

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO UNDERTAKE AND COMPLETE SUCH ACTIONS AS ARE NECESSARY TO ENTER INTO A "SAFE HARBOR" (TAX BENEFIT TRANSFER) LEASE ARRANGEMENT WITH SCHNITZER STEEL PRODUCTS CO.; AND MAKING OTHER FINDINGS AND PROVISIONS RELATIVE THERETO.

WHEREAS, federal tax laws permit public transit agencies to sell the tax depreciation of their mass transit vehicles in transactions known as "safe harbor" or tax benefit transfer leases; and

WHEREAS, METRO has available approximately \$5.7 million in tax benefit transfer deductions for vehicles acquired during calendar years 1984 and 1985; and

WHEREAS, the firm of Schnitzer Steel Products has agreed to purchase \$5 million of the available tax benefit transfers for \$525,000; and

WHEREAS, the Board is of the opinion that such a transaction is of benefit to METRO and that METRO should avail itself of the opportunity to sell the tax depreciation deductions;

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 undertake all actions necessary and reasonable to conclude a safe harbor (tax benefit transfer) lease agreement with Schnitzer Steel Products Co. under such terms and conditions as the General Manager shall consider appropriate. This authorization

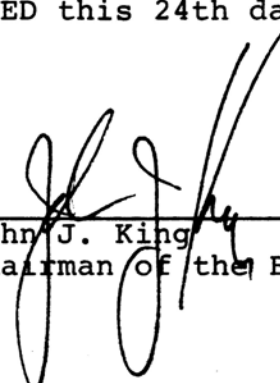
includes the authority to execute all documents and to obligate the Authority to such extent as necessary to complete the subject transaction.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of April, 1986.
APPROVED this 24th day of April, 1986.

ATTEST:


Assistant Secretary



John J. King
Chairman of the Board

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE AND DELIVER A CONTRACT MODIFICATION TO METRO CONTRACT NO. S-389K WITH COOPERS & LYBRAND, CERTIFIED PUBLIC ACCOUNTANTS, FOR ANNUAL AUDIT SERVICES FOR FISCAL YEARS 1986 AND 1987; AND MAKING VARIOUS FINDINGS AND PROVISIONS RELATIVE THERETO.

WHEREAS, in 1983, METRO selected the certified public accounting firm of Coopers & Lybrand to perform its annual audits for three (3) years as a result of extensive proposal evaluations; and

WHEREAS, the firm of Coopers & Lybrand has performed the annual audit services satisfactorily for the fiscal years 1983, 1984 and 1985; and

WHEREAS, the current contract with Coopers & Lybrand expires on May 31, 1986, but contains an option to extend the contract for two (2) additional one-year periods; and

WHEREAS, METRO staff has recommended, and the Board is of the opinion that the contract with Coopers & Lybrand should be extended for two (2) additional years;

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

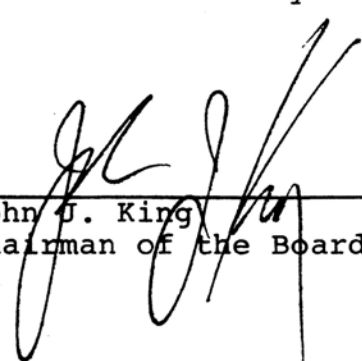
Section 1. The General Manager be and he is hereby authorized to and directed to execute and deliver to Coopers & Lybrand, Certified Public Accountants, a contract modification to extend METRO Contract S-389K for two (2) additional years, and to increase the authorized expenditures under said contract by an amount not to exceed \$120,000.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of April, 1986.
APPROVED this 24th day of April, 1986.

ATTEST:


Assistant Secretary



John J. King
Chairman of the Board

A RESOLUTION

APPROVING AND ADOPTING A POLICY FOR PRIVATE SECTOR PARTICIPATION IN PUBLIC TRANSPORTATION PROGRAMS; DIRECTING METRO STAFF TO IMPLEMENT THIS POLICY; AND MAKING OTHER FINDINGS AND PROVISIONS RELATIVE THERETO.

