

A RESOLUTION

DESIGNATING THE RECONSTRUCTION OF SOUTH POST OAK ROAD FROM BELLFORT TO GASMER AS A JOINT PROJECT WITH THE CITY OF HOUSTON UNDER THE MASS TRANSPORTATION IMPROVEMENT PROJECTS AGREEMENT.

WHEREAS, the reconstruction of South Post Oak Road between Bellfort and Gasmer as a six-lane divided roadway will significantly improve transit movement and general traffic flow in the area; and

WHEREAS, the Board of Directors is of the opinion that this project is appropriate for joint development with the City of Houston under 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 reconstruction of South Post Oak Road between Bellfort and Gasmer is hereby designated as a joint project with the City of Houston under the Mass Transportation Improvement Projects Agreement.

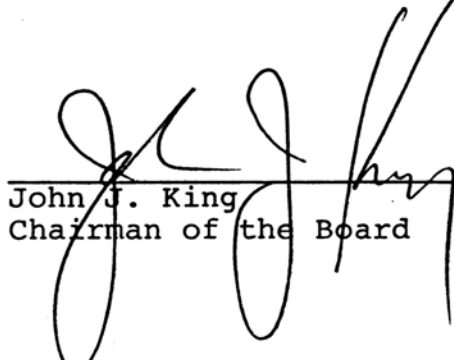
Section 2. The General Manager be and he is hereby authorized to seek concurrence of the City of Houston in participating in this project on the basis of a 50% METRO contribution and a 50% City of Houston contribution, with METRO assuming the role of managing party.

Section 3. This resolution is effective immediately upon passage.

PASSED this 20th day of June, 1985.  
APPROVED this 20th day of June, 1985.

ATTEST:


  
Assistant Secretary

  
John J. King  
Chairman of the Board

APPROVED AS TO SUBSTANCE:

  
Alan F. Kiepper  
General Manager

APPROVED AS TO FORM:

  
Dennis C. Gardner  
Legal Counsel

A RESOLUTION

DESIGNATING THE GRADE SEPARATION OF PINEMONT AND THE DENVER/FORT WORTH RAILROAD AS A JOINT PROJECT WITH THE CITY OF HOUSTON UNDER THE MASS TRANSPORTATION IMPROVEMENT PROJECTS AGREEMENT.

WHEREAS, the grade separation of Pinemont and the Denver/Fort Worth Railroad has been identified as a project which would significantly improve traffic flow in the area and facilitate bus movements; and

WHEREAS, the Board of Directors is of the opinion that this is an appropriate project for joint funding and construction with the City of Houston under 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 grade separation of Pinemont at the Denver/Fort Worth Railroad is hereby designated as a joint project with the City of Houston under the Mass Transportation Improvement Projects Agreement.

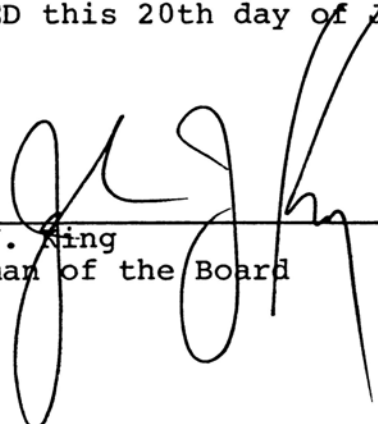
Section 2. The General Manager be and he is hereby authorized to seek concurrence of the City of Houston designating the grade separation of Pinemont at the Denver/Fort Worth Railroad as a joint project under the Mass Transportation Improvement Projects Agreement, with METRO participating in 33% of the cost and acting as the managing party for the construction.

Section 3. This resolution is effective immediately upon passage.

PASSED this 20th day of June, 1985.  
APPROVED this 20th day of June, 1985.

ATTEST:

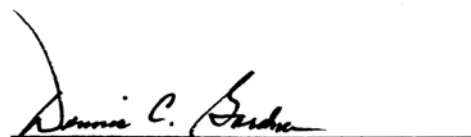
  
Assistant Secretary

  
John J. King  
Chairman of the Board

APPROVED AS TO SUBSTANCE:

  
Alan F. Kiepper  
General Manager

APPROVED AS TO FORM:

  
Dennis C. Gardner  
Legal Counsel

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE A CONTRACT WITH GALIN/SPENCER, INC. FOR CONSTRUCTION OF THE HEMPSTEAD MINI-TERMINAL.

