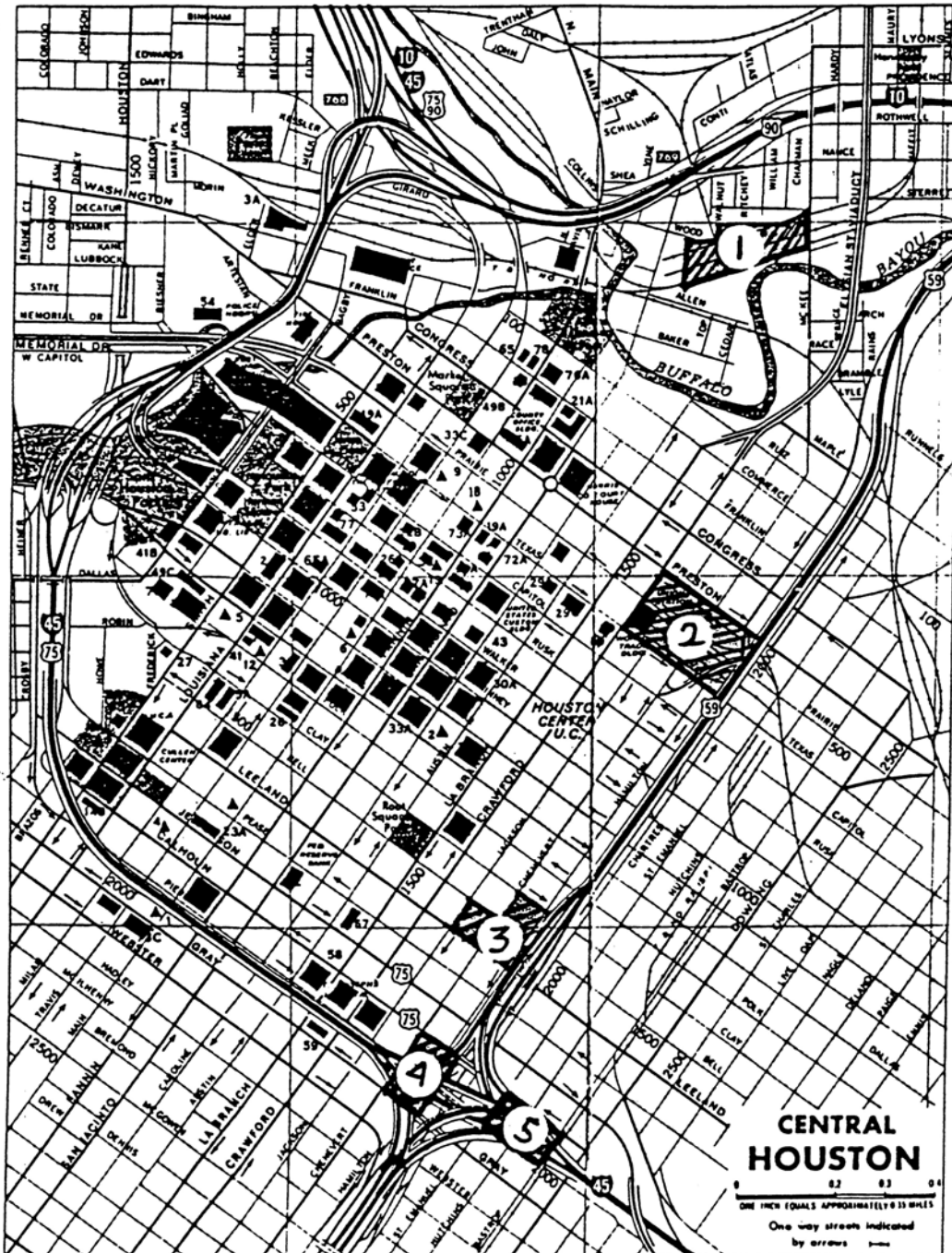
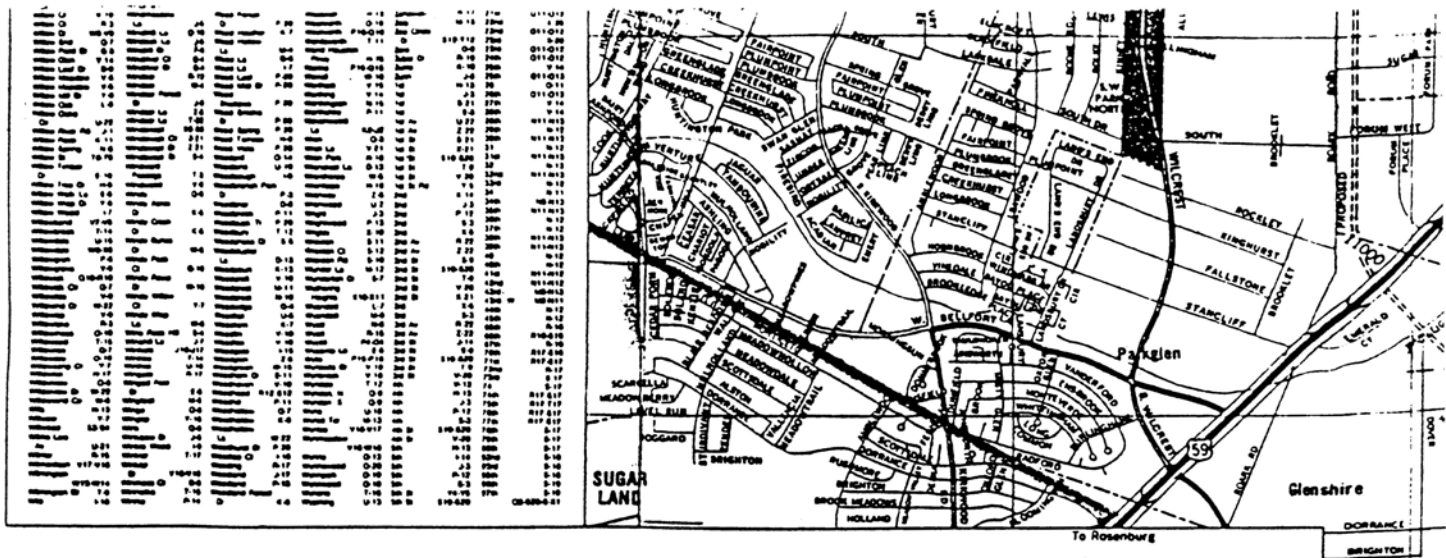
Section 2. This resolution is effective immediately upon passage.

ATTEST:

PASSED this 27th day of March, 1986.
APPROVED this 27th day of March, 1986.


Assistant Secretary


John F. King
Chairman of the Board



POTENTIAL SITES

- 1) Santa Fe Pacific Realty Corp. Prope approx. 8 acs.
- 2) Union Station owned T&NO Railroad approx. 4 acs.
- 3) Horne Company, agent for multiple owners approx. 6 acs.
- 4&5) SDHPT (area beneath the freeway) approx. 8 ac. tota