

A RESOLUTION

PURSUANT TO THE MAY 18, 2015 JOINT AGREEMENT WITH U.S. REPRESENTATIVE JOHN CULBERSON, AGREEING TO HOLD A REFERENDUM FOR RAIL ON RICHMOND AVENUE WEST OF SHEPHERD DRIVE OR ON POST OAK BOULEVARD NORTH OF RICHMOND

WHEREAS, METRO Chairman of the Board Gilbert A. Garcia and Representative John Culberson have signed a joint letter to announce their mutual commitment to work cooperatively to address transportation; and

WHEREAS, the Chairman and the Representative have identified several areas that will help improve mobility and wish to set the tone for future cooperation; and

WHEREAS, Representative Culberson committed to work to accomplish the following:

- Change federal law so that METRO can use all of the federal dollars (\$109 million) not yet drawn down from the \$900 million in previously approved federal transit grants for corridor specific transit projects, particularly the new North and Southeast Rail Lines, as described in Section 4 of this document, as well as the 90A Commuter Rail Line. These proposed changes will be consistent with the goals of the FTA in order to allow METRO to match these funds with credits from the original Main Street Line or other Transportation Development Credits so that the local funds will be freed up for new projects to improve mobility in the Houston area;
- Change federal law so that METRO can count \$587 million in local funds spent on the East End Rail Line as the local matching credit for a commuter rail line along 90A, and secondarily for any non-rail capital project, or any other project included in the 2003 METRO Referendum. Rail on Richmond Avenue west of Shepherd Drive or Post Oak Boulevard would only be eligible to utilize these credits if approved by voters in a subsequent referendum;
- Secure up to \$100 million in federal funds for three consecutive years (\$300 million) for bus purchases, park and ride expansion and HOV lane improvements. These funds will also facilitate METRO's expanded use of the 2012 referendum increment to pay down debt. All of these efforts will enhance and improve the bus system that is already one of the best in the nation;
- If METRO service area voters approve a subsequent referendum that includes but is not limited to rail on Richmond Avenue west of Shepherd Drive or on Post Oak Boulevard north of Richmond, Congressman Culberson pledges to support the will of the voters and he will work to secure the maximum level of funding available for the transit projects described in the referendum;

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

Section 1. The METRO Board of Directors hereby pledges that METRO will not oppose Congressman Culberson's efforts to memorialize this agreement in federal law and hereby pledges that METRO will not oppose the language included in Section 164 of the FY2016 Transportation Housing and Urban Development appropriations bill as passed by the U.S. House of Representatives on June 9, 2015.

Section 2. The METRO Board of Directors hereby pledges that METRO will not oppose Congressman Culberson's efforts to memorialize this agreement in state law.

Section 3. The METRO Board of Directors hereby acknowledