

A RESOLUTION  
ADOPTING AN AMENDED AND RESTATED  
UNION PENSION PLAN

WHEREAS, statutory requirements have been enacted as part of the Tax Equity and Fiscal Responsibility Act of 1982, the Tax Reform Act of 1984 and the Retirement Equity Act of 1984 which have application to the pension plan agreement between METRO and the Transport Workers Union, Local 260 AFL-CIO (the "Plan"); and

WHEREAS, the Board of Directors wishes to authorize adoption of amendments to the Plan to incorporate the statutory requirements and to restate the Plan so that all prior amendments are incorporated in a single document;

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

Section 1. The Board of Directors of Metropolitan Transit Authority (the "Plan Sponsor") hereby approves and adopts the complete amendment, restatement and continuation of the pension plan and trust under the form of the instrument entitled "Metropolitan Transit Authority Transport Workers Union Pension Local 260, AFL-CIO" (the "Plan").

Section 2. For the purpose of computing the limitation under Section 415 of the Internal Revenue Code of 1954, as amended, (the "Code") the Plan Sponsor hereby elects as the limitation year for the Plan, the twelve (12) month period described in the Plan as adopted by the Plan Sponsor.

Section 3. The Plan Sponsor hereby elects to use the compensation paid or accrued for an entire limitation year for purposes of applying the limitations of Section 415 of the Code.

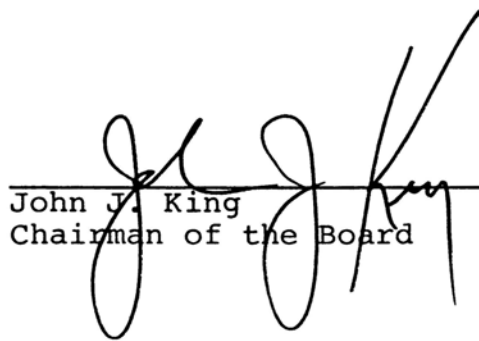
Section 4. The proper Officers of the Plan Sponsor are hereby authorized and directed (i) to execute the Plan substantially in the form hereinabove adopted and approved, together with (a) any changes which such persons, with the advice of legal counsel, deem necessary or appropriate, execution thereof being deemed to be conclusive proof of approval thereof by such persons, and (b) any amendments as may be required by the Internal Revenue Service (the "IRS") in order to obtain a favorable determination letter evidencing the binding opinion of the IRS that the Plan as adopted by the Plan Sponsor is a qualified plan under Section 401(a) of the Code and the trust used to fund the Plan is exempt from federal income taxes under Section 501(a) of the Code, and (ii) to take such other actions as such persons, with the advice of legal counsel, deem to be necessary or desirable in order to make the Plan (as adopted by the Plan Sponsor) effective, to secure approval thereof by the IRS, and to otherwise carry out the intents and purposes of these resolutions.

Section 5. This resolution is effective immediately upon passage.

PASSED this 22nd day of August, 1985.  
APPROVED this 22nd day of August, 1985.

ATTEST:

  
Assistant Secretary

  
John J. King  
Chairman of the Board

A RESOLUTION  
ADOPTING AN AMENDED AND RESTATED  
NON-UNION PENSION PLAN

WHEREAS, statutory requirements have been enacted as part of the Tax Equity and Fiscal Responsibility Act of 1982, the Tax Reform Act of 1984 and the Retirement Equity Act of 1984 which have application to the non-union pension plan and trust agreement (the "Plan"); and

WHEREAS, the Board of Directors wishes to authorize adoption of amendments to the Plan to incorporate the statutory requirements and to restate the Plan so that all prior amendments are incorporated in a single document;

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

Section 1. The Board of Directors of Metropolitan Transit Authority (the "Plan Sponsor") hereby approves and adopts the complete amendment, restatement and continuation of the pension plan and trust under the form of the instrument entitled "Metropolitan Transit Authority Non-Union Pension Plan and Trust" (the "Plan").

Section 2. For the purpose of computing the limitation under Section 415 of the Internal Revenue Code of 1954, as amended, (the "Code") the Plan Sponsor hereby elects as the limitation year for the Plan, the twelve (12) month period described in the Plan as adopted by the Plan Sponsor.