WHEREAS, METRO's extensive use of competitively procured private carriers to provide park and ride commuter bus service has demonstrated the cost effectiveness of utilizing private sector organizations to meet significant portions of METRO's service requirements; and

WHEREAS, the Board of Directors fully supports the involvement of the private sector in METRO's transit operations and the planning and development of transit facilities; and

WHEREAS, the Board of Directors believes that it is appropriate to articulate its policy on private sector participation and to provide guidance and direction to METRO's staff for implementation of that policy;

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

Section 1. The Board of Directors hereby approves and adopts a policy for private sector participation in public transportation programs as set out in Exhibit A attached hereto and incorporated herein.

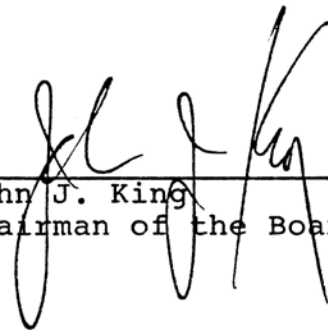
Section 2. METRO staff is authorized and directed to implement this policy.

Section 3. This resolution is effective immediately upon passage.

PASSED this 24th day of April, 1986.
APPROVED this 24th day of April, 1986.

ATTEST:


Assistant Secretary



John J. King
Chairman of the Board

METRO BOARD POLICY STATEMENT
ON PRIVATE SECTOR PARTICIPATION
IN PUBLIC TRANSPORTATION PROGRAMS

PURPOSE

METRO's Board of Directors supports fully the involvement of the private sector in the delivery of services by METRO. In fulfilling its commitment to the transit dependent and the Houston metropolitan area, METRO will provide transit service in a cost effective and efficient manner and, to the extent possible, utilize the private sector for the delivery of this service. The Board desires to achieve significant cost savings and transportation benefits for METRO's taxpayers and patrons while favorably impacting the economic, cultural, and social life of the community.

STATEMENT OF POLICY

The policy is intended to achieve relative cost savings without sacrificing the quality of service. There are seven areas of policy:

1. Transit Services. The use of private contractors on a competitive basis has proven advantageous in the delivery of some of METRO's transit services. METRO will continue to take advantage of cost savings by contracting out future transit services to private carriers as long as there is no measurable decrease in the quality of service. In doing so, METRO will take steps to protect its patrons from the vulnerability of contractor non-performance. METRO will endeavor to secure UMTA funding to demonstrate new and innovative methods for utilizing the private sector to provide transit services.
2. Staff Services. METRO will examine existing activities to determine where opportunities may exist for private sector participation in necessary staff services. Where cost effective and practical, METRO will contract for staff services. METRO will use the private sector for work requirements, special projects and peak needs, which can be addressed more cost effectively than by permanent staff.

3. Facility Planning, Design and Engineering. It is desirable that the private sector be used in the planning, development and alignment of transit routes and facilities. It is important that METRO, to the maximum extent practical, take advantage of competent consulting services available in the private sector. The priority for METRO's staff should be the management of these activities.
4. Joint Development. Where it is in its best interest, for example where it would not jeopardize METRO's right to issue tax-exempt bonds, METRO will actively solicit the private sector in the joint development of transit facilities in order to produce economic savings to METRO while at the same time stimulating economic development in the private sector.
5. Resolving Disputes. METRO's existing contract procedure for resolution of protests or grievances will be adapted to address disputes that may arise under this policy. This procedure includes the formation of a committee which makes a recommendation to the General Manager.
6. Committee on Private Sector Involvement. A committee will be established to advise staff on the implementation of this policy and make suggestions to staff for improving the use of the private sector in METRO's operations. The committee will be composed of Board members, staff and local members of the private sector, in accordance with the Bylaws.
7. METRO's Contractual Obligations. Nothing in this policy should be construed to prevent METRO from fulfilling its contractual obligations with employees, suppliers and other units of government.

A RESOLUTION

AUTHORIZING AND DIRECTING THE GENERAL MANAGER TO EXECUTE AND DELIVER TO A-Tec ENGINEERS AND CONSTRUCTORS, INC. A CONTRACT TO CONSTRUCT VAULT PULL/MAINTENANCE SERVICE WRITER BUILDINGS AT THE HIRAM CLARKE AND NORTHWEST BUS OPERATING FACILITIES; AND MAKING OTHER FINDINGS AND PROVISIONS RELATIVE THERETO.