WHEREAS, METRO intends to construct a bus transfer facility consisting of six (6) covered loading areas at Hempstead Road and North Post Oak Road; and

WHEREAS, bids were solicited for the construction of this facility with the firm of Galin/Spencer, Inc. submitting the lowest responsive and responsible bid;

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

Section 1. The General Manager be and he is hereby authorized to execute a contract with Galin/Spencer, Inc. to construct the Hempstead Mini-Terminal at a cost not to exceed \$112,300.

Section 2. This resolution is effective immediately upon passage.

ATTEST:

  
Assistant Secretary

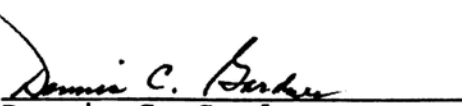
PASSED this 20th day of June, 1985.  
APPROVED this 20th day of June, 1985.

  
John J. King  
Chairman of the Board

APPROVED AS TO SUBSTANCE:

  
Alan F. Kiepper  
General Manager

APPROVED AS TO FORM:

  
Dennis C. Gardner  
Legal Counsel

A RESOLUTION

AMENDING THE PROCEDURES FOR THE PROCUREMENT OF PROFESSIONAL, PERSONAL AND NON-PERSONAL SERVICES FOR ARCHITECTURAL AND ENGINEERING SERVICES.

WHEREAS, by way of Resolution No. 80-58 adopted on April 9, 1980, the Board of Directors established certain procedures for the procurement of professional, personal and non-personal services by METRO; and

WHEREAS, the Board of Directors is of the opinion that those procedures should be amended with regard to the procurement of architectural and engineering services;

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

Section 1. The Procedures for the Procurement of Professional, Personal and Non-Personal Services are hereby amended by adding thereto a Section V reading as follows:

"V. SPECIAL PROVISIONS FOR ARCHITECTURAL AND ENGINEERING SERVICES.

In procuring professional architectural and engineering services anticipated to exceed \$10,000 when funded in whole or in part with federal grant funds and \$25,000 when locally-funded under the Request for Proposals Procedures of Section IVA supra, the General Manager shall present the list of candidate contractors (short list) to the Future Programs Committee of the Board for review, with or without a recommendation for award. The Future Programs Committee

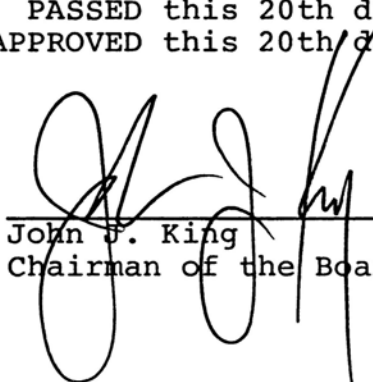
shall designate a recommended awardee for consideration by the full Board. The Board shall authorize the General Manager to negotiate and execute a contract with the designated and approved awardee if the contract amount is \$250,000 or less; and for contracts in excess of \$250,000, the General Manager shall obtain Board authorization for contract execution."

Section 2. This resolution is effective immediately upon passage.


ATTEST:

PASSED this 20th day of June, 1985.  
APPROVED this 20th day of June, 1985.

  
Assistant Secretary

  
John S. King  
Chairman of the Board

APPROVED AS TO SUBSTANCE:

  
Alan F. Kiepper  
General Manager

APPROVED AS TO FORM:

  
Dennis C. Gardner  
Legal Counsel

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE AND EXECUTE A DISADVANTAGED AND WOMEN-OWNED BUSINESS ENTERPRISES MANAGEMENT AND TECHNICAL ASSISTANCE CONTRACT WITH A. O. PHILLIPS AND ASSOCIATES.