Section 3. The Plan Sponsor hereby elects to use the compensation paid or accrued for an entire limitation year for purposes of applying the limitations of Section 415 of the Code.

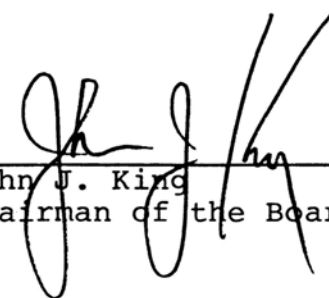
Section 4. The proper Officers of the Plan Sponsor are hereby authorized and directed (i) to execute the Plan substantially in the form hereinabove adopted and approved, together with (a) any changes which such persons, with the advice of legal counsel, deem necessary or appropriate, execution thereof being deemed to be conclusive proof of approval thereof by such persons, and (b) any amendments as may be required by the Internal Revenue Service (the "IRS") in order to obtain a favorable determination letter evidencing the binding opinion of the IRS that the Plan as adopted by the Plan Sponsor is a qualified plan under Section 401(a) of the Code and the trust used to fund the Plan is exempt from federal income taxes under Section 501(a) of the Code, and (ii) to take such other actions as such persons, with the advice of legal counsel, deem to be necessary or desirable in order to make the Plan (as adopted by the Plan Sponsor) effective, to secure approval thereof by the IRS, and to otherwise carry out the intents and purposes of these resolutions.

Section 5. This resolution is effective immediately upon passage.

PASSED this 22nd day of August, 1985.  
APPROVED this 22nd day of August, 1985.

ATTEST:

  
Assistant Secretary

  
John J. King  
Chairman of the Board

A RESOLUTION

APPROVING AND AUTHORIZING THE GENERAL MANAGER TO EXECUTE A JOINT PROJECT AGREEMENT BETWEEN HARRIS COUNTY AND METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS, FOR CONSTRUCTION OF THE GRADE SEPARATION AT GREENS ROAD AND THE MISSOURI-PACIFIC RAILROAD.

WHEREAS, by way of Resolution No. 84-107 the METRO Board of Directors designated as a joint project between METRO and Harris County construction of the grade separation between Greens Road and the Missouri-Pacific Railroad; and

WHEREAS, the specific joint project agreement has been negotiated with Harris County for construction of this grade separation;

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

Section 1. The Board of Directors hereby approves of the joint project agreement between Harris County and the Metropolitan Transit Authority of Harris County, Texas, attached hereto as Exhibit A.

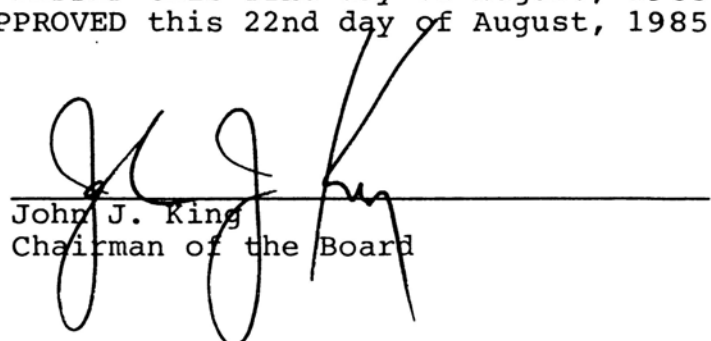
Section 2. The General Manager be and he is hereby authorized to execute on behalf of METRO the joint project agreement attached hereto.

Section 3. This resolution is effective immediately upon passage.

PASSED this 22nd day of August, 1985.  
APPROVED this 22nd day of August, 1985.

ATTEST:

  
Assistant Secretary

  
John J. King  
Chairman of the Board

JOINT PROJECT AGREEMENT  
BY AND BETWEEN THE  
METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS  
AND HARRIS COUNTY, TEXAS  
FOR CONSTRUCTION OF A GRADE SEPARATION  
AT GREENS ROAD

STATE OF TEXAS       §  
COUNTY OF HARRIS   §

THIS AGREEMENT, made this \_\_\_\_\_ day of \_\_\_\_\_, 1985,  
by and between Harris County, Texas (hereinafter referred to as the  
"County") and the Metropolitan Transit Authority of Harris County,  
Texas (hereinafter referred to as "METRO").