WHEREAS, METRO presently performs farebox vault removal and accepts vehicle mechanical condition reports from bus drivers in an open-air, unprotected area at both the Hiram Clarke and Northwest Bus Operating Facilities; and

WHEREAS, METRO staff has recommended that these functions be provided with a weatherproof enclosure to house fare handling equipment and vehicle maintenance related computer equipment; and

WHEREAS, bids have been solicited to construct a building for these purposes at both the Hiram Clarke and Northwest Bus Operating Facilities; and

WHEREAS, the firm of A-Tec Engineers and Constructors, Inc. submitted the lowest responsive and responsible bid to construct these buildings; and

WHEREAS, the Board of Directors is of the opinion that it is appropriate to proceed to enter into a contract with A-Tec Engineers and Constructors, Inc. to construct these buildings;

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 to A-Tec Engineers and

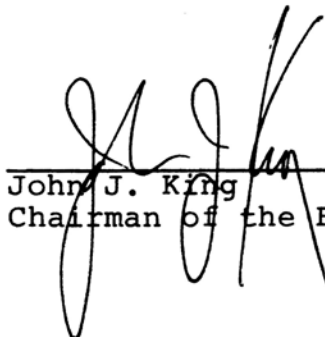
Constructors, Inc. a contract for the construction of a vault pull/maintenance service writer building at the Hiram Clarke Bus Operating Facility and a similar building at the Northwest Bus Operating Facility at a total cost for both buildings of \$121,885.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of April, 1986.
APPROVED this 24th day of April, 1986.

ATTEST:


Assistant Secretary



John J. King
Chairman of the Board

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE AND DELIVER A PROFESSIONAL SERVICES CONTRACT WITH WALTER P. MOORE & ASSOCIATES FOR CONCEPTUAL DESIGN OF HIRSCH ROAD IMPROVEMENTS BETWEEN ITS INTERSECTIONS WITH LIBERTY AND KELLEY STREETS; RESCINDING THE AUTHORIZATION TO EXECUTE AND DELIVER A CONTRACT WITH WALTER P. MOORE & ASSOCIATES CONTAINED IN RESOLUTION NO. 85-158; AND MAKING OTHER FINDINGS AND DETERMINATIONS RELATIVE THERETO.

WHEREAS, the METRO Board of Directors and the Houston City Council have designated improvements to Hirsch Road between its intersections with Liberty and Kelley Streets as a joint project to be performed under the Mass Transportation Improvement Projects Agreement; and

WHEREAS, METRO has been designated as the managing party for this project; and

WHEREAS, it is appropriate to engage the services of an architectural and engineering firm to design the appropriate improvements to Hirsch Road; and

WHEREAS, the Board of Directors has previously determined that the firm of Walter P. Moore & Associates is the best qualified to perform these design services and has authorized the General Manager to negotiate and execute a contract with Walter P. Moore & Associates for said services; and

WHEREAS, further evaluation of the required scope of work for design of this project indicates that more extensive right-of-way related work is necessary and appropriate than was contemplated in the Board's original authorization to establish a desired alignment; and

WHEREAS, the Board wishes to rescind its previous authorization to execute a contract with Walter P. Moore & Associates which was limited to a not to exceed amount of \$250,000, and to increase the authorized contract amount to provide for the performance of appropriate surveying and abstracting services for this project, and completion of conceptual design;

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

Section 1. The provisions of Board Resolution No. 85-158 enacted on December 19, 1985, limiting the authorization of the General Manager to execute and deliver a professional services contract with Walter P. Moore & Associates for design of street improvements on Hirsch Road between its intersections with Liberty and Kelley Streets to a not to exceed amount of \$250,000 is hereby rescinded.

Section 2. The General Manager be and he is hereby authorized and directed to execute and deliver a professional services contract with Walter P. Moore & Associates for conceptual design of street improvements on Hirsch Road between its intersections with Liberty and Kelley Streets in an amount not to exceed \$403,000.

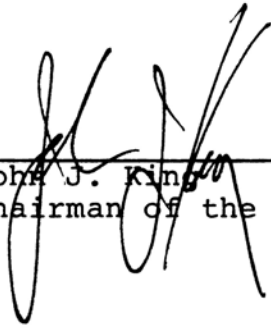
Section 3. The General Manager is directed to receive specific authorization from the Board of Directors to execute and deliver any subsequent contract with Walter P. Moore & Associates for the detail design and design services during construction of the Hirsch Road street improvements.

Section 4. This resolution is effective immediately upon passage.