WHEREAS, the participation of disadvantaged and women-owned business enterprises in METRO contract activities will be facilitated by a needs analysis of availability and capability of disadvantaged and women-owned business enterprises to perform as prime and subcontractors on METRO procurements, and, the provision of management and technical assistance to disadvantaged and women-owned business enterprises to enable them to better compete for METRO business; and

WHEREAS, the firm of A. O. Phillips and Associates submitted the most satisfactory proposal in response to METRO's request for proposals for provision of management and technical assistance services to disadvantaged and women-owned business enterprises;

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

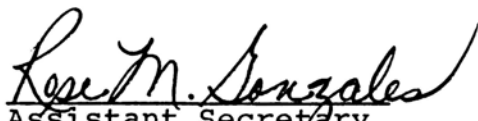
Section 1. The General Manager be and he is hereby authorized to negotiate and execute a contract with A. O. Phillips and Associates for management and technical assistance services for disadvantaged and women-owned business enterprises in an amount not to exceed \$280,000.

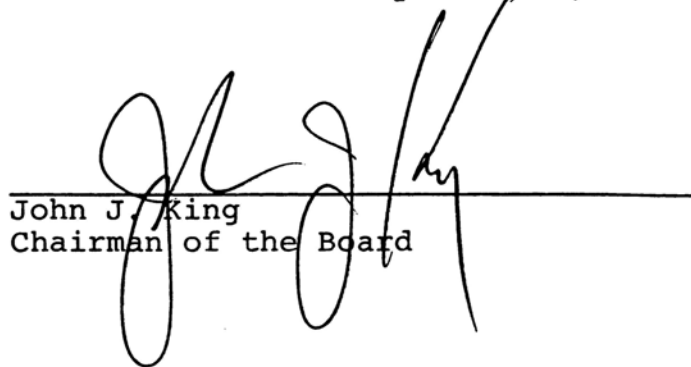


Section 2. This resolution is effective immediately upon passage.

PASSED this 20th day of June, 1985.  
APPROVED this 20th day of June, 1985.

ATTEST:

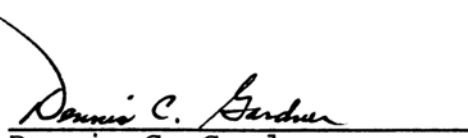
  
Assistant Secretary

  
John J. King  
Chairman of the Board

APPROVED AS TO SUBSTANCE:

  
Alan F. Kiepper  
General Manager

APPROVED AS TO FORM:

  
Dennis C. Gardner  
Legal Counsel

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO SUBMIT A GRANT APPLICATION TO THE URBAN MASS TRANSPORTATION ADMINISTRATION FOR LAND ACQUISITION AND CONSTRUCTION OF THE MISSION BEND PARK & RIDE FACILITY.

WHEREAS, the Capital Program for FY 1985 previously approved by the METRO Board of Directors contemplates construction of a park & ride facility in the vicinity of Highway 6 in the Mission Bend area referred to as the Mission Bend Park & Ride lot; and

WHEREAS, excess funds in the Urban Mass Transportation Administration (UMTA) grant for the Hiram Clarke Bus Operating Facility have been deobligated and are available for reobligation; and

WHEREAS, the Board is of the opinion that use of UMTA grant funds to construct a Mission Bend Park & Ride facility is an appropriate use of federal transit assistance grant funds;

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 file a grant application with the Urban Mass Transportation Administration of the United States Department of Transportation for grant assistance for land acquisition and construction of a Mission Bend Park & Ride facility.

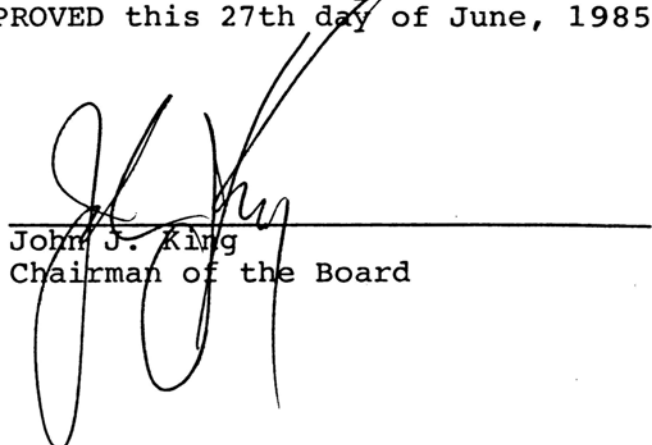
Section 2. The General Manager be and he is hereby authorized to undertake all administrative actions reasonable and necessary for the filing of said grant application and to execute any subsequent grant agreement for land acquisition and construction of a Mission Bend Park & Ride facility.