PREMISES

WHEREAS, the County intends to construct a grade separation at  
the intersection of Greens Road and the Missouri-Pacific Railroad  
line (hereinafter referred to as "the Grade Separation"); and

WHEREAS, the construction of the Grade Separation will enhance  
capabilities for improved transit services and improve mobility on  
Greens Road and along the Hardy Toll Road; and

WHEREAS, the construction of the Grade Separation, by Resolu-  
tion No. 84-107, has been designated by the METRO Board of Directors  
as a joint project between METRO and the County; and

WHEREAS, the total estimated cost of construction is Four  
Million Four Hundred Forty-six Thousand Dollars (\$4,446,000); and

WHEREAS, METRO has agreed to provide fifty-five percent (55%) of "Construction Costs" as defined below for an estimated share of Two Million Four Hundred Forty-five Thousand, Three Hundred Dollars (\$2,445,300); and

WHEREAS, the County has agreed to design and construct the Grade Separation; and

WHEREAS, the County, together with any other third-party or parties, has agreed to provide forty-five percent (45%) of construction costs for the contract, and to pay for all right-of-way and engineering costs; and

WHEREAS, the County and METRO wish to establish the basis and procedures for payment by METRO to the County for the construction costs of the Grade Separation.

NOW, THEREFORE, PREMISES CONSIDERED, it is understood and agreed as follows:

1. "Construction Costs" shall mean the direct actual costs to the County incurred by the County for the construction of the grade separation, including the following items: (1) the cost of labor, material and equipment required for the completed construction as reflected by actual construction contracts, (2) the total actual cost of all labor, material and equipment purchased or furnished by the County, (3) inspection and testing fees and costs, (4) fees and costs of consultants for services performed during construction, (5) other customary costs incurred solely because of, and in advancement of construction. It is specifically agreed that construction costs shall not include the County's administrative

costs and any personnel costs for services not performed on the site of the Grade Separation.

2. The County shall coordinate and handle all services for construction of the Grade Separation, including all labor, materials, equipment, and shall provide for all necessary services for inspection and testing.

3. The County shall coordinate and handle the administration of the work to be performed, including the contracting, inspection, and supervision of contracts issued as a result of competitive bidding or otherwise to facilitate timely completion of the construction of the Grade Separation.

4. After an apparent low bidder is identified, and prior to the award of a construction contract, METRO shall be notified of the construction costs and the amount of money which is METRO's contribution to the construction costs. METRO shall deposit twenty-five percent (25%) of its portion of the construction costs into a County-maintained Project Account within thirty (30) days following receipt of such notice from the County. METRO will thereafter make quarterly payments into the Project Account in amounts commensurate with the progress of the construction of the Grade Separation as determined by and upon notice from the County.

The County shall cause the money deposited by METRO in the Project Account to be invested and reinvested in the same manner as other similar funds of the County. Any earnings from such investment and reinvestment during a particular time period shall be credited toward METRO's share of the construction costs.

5. All designs, plans and specifications shall be submitted to METRO for review prior to construction.

6. METRO shall have the right of access to all places where work is performed and shall have the right to review and inspect all documents, maps, plats, records, photographs, reports or plans of whatever nature affecting the construction of the Grade Separation.

7. If at any time the services are not progressing as scheduled and, as a result, excess funds are on deposit, the County upon request of METRO will refund to METRO any excess funds not required at that time, but such request shall not be deemed as a cancellation of METRO's commitment herein.

8. In the event the amount as paid is more than the actual cost of METRO's share of construction costs, then the excess amount will be returned to METRO.

9. Default shall occur only in the event either party fails to adhere to its respective obligations hereunder. In such event, the non-defaulting party shall give the defaulting party written notice of the condition of default. The defaulting party may cure such default within ten (10) days from date of receipt of notice of default. In the event of continued failure to cure or continued absence of efforts to cure such default, the non-defaulting party may thereafter notify the defaulting party of its intent to terminate this Agreement. This Agreement shall not be considered as specifying the exclusive remedy of default, but all remedies existing at law or in equity may be availed of by either party and shall be cumulative.

