A RESOLUTION

PROVIDING DIRECTION TO STAFF ON FURTHER DEVELOPMENT OF THE FIXED GUIDEWAY ALTERNATIVE COMPONENT OF THE PHASE 2 REGIONAL MOBILITY PLAN; AND MAKING FINDINGS AND PROVISIONS RELATIVE TO THE SUBJECT.

WHEREAS, the private sector has responded to METRO's Invitation for Expressions for development of the fixed guideway alternative of the Phase 2 Regional Mobility Plan; and

WHEREAS, the private sector has made a number of recommendations with respect to the form and substance of a Request for Proposals for development of a fixed guideway system; and

WHEREAS, METRO staff has consulted with the Urban Mass Transportation Administration with respect to conforming the privatization process with the Federal Alternatives Analysis/Environmental Impact Statement process; and

WHEREAS, the Board of Directors has reviewed the private sector recommendations and the Federal Alternatives Analysis/Environmental Impact Statement process and is of the opinion that it should provide direction to staff on the further development of the fixed guideway system alternative to be considered along with a Do-Nothing alternative, a TSM alternative and a Better-Bus alternative;

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

Section 1. In order to provide a conceptual alignment for the guideway alternative and for the purpose of permitting private sector proposals to be prepared on a common baseline, the Board
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hereby directs METRO staff to pursue further private sector development of the fixed guideway alternative, as a part of the ongoing Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) process for the year 2000 fixed guideway element of the Phase 2 Regional Mobility Plan as follows:

a) The conceptual horizontal alignment of the year 2000 portion of the fixed guideway alternative, shall be as illustrated in Figure 1 attached hereto and as described in Appendix "A" also attached hereto.

b) The conceptual vertical alignment of the AA/DEIS fixed guideway alternative for the minimum operable segment (MOS) shall be either all aerial or a combination of aerial and subway, providing a fully grade separated alignment, as described in Appendix "A" attached hereto.

c) Consider a guideway technology envelope that includes light rail, monorail, magnetic levitation, automated guideway transit (AGT) and guided bus.

d) METRO's Request for Proposals (RFP) shall require that the responses include design, construction, maintenance for a predetermined period of time and equipment necessary for the fully operational fixed guideway element of the Phase 2 Regional Mobility Plan for the year 2000.

e) The proposals shall include operating costs for the fixed guideway element for a predetermined period of time, to be exercised at METRO's option, followed by transfer of the element to METRO.
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f) The RFP shall require the specification of the vendor's proposed private financing to be exercised at METRO's option.

Section 2. The staff is directed to proceed with such meetings as appropriate to fully inform the public with regard to the alignments, technologies, environmental impacts and other aspects of the fixed guideway component described herein. Staff has the flexibility to alter this alignment based on public input and other data developed during the AA/DEIS process.

Section 3. The staff is further directed to incorporate the private sector development of the fixed guideway component as specified herein in the revised Alternatives Analysis/Draft Environmental Impact Statement process.

Section 4. This resolution is effective immediately upon passage.

PASSED this 5th day of April, 1990.
APPROVED this 5th day of April, 1990.

ATTEST:

[Signatures]
Assistant Secretary

[Signatures]
Chairman

Anthony W. Hall, Jr.
The proposed alignment as reflected as reflected on Figure 1, meets the requirements outlined in the January 1988 referendum, responds to suggestions that were made during the research effort of 1989 and is estimated to be within the $1.09 billion Phase 2 budget. The year 2000 portion of the system would service downtown Houston, Greenway Plaza, Uptown/Galleria and Texas Medical Center and the Astrodome and would connect the University of Houston Central Campus, Texas Southern University and Fourth Ward areas with downtown. The Fourth Ward/University line would serve the George R. Brown Convention Center and the future Luminaire Houston project. Figure 1 also reflects potential extensions beyond the year 2000 to other suburban and urban areas.

Of the Phase 2 system, an 11.3-mile initial minimal operable segment (MOS) is proposed that is, for the most part, within the study corridor which was identified in July 1986 as part of the UMTA required Alternatives Analysis Draft Environmental Impact Statement (AA/DEIS) scoping process. Following the UMTA-defined process, METRO intends to submit a revised AA/DEIS on the MOS to UMTA this November.
The MOS would begin in downtown, run along Richmond Avenue, and transition to Westheimer Street by way of Timmons Lane, thus serving inner city neighborhoods, Greenway Plaza and Uptown/Galleria. The line would proceed along Sage Road to parallel the Southwest Freeway to the Hillcroft Transit Center. The MOS is intended to provide high-speed service to the areas of highest density and to reduce the number of required transfers.

The MOS has two conceptual alternative vertical alignments:

1) An all-aerial alignment between the University of Houston downtown campus and Jefferson, running in a two-street couplet on Milam and Travis. Just north of Pierce Elevated, the two single tracks would converge into a double-track guideway above Travis. The remainder of the aerial alignment would continue as previously described.

2) A subway section along Main Street from north of downtown to just south of Pierce Elevated, south of Pierce Elevated the alignment would be aerial following Travis, Richmond and Timmons. The alignment would again enter a subway section under Westheimer until the intersection of Sage and Alabama. At that point, the alignment would continue on to Hillcroft adjacent to the Southwest Freeway in an aerial configuration.
Regional Transit Plan
FIXED GUIDEWAY

Fixed Guideway Component
- PHASE 2 - YEAR 2000 SYSTEM
- CORRIDORS FOR CONSIDERATION BEYOND YEAR 2000

Transitway Component
- PHASE 2 - YEAR 2000 SYSTEM
- CORRIDORS FOR CONSIDERATION BEYOND YEAR 2000