PASSED this 24th day of April, 1986.
APPROVED this 24th day of April, 1986.

ATTEST:

Rose M. Gonzales
Assistant Secretary



John J. King
Chairman of the Board

A RESOLUTION

AUTHORIZING METRO'S PARTICIPATION IN THE HARRIS COUNTY FLOOD CONTROL DISTRICT REGIONAL DETENTION SYSTEM PROGRAM; AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE, EXECUTE AND DELIVER, AS APPROPRIATE, CERTAIN AGREEMENTS WITH THE HARRIS COUNTY FLOOD CONTROL DISTRICT FOR CONTRIBUTION BY METRO TO THE HARRIS COUNTY FLOOD CONTROL DISTRICT REGIONAL DETENTION PROGRAM FOR SPECIFIC PROJECTS; AND MAKING OTHER FINDINGS AND PROVISIONS RELATIVE THERETO.

WHEREAS, the Harris County Flood Control District (hereinafter "the District") has adopted a regional detention system approach for certain watersheds within Harris County; and

WHEREAS, participation by landowners in the regional detention system program will obviate the requirement for on-site storm water detention, thus, reducing acreage requirements for projects or making additional acreage available for facility development; and

WHEREAS, the District regional detention program requires contributions by landowners on the basis of acreage owned to fund, in conjunction with the District, construction and maintenance of regional detention facilities; and

WHEREAS, the District program requires landowners to enter into specific regional detention agreements for each site or facility with the contribution per acre varying depending on the particular watershed involved; and

WHEREAS, the Board of Directors is of the opinion that METRO participation in the District regional detention system program is warranted and desirable; and

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

Section 1. The Board hereby approves of METRO's participation in the Harris County Flood Control District regional detention system program.

Section 2. The General Manager be and he is hereby authorized and directed to negotiate with the Harris County Flood Control District an appropriate agreement for METRO's participation in the District's regional detention system program for METRO's Southeast Transit Center.

Section 3. This resolution is effective immediately upon passage.

PASSED this 24th day of April, 1986.
APPROVED this 24th day of April, 1986.

ATTEST:


Assistant Secretary



John J. King
Chairman of the Board

A RESOLUTION

APPROVING AND ADOPTING A SUMMARY WORK PROGRAM FOR ALTERNATIVES ANALYSIS STUDIES AND DRAFT ENVIRONMENTAL IMPACT STATEMENT STUDIES ON THE SYSTEM CONNECTOR SEGMENT OF THE REGIONAL TRANSIT PLAN; AND MAKING VARIOUS FINDINGS AND PROVISIONS RELATIVE THERETO.

WHEREAS, the Board, by way of Resolution No. 86-37, passed on March 27, 1986, adopted a regional transit plan concept and directed METRO staff to prepare a work program for conduct of alternatives analysis and preparation of draft environmental impact statement materials for the system connector segment of the regional transit plan; and

WHEREAS, METRO staff has presented the proposed summary work program as directed, which program has been reviewed by the Board and with which the Board concurs;

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

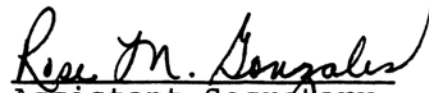
Section 1. The Board hereby adopts the summary work program for performance of alternatives analysis studies and preparation of draft environmental impact statement materials on the system connector segment of the Regional Transit Plan as that work program is set out in Exhibit A attached hereto and incorporated herein.

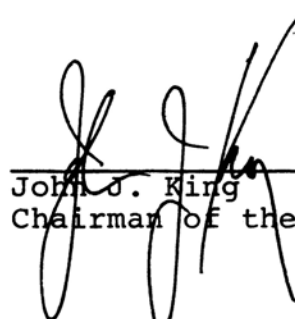
Section 2. The Board hereby authorizes and directs the General Manager and staff to undertake the activities described in the work program.

Section 3. This resolution is effective immediately upon passage.

PASSED this 24th day of April, 1986.
APPROVED this 24th day of April, 1986.