10. This Agreement shall bind, and shall be for the sole and exclusive benefit of the respective parties and their legal successors. Neither party shall assign, sublet, or transfer its interest in this Agreement without the prior written consent of the other party.

IN TESTIMONY WHEREOF, the parties hereto have caused these presents to be executed in duplicate on this the \_\_\_\_\_ day of \_\_\_\_\_, 1985.

COUNTY OF HARRIS, TEXAS

METROPOLITAN TRANSIT AUTHORITY  
OF HARRIS COUNTY, TEXAS

By: \_\_\_\_\_

By: \_\_\_\_\_  
Alan F. Kiepper  
General Manager

Executed for and on behalf of  
the Metropolitan Transit Authority pursuant to Resolution  
No. 84-107 of the Board of  
Directors, passed on the 20th  
day of December, 1985, and on  
file in the office of the  
Assistant Secretary of METRO.

ATTEST:

\_\_\_\_\_  
Assistant Secretary

APPROVED:

\_\_\_\_\_  
Dennis C. Gardner  
Staff Counsel

A RESOLUTION

APPROVING THE CONSTRUCTION OF KINGSLAND BOULEVARD BETWEEN MASON AND FRY ROAD AS A JOINT PROJECT WITH HARRIS COUNTY SUBJECT TO ADOPTION OF A JOINT PROJECT AGREEMENT BETWEEN HARRIS COUNTY AND METRO.

WHEREAS, the METRO Board of Directors has adopted a policy of participating in the construction of transportation improvement capital projects with other governmental entities within the METRO area; and

WHEREAS, the completion of Kingsland Boulevard between Mason and Fry Roads will greatly improve access to and from METRO's Kingsland Park and Ride lot now under construction; and

WHEREAS, the METRO Board of Directors is of the opinion that the mass transportation and mobility improvements associated with this project make it worthy of participation in by METRO; and

WHEREAS, the METRO Board of Directors wishes to approve of this road construction as a joint project with Harris County subject to adoption of a Joint Project Agreement by Harris County and METRO prescribing the terms and conditions for funding and construction of this joint project between Harris County and METRO:

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

Section 1. The construction of Kingsland Boulevard between Mason and Fry Roads is hereby approved as a joint project with Harris County, subject to approval by the Harris County Commissioners Court and the METRO Board of Directors of a Joint Project Agreement between Harris County and METRO prescribing the

terms and conditions for funding and construction of this joint project by Harris County and METRO.

Section 2. Subject to the provisions of Section 1 of this resolution, the Board approves funding in the amount of \$200,000.

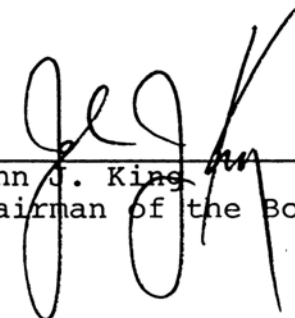
Section 3. The General Manager or his designee is hereby authorized and directed to negotiate the terms and conditions of a Joint Project Agreement with the representatives of Harris County.

Section 4. This resolution is effective immediately upon passage.

PASSED this 22nd day of August, 1985.  
APPROVED this 22nd day of August, 1985.

ATTEST:

  
Assistant Secretary

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

A RESOLUTION

ADOPTING A POLICY OF SEEKING INTERIM TRANSITWAY OPERATION OPPORTUNITIES ON ALL TRANSITWAY AND FREEWAY CONSTRUCTION PROJECTS.

WHEREAS, the Texas State Department of Highways and Public Transportation and METRO are undertaking design and construction of transitway facilities in conjunction with freeway improvements on most major freeways within the METRO service area; and

WHEREAS, construction activities on these freeways will be of several years duration; and

WHEREAS, mass transportation and mobility will be served by the availability of transitway operations at the earliest possible time;

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

Section 1. The Board hereby adopts a policy of encouraging the design and construction scheduling of freeway/transitway projects to provide for interim transitway operation at the earliest possible time during the construction phase. The General Manager and staff are directed to work with the State Department of Highways and Public Transportation and other agencies as appropriate to ensure that maximum consideration is given to implementation of interim transitway operation; provided, however, that no interim transitway operation shall be sought which would reduce the number of general traffic lanes available during construction.