Section 3. This resolution is effective immediately upon passage.

PASSED this 27th day of June, 1985.  
APPROVED this 27th day of June, 1985.

ATTEST:

  
Assistant Secretary

  
John J. King  
Chairman of the Board

A RESOLUTION

PROVIDING DIRECTION AND GUIDANCE TO THE STAFF REGARDING A REGIONAL TRANSIT PLAN.

WHEREAS, the voters in 1978 mandated a solution to the problems of transportation and traffic and imposed a local tax to arrive at a portion of that solution; and

WHEREAS, on October 10, 1984, the Board of Directors approved the release of three alternative Regional Transit Plan concept options for public consideration and comment; and

WHEREAS, after consideration of extensive staff reports regarding the transit options and substantial area-wide public comment on the Regional Transit Plan options, the Board of Directors desires to express itself on various aspects of the transit options for the purpose of giving specific directions and guidance to the staff prior to the Board adopting a Regional Transit Plan; and

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

Section 1. The Regional Transit Plan concept attached hereto as Exhibit A clearly reflects and identifies the major travel corridors to be served by the Regional Transit Plan as finally adopted.

Section 2. Regional Transit Plan Option C as described in Exhibit B attached hereto fairly reflects and is most representative of the type of fixed guideway high capacity mass transit lines and facilities that this Board believes is appropriate to serve the regional area; subject, however, to several major conceptual changes

and modifications specified in Section 4 below, which must be considered and analyzed by the staff and Board before the final Regional Transit Plan can be adopted.

Section 3. The Regional Transit Plan as contemplated shall not require any increase in local taxes.

Section 4. The Board hereby directs the General Manager and staff to give further consideration to the following matters:

(a) The elevated light rail transit configuration in the median of North Post Oak between IH-10 West and Memorial Drive does not appear to be warranted and the staff should reconsider this alignment and advise the Board accordingly, including the staff's opinion of an alignment substantially contiguous to the west side of IH-610 West Loop;

(b) The "Harrisburg Busway Corridor" in the East End should be removed from consideration and further study given alternative method(s) for serving the important East End travel corridor;

(c) Methods for achieving improved and more efficient levels of transit service in the corridor serving the Texas Medical Center and the Astrodome complex should be developed and, if approved, incorporated into the Regional Transit Plan as finally adopted by the Board because the transit service proposed in Option C for this corridor is not adequate to serve the transit needs.

(d) Methods for achieving improved and more efficient levels of transit service in the Southeast Corridor should be developed and, if approved, incorporated into the Regional Transit Plan as finally adopted by the Board because the transit service proposed in Option C for this corridor is not adequate to serve the transit needs.

(e) Methods for achieving improved and more efficient levels of transit service in the Northeast Corridor should be developed and, if approved, incorporated into the Regional Transit Plan as finally adopted by the Board because the transit service proposed in Option C for this corridor is not adequate to serve the transit needs.

(f) The staff should make a feasibility study (technological and financial) of the "Loop System" in the configuration of a fully grade-separated facility with the capability and flexibility of being fully automated. The "Loop System" comprises the transit lines from the Northwest Transit Center through the Post Oak/Galleria area along the Southwest Freeway Corridor through the Central Business District and through the Heights area to the Northwest Transit Center.

(g) The General Manager and the staff are directed to give prompt attention and priority to the directions specified in Section 4 (a) - (f) above in order for the Board: (1) to expeditiously adopt a Regional Transit Plan after review and analysis of the staff's recommendations in accordance with these

instructions and, (2) to determine the appropriate timing for submitting the first request for bond financing to the voters for their consideration.

Section 4. (a) The Board believes any Regional Transit Plan as finally adopted must be implemented in appropriate phases and operable segments. Further, the Board believes its current Five Year Capital Program fairly reflects Phase I of any Regional Transit Plan as finally adopted.

(b) The General Manager and staff are directed to develop a phasing plan to implement the Regional Transit Plan as finally adopted. In this regard and subject to the staff's reconsideration of the matters specified in Section 4 above, the Board believes construction of the "Loop System" should be the priority project contained in the next development phase.