ATTEST:


Assistant Secretary


John J. King
Chairman of the Board

SUMMARY WORK PROGRAM

1. Enter AA

- o Develop Detailed Work Program
- o Document System Planning
- o Agree on Priority Corridor
- o Identify Alternatives To Be Considered (preliminary)
- o Develop Preliminary Ridership Estimates
- o Calculate Preliminary UMTA Cost-effectiveness Indices
- o Summary to UMTA
- o Develop Methods Reports
 - . Service & Patronage
 - . O&M Costs
 - . Capital Costs
 - . Environmental Feasibility
 - . UMTA Cost-Effectiveness Indices
 - . Social, Economic, and Environmental
 - . Evaluation of Alternatives

2. Public Involvement

- . Notice of Intent
- . Prepare scoping package
- . Hold scoping meeting(s)
- . Prepare summary report of scoping
- . Hold public involvement opportunities as needed (ongoing)

- . Notice of Availability of DEIS
- . Hold Public hearing(s) on Draft Environmental Impact Statement

3. Define Alternatives

- o Incorporate input from scoping
- o Verify base assumptions that will apply to all alternatives
- o Develop conceptual operating plan for each alternative
- o Develop Definition of each alternative
 - alignments
 - major facilities
- o Perform conceptual/schematic engineering
- o Prepare tentative implementation schedules
- o Estimate capital costs for each alternative
- o Estimate patronage
- o Estimate operating and maintenance costs
- o Estimate preliminary UMTA Cost-Effectiveness Indices
- o Evaluate preliminary environmental considerations
- o Submit to UMTA

4. Evaluate and Refine Alternatives

- o Refine alignment and perform station area/facility planning
 - Identify privatization opportunities
- o Perform engineering evaluations
- o Refine operating plans
- o Refine capital cost estimates

- o Refine implementation schedules
- o Refine patronage forecasts
- o Balance supply & demand
- o Refine O&M cost estimates
- o Conduct "affordability"/sensitivity analyses
- o Develop financial analyses
- o Revise UMTA Cost-Effectiveness Indices
- o (Assess environmental impacts)
- o Refine definition of alternatives
- o Produce results reports
 - . Final Definition of Alternatives
 - . Service and Patronage
 - . O&M Costs
 - . Capital Costs
 - . Financial Feasibility
 - . Cost-Effectiveness
 - . Evaluation of Alternatives
- o Prepare alternatives evaluation sections of Draft EIS

5. Draft Environmental Impact Statement (Draft EIS)

Incorporate input from scoping

Develop draft Chapter 1, Purpose and Need

Initiate agency coordination

Assess environmental impacts

- Traffic, noise, air quality, (awaits travel demand results)
- All other technical areas

- o Develop Proposed Mitigation Measures
- o Conduct Special Studies as needs arise
- o Prepare Draft EIS Sections by Technical Area
- o Submit Assessments to UMTA
- o Prepare Preliminary Draft EIS, incorporating AA Sections (from 4.14)
- o Prepare Technical Memoranda from special studies, as required
- o Submit to UMTA
- o UMTA Review
- o Prepare Final Draft EIS and submit for approval
- o UMTA Approve Draft EIS (2 wks.)
- o (Publish Notice of Availability)
- o (Public Hearing)
- o Submit Transcripts and Public Comment to Board

6. Select Locally Preferred Alternative (LPA)

- o Board Considers AA and Public Comment
- o Board Selects LPA
- o Prepare LPA Report
- o Submit LPA Report to UMTA

A RESOLUTION

AUTHORIZING AND DIRECTING THE GENERAL MANAGER TO EXECUTE AND DELIVER A CONTRACT WITH CHIEN ASSOCIATES, INC. FOR DESIGN OF THE PINEMONT PARK AND RIDE LOT FACILITY AND FOR ARCHITECTURAL AND ENGINEERING SERVICES DURING CONSTRUCTION OF SAID FACILITY; AND MAKING OTHER FINDINGS AND PROVISIONS RELATIVE THERETO.

WHEREAS, pursuant to Board authorization, a site has been acquired for development of a park and ride facility adjacent to and to be operated in conjunction with the Northwest Freeway Transitway at its intersection with Pinemont Road; and

WHEREAS, it is appropriate and timely to authorize the design of said park and ride facility and to include in the contract provisions for engineering and architectural services during construction of said facility; and

WHEREAS, the Future Programs Committee of the Board has previously determined that the firm of Chien Associates, Inc. is best qualified to perform the required architectural and engineering services and has authorized negotiations with said firm for a contract to perform said services; and

WHEREAS, negotiations have been successful, culminating in a proposed firm fixed-price type contract for design of the park and ride facility and a cost reimbursable, fixed hourly rate type contract for services performed during the construction phase;