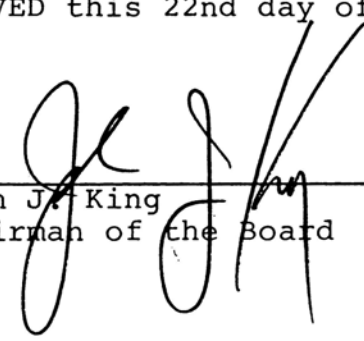
RESOLUTION NO. 85- 107 (Page 2)

Section 2. This resolution is effective immediately upon passage.

PASSED this 22nd day of August, 1985.  
APPROVED this 22nd day of August, 1985.

ATTEST:

  
Assistant Secretary

  
John J. King  
Chairman of the Board

## A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE AND EXECUTE A CONTRACT WITH S & A SYSTEMS, INC. FOR MODIFICATIONS TO THE SEMI-AUTOMATED FUEL-MANAGEMENT SYSTEMS AT THE KASHMERE, SHARPSTOWN, HIRAM CLARKE AND NORTHWEST BUS OPERATING FACILITIES.

WHEREAS, gasoline, diesel fuel, and engine oil dispensing is currently monitored by the semi-automated fuel management systems installed at METRO facilities; and

WHEREAS, it is desirable to modify the semi-automated fuel management systems to monitor the dispensing of engine coolant and automatic transmission fluids and to make other improvements to the automated monitoring systems; and

WHEREAS, the software and some of the hardware utilized in the equipment is proprietary to the equipment manufacturer necessitating a sole-source procurement;

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

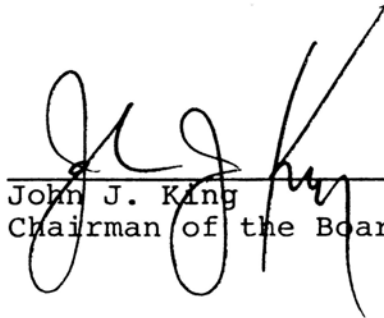
Section 1. The General Manager be and he is hereby authorized to negotiate and execute a contract with S & A Systems, Inc. for modifications to the semi-automated fuel management systems at the Kashmere, Sharpstown, Hiram Clarke and Northwest Bus Operating facilities at a total cost not to exceed \$44,000.00.

Section 2. This resolution is effective immediately upon passage.

PASSED this 22nd day of August, 1985.  
APPROVED this 22nd day of August, 1985.

ATTEST:

  
Assistant Secretary

  
John J. King  
Chairman of the Board

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE AND EXECUTE A CONTRACT WITH ENGINEERED SYSTEMS, INC. FOR MODIFICATIONS TO THE SEMI-AUTOMATED FUEL-MANAGEMENT SYSTEM AT THE POLK BUS OPERATING FACILITY.

WHEREAS, diesel fuel, engine oil and automatic transmission fluid dispensing is currently monitored by the semi-automated fuel management systems installed at METRO facilities; and

WHEREAS, it is desirable to modify the semi-automated fuel management systems to monitor the dispensing of engine coolant and gasoline and to make other improvements to the automated monitoring systems; and

WHEREAS, the software and some of the hardware utilized in the equipment is proprietary to the equipment manufacturer necessitating a sole-source procurement;

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

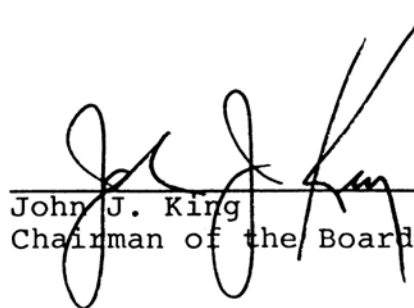
Section 1. The General Manager be and he is hereby authorized to negotiate and execute a contract with Engineered Systems, Inc. for modifications to the semi-automated fuel management system at the Polk Bus Operating facility at a total cost not to exceed \$11,000.00.