(c) After the construction of the Loop System is scheduled and underway, the development of the radial high-capacity transit lines projecting out of the Loop System should be considered. These radial lines should be implemented promptly when ridership demands justify these types of improvements and when the replacement of busways with high-capacity transit fixed guideway technologies is shown to be cost effective. Such lines should include as much grade separation as is technologically required for a highly efficient rapid transit system consistent with the financial advisability of incurring the additional cost to obtain such grade separations.

(d) Any busways beyond those in Phase I as specified in the Regional Transit Plan as finally adopted, which are intended to be permanent or of indefinite duration, shall be two-directional in their final configuration.

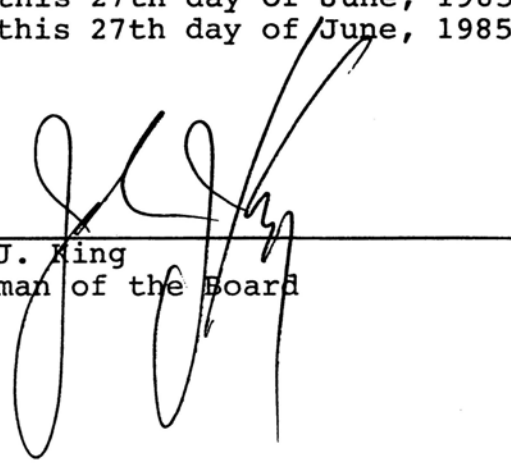
(e) The Board believes it is appropriate to adopt a set of principles and guidelines as direction to the staff in implementing any Regional Transit Plan as finally adopted. The principles and guidelines attached hereto as Exhibit C are hereby adopted and the General Manager and staff are hereby directed to utilize these principles and guidelines in designing and implementing the various phases of the Regional Transit Plan as finally adopted.

Section 5. This resolution is effective immediately upon passage.

ATTEST:

PASSED this 27th day of June, 1985.  
APPROVED this 27th day of June, 1985.

  
Assistant Secretary

  
\_\_\_\_\_  
John J. King  
Chairman of the Board



A RESOLUTION

COMMENDING THE INTERAGENCY TASK FORCE FOR ITS EFFORTS IN SUPPORT OF THE REGIONAL TRANSIT PLAN CONCEPTS AND OPTIONS.

WHEREAS, the METRO Staff, in collaboration with an Interagency Task Force, has diligently and conscientiously devised three (3) transit options for the Board's consideration; and

WHEREAS, these three (3) options have been in the public domain since October, 1984, undergoing intense scrutiny by the public; and

WHEREAS, for all practical purposes, the three (3) options have fared well under such intense technological and financial scrutiny of the public without any material substantive errors being observed; and

WHEREAS, the Interagency Task Force, which collaborated in the preparation of these three (3) options are to be complimented for their diligence and professionalism;

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

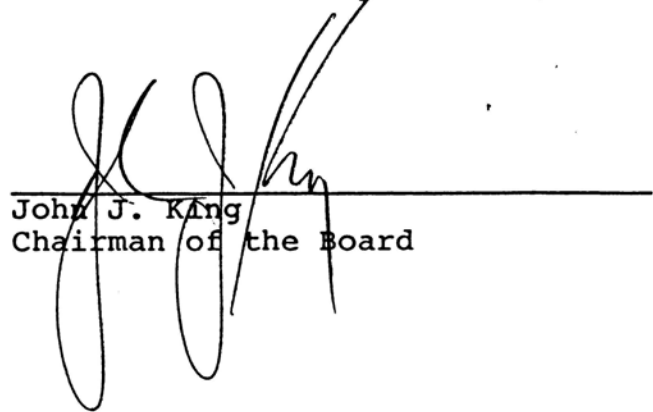
Section 1. This Board of Directors expresses its sincere appreciation to the members of the Interagency Task Force for the professional quality of their work product which forms the substantive contents of Options "A", "B" and "C"; and commends the State Department of Highways and Public Transportation, the City of Houston, Harris County, the Houston-Galveston Area Council and the Texas Transportation Institute for their high quality herculean efforts and contributions on behalf of the Metropolitan Transit Authority and the public which it serves.

Section 2. This resolution is effective immediately upon  
passage.

PASSED this 27th day of June, 1985.  
APPROVED this 27th day of June, 1985.

ATTEST:

  
Assistant Secretary

  
John J. King  
Chairman of the Board