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

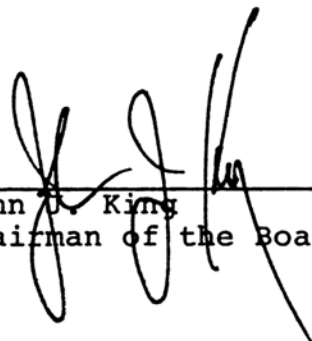
Section 1. The General Manager be and he is hereby authorized and directed to execute and deliver to Chien Associates, Inc. a contract for design of the Pinemont Park and Ride facility at a cost of \$174,228, and include in said contract a provision for architectural engineering support services during construction in an amount not to exceed \$15,590, for a total contract amount not to exceed \$189,818.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of April, 1986.
APPROVED this 24th day of April, 1986.

ATTEST:


Assistant Secretary



John D. King
Chairman of the Board

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE AND DELIVER A CONTRACT TO McBRIDE RATCLIFF ASSOCIATES FOR GEOTECHNICAL SERVICES IN SUPPORT OF THE REGIONAL TRANSIT PLAN; AND MAKING OTHER FINDINGS AND PROVISIONS RELATIVE THERETO.

WHEREAS, the Board of Directors, by way of Resolution No. 86-8, authorized the General Manager to negotiate with the firm of McBride Ratcliff Associates for the performance of geotechnical services in support of Regional Transit Plan development; and

WHEREAS, negotiations have been successful, culminating in a proposed contract which has been recommended to the Board by the Future Programs Committee and METRO staff;

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

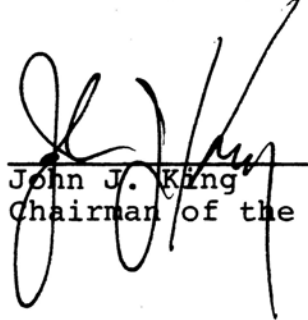
Section 1. The General Manager be and he is hereby authorized and directed to execute and deliver to McBride Ratcliff Associates a contract for the performance of geotechnical services in support of the long-range transit plan with compensation not to exceed \$350,000.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of April, 1986.
APPROVED this 24th day of April, 1986.

ATTEST:


Assistant Secretary



John J. King
Chairman of the Board

A RESOLUTION

AUTHORIZING AND DIRECTING THE GENERAL MANAGER TO EXECUTE AND DELIVER A CONTRACT TO J. R. SON, INC. FOR THE PURCHASE OF PREMIUM UNLEADED GASOLINE, AND MAKING OTHER FINDINGS AND PROVISIONS RELATIVE THERETO.

WHEREAS, METRO utilizes premium unleaded gasoline in its nonrevenue vehicles; and

WHEREAS, invitations for bid were issued for supplying METRO's unleaded gasoline requirement for a three-year period; and

WHEREAS, J. R. Son, Inc. submitted the lowest responsive and responsible bid; and

WHEREAS, the Board of Directors is of the opinion that METRO should proceed to enter into a contract with J. R. Son, Inc. for the supply of premium unleaded gasoline;

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 to J. R. Son, Inc. for the purchase of premium unleaded gasoline at a per-gallon price of \$0.01035 less than the price published in the PAD-3 report issued by the Oil Price Information Service. The total expenditures under this contract are not to exceed \$1,370,000.

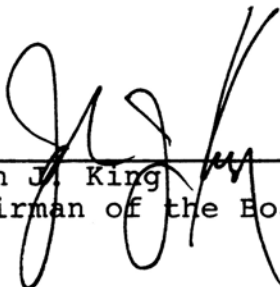
specifically identified on Exhibit A attached hereto and incorporated herein, at an annual lease cost of \$150,000. The General Manager is authorized to include in said lease an option to renew the lease for an additional year at the same cost.

Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of April, 1986.
APPROVED this 24th day of April, 1986.

ATTEST:


Assistant Secretary



John J. King
Chairman of the Board

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE AND DELIVER AN AGREEMENT TO SANTA FE PACIFIC COMPANY FOR LEASE OF PARKING SPACE FOR A MIDDAY BUS STORAGE LOT; AND MAKING OTHER FINDINGS AND PROVISIONS RELATIVE THERETO.