Section 2. This resolution is effective immediately upon passage.

PASSED this 22nd day of August, 1985.  
APPROVED this 22nd day of August, 1985.

ATTEST:

  
Assistant Secretary

  
John J. King  
Chairman of the Board

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE AND EXECUTE A LEASE AGREEMENT WITH BLOCK 67 UNLIMITED FOR LEASING OF SPACE ATOP THE TEXAS COMMERCE TOWER FOR RADIO COMMUNICATION EQUIPMENT.

WHEREAS, METRO's radio communication equipment antennae are currently located atop 3 Allen Center; and

WHEREAS, because of construction since the antennae were located in 1980, communications are impaired by signal interference with adjacent taller buildings; and

WHEREAS, Texas Commerce Tower is the tallest building in the area and locating antennae atop Texas Commerce Tower would eliminate interference from adjacent structures;

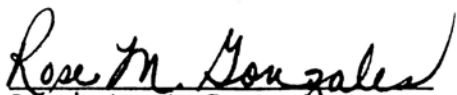
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

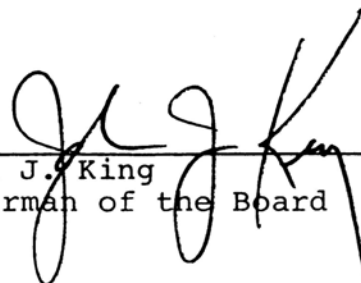
Section 1. The General Manager be and he is hereby authorized to negotiate and execute a lease agreement with Block 67 Unlimited for space atop the Texas Commerce Tower for location of METRO's radio communication equipment. The term of the lease should be for five years at total cost not to exceed \$187,000.00.

Section 2. This resolution is effective immediately upon passage.

PASSED this 22nd day of August, 1985.  
APPROVED this 22nd day of August, 1985.

ATTEST:

  
Assistant Secretary

  
John J. King  
Chairman of the Board

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO EXECUTE AN AMENDED PERSONAL SERVICES AGREEMENT WITH WILLIAM BASS THORNTON FOR PROPERTY RESEARCH SPECIALIST DUTIES.

WHEREAS, the services of a Property Research Specialist are needed to interface with real estate brokers and land owners regarding the availability of land sites; and

WHEREAS, several candidates were interviewed for Property Research Specialist; and

WHEREAS, it was determined that William Bass Thornton is best qualified to perform the required duties; and

WHEREAS, the General Manager executed a personal services agreement with William Bass Thornton for an amount not-to-exceed \$25,000 in order to obtain his services at the earliest possible time; and

WHEREAS, the Board of Directors is of the opinion that the best interests of METRO are served by contracting for the services of a Property Research Specialist;

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 an amended personal services agreement with William Bass Thornton for Property Research Specialist duties. The Agreement shall be for a one-year period at a per diem rate of \$239.12, plus auto mileage reimbursement, with the total contract amount not to exceed \$70,000.

Section 2. This resolution is effective immediately upon passage.

PASSED this 22nd day of August, 1985.  
APPROVED this 22nd day of August, 1985.

ATTEST:

Rose M. Gonzales  
Assistant Secretary

John J. King  
Chairman of the Board

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE FOR THE PURCHASE OF A SITE FOR THE NORTH BUS OPERATING FACILITY.

WHEREAS, METRO's five year Capital Improvement Program provides for the construction of a bus operating facility in the northern portion of METRO's service area; and

WHEREAS, a site has been identified for the location of a North Bus Operating Facility in the vicinity of Interstate Highway 45 and Fallbrook Drive; and

WHEREAS, site engineering evaluations and appraisals have been completed and just compensation for the property determined;

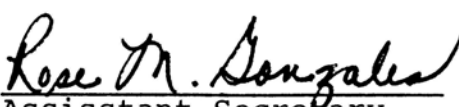
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

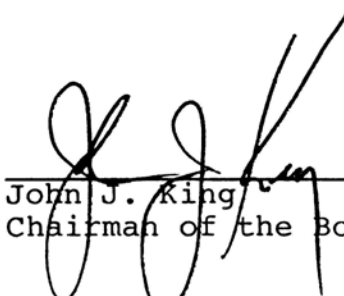
Section 1. The General Manager be and he is hereby authorized to negotiate for the purchase of approximately 25.525 acres of land located west of Interstate Highway 45 and south of Fallbrook Drive as a site for the North Bus Operating Facility.