WHEREAS, METRO staff has indicated that substantial operating cost savings may be experienced by parking buses in the downtown area between the morning and afternoon peak hour periods; and

WHEREAS, the Board of Directors, by way of Resolution No. 86-43, enacted on March 27, 1986, authorized the General Manager to negotiate for the lease of appropriate midday bus parking space; and

WHEREAS, the General Manager has reported to the Board of Directors that he has successfully negotiated with the Santa Fe Pacific Company for approximately eight (8) acres of land immediately north of Buffalo Bayou, fronting on McKee Street, which is suitable for the midday parking purposes; and

WHEREAS, the Board is of the opinion that the identified property is appropriate for the purpose intended and that METRO should enter into a lease for a one-year period, with an option to renew the lease for an additional year;

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

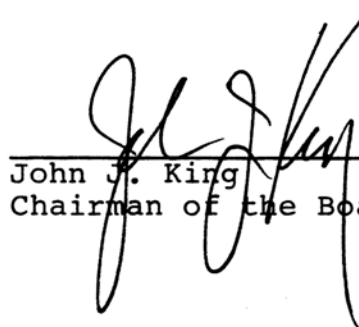
Section 1. The General Manager be and he is hereby authorized to execute and deliver to the Santa Fe Pacific Company a lease agreement for approximately eight (8) acres of land as more

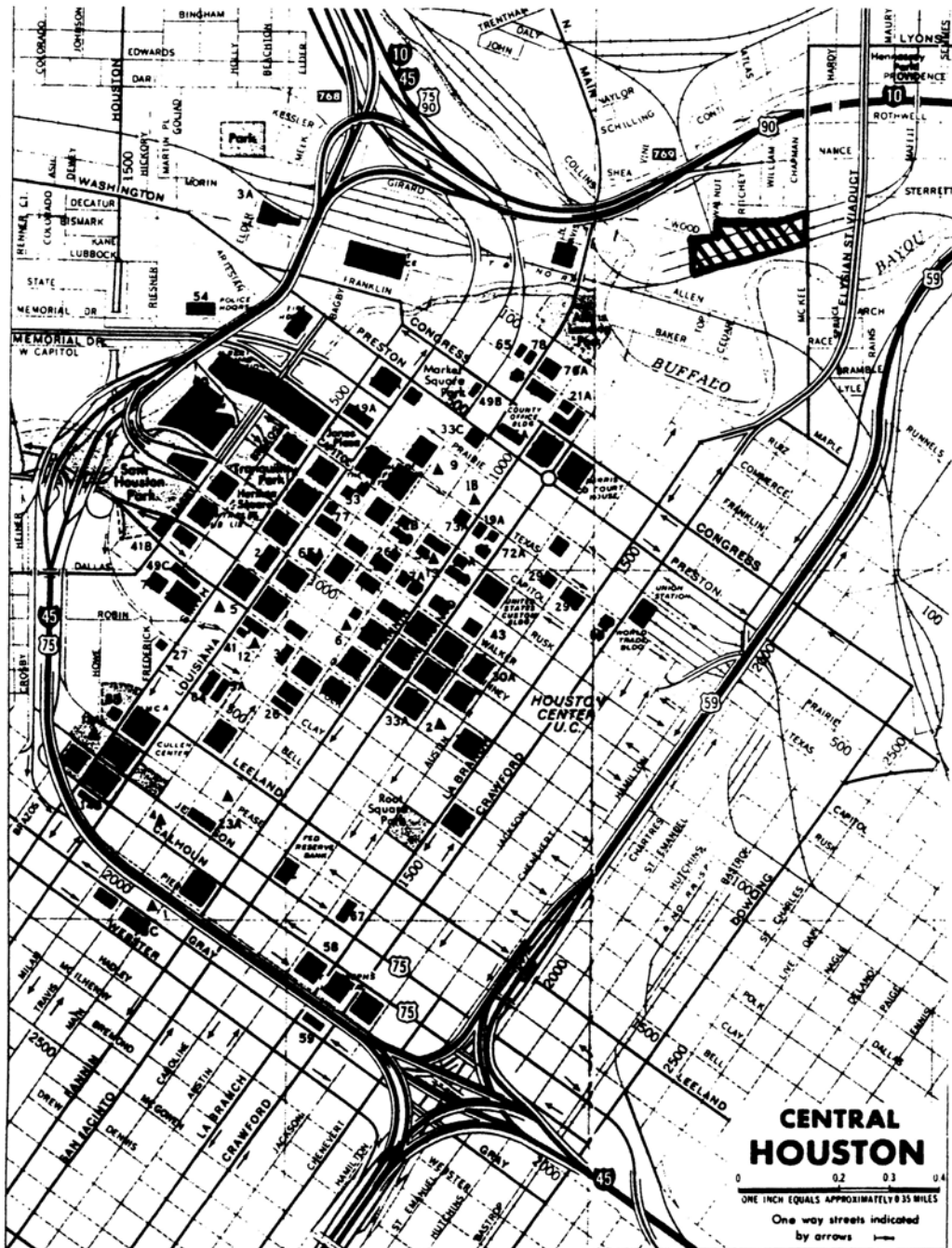
Section 2. This resolution is effective immediately upon passage.