Section 2. This resolution is effective immediately upon passage.

PASSED this 22nd day of August, 1985.  
APPROVED this 22nd day of August, 1985.

ATTEST:

  
Assistant Secretary

  
John J. King  
Chairman of the Board

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE FOR THE PURCHASE OF TWO PARCELS OF LAND TO BE USED FOR EXPANSION OF THE ADDICKS PARK AND RIDE LOT.

WHEREAS, expansion of the Addicks Park and Ride Lot is necessary to accommodate the increased patron demand anticipated from the opening of the next phase of the Katy Freeway Transitway; and

WHEREAS, two (2) parcels of land totaling approximately 8.8 acres immediately adjacent to the existing Addicks Park and Ride lot have been identified as appropriate sites for expansion of the existing lot; and

WHEREAS, necessary geotechnical and engineering studies have been completed and appraisals obtained for these parcels;

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 purchase of two parcels of land for expansion of the Addicks Park and Ride lot as follows:

PARCEL ONE: Approximately 5.238 acres located north of Old Katy Road and east of State Highway 6 immediately west of the existing Addicks Park and Ride lot whose owner of record is K. G. Erwin as trustee.

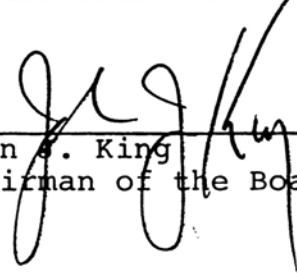
PARCEL TWO: Approximately 3.619 acres immediately north of Old Katy Road, east of State Highway 6 and immediately west of the existing Addicks Park and Ride lot whose owners of record are R. L. Bernstein and E. Perwein.

Section 2. This resolution is effective immediately upon passage.

PASSED this 22nd day of August, 1985.  
APPROVED this 22nd day of August, 1985.

ATTEST:

  
Assistant Secretary

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

A RESOLUTION

AUTHORIZING THE GENERAL MANAGER TO NOTICE A PUBLIC HEARING FOR THE PURPOSE OF DETERMINING THE PUBLIC NECESSITY FOR METRO TO ACQUIRE A SITE FOR THE WEST BUS OPERATING FACILITY AND ADJACENT PATRON SERVICE FACILITY.

WHEREAS, the Metropolitan Transit Authority of Harris County, Texas (METRO) wishes to construct a bus operating facility in the western portion of its service area and to acquire an adjacent site for a future patron service facility; and

WHEREAS, METRO has been unable to acquire the property necessary for a bus operating facility and adjacent patron service facility by negotiated purchase; and

WHEREAS, the Board is of the opinion that the acquisition of property for development of a bus operating facility and adjacent patron service facility should proceed expeditiously;

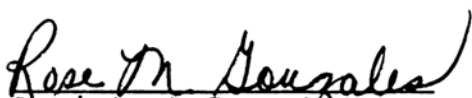
NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

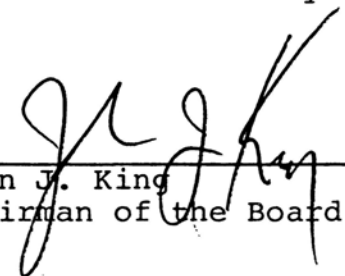
Section 1. The General Manager is hereby authorized to notice a public hearing for determining the public necessity for METRO to acquire the site for the West Bus Operating Facility and an adjacent patron service facility, said property being a tract of land containing approximately 43.8 acres in the southeastern corner of the Andrau Airpark tract, Houston, Harris County, Texas.

Section 2. This resolution is effective immediately upon passage.

PASSED this 22nd day of August, 1985.  
APPROVED this 22nd day of August, 1985.

ATTEST:

  
Assistant Secretary

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