PASSED this 24th day of April, 1986.
APPROVED this 24th day of April, 1986.

ATTEST:


Assistant Secretary


John J. King
Chairman of the Board



A RESOLUTION

APPROVING THE CITY OF HOUSTON'S PLANS AND SPECIFICATIONS FOR CONSTRUCTION OF THE FOLLOWING MASS TRANSPORTATION IMPROVEMENT PROJECTS: STREET IMPROVEMENTS FOR FUQUA FROM CAMPDEN HILL TO ALMEDA ROAD, GRADE SEPARATION BETWEEN LOCKWOOD AND HOUSTON BELT & TERMINAL RAILROAD, AND STREET IMPROVEMENTS ON 75TH STREET FROM MKT RAILROAD TO TIPPS; AUTHORIZING THE GENERAL MANAGER TO CONTRIBUTE THE NECESSARY FUNDING TO THE CITY OF HOUSTON IN ACCORDANCE WITH THE MASS TRANSPORTATION IMPROVEMENT PROJECTS AGREEMENT; AND MAKING OTHER FINDINGS AND PROVISIONS RELATIVE THERETO.

WHEREAS, the Board of Directors designated street improvements to Fuqua, between Campden Hill and Almeda, and construction of a grade separation between Lockwood Avenue and the Houston Belt & Terminal Railroad as joint projects with the City of Houston by way of Board resolution 84-106; and

WHEREAS, the Board of Directors designated construction of street improvements on 75th Street, between its intersection with the MKT Railroad and Tipps Street, as a joint project with the City of Houston by way of Resolution No. 86-39; and

WHEREAS, the City of Houston has presented plans for the construction of these projects to METRO for review and approval; and

WHEREAS, the Board of Directors is of the opinion that such plans should be approved and that the General Manager should be authorized to contribute METRO's portion of the funds to pay for the construction of these projects pursuant to the terms and conditions of the Mass Transportation Improvement Projects Agreement;

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

Section 1. The plans and specifications for the construction of street improvements for Fuqua, from Campden Hill to Alameda Road, construction of the grade separation between Lockwood Avenue and the Houston Belt & Terminal Railroad, and street improvements on 75th Street from the MKT Railroad to Tipps are hereby approved.

Section 2. The General Manager be and he is hereby authorized and directed to contribute METRO's share of funding for each of the above-named joint projects to the City of Houston after a low bidder is identified for each project pursuant to the terms and conditions of the Mass Transportation Improvement Projects Agreement. METRO's share of costs for each of the projects shall be as follows:

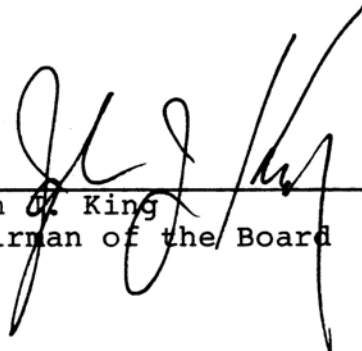
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|---|-----|
| a. Street improvements on Fuqua,
between Campden Hill and
Alameda Road | 50% |
| b. Grade separation between
Lockwood and Houston Belt
& Terminal Railroad | 33% |
| c. Street improvements on 75th
Street between the MKT Rail-
road intersection and Tipps | 50% |

Section 3. This resolution is effective immediately upon passage.

PASSED this 24th day of April, 1986.
APPROVED this 24th day of April, 1986.

ATTEST:


Assistant Secretary


John O. King
Chairman of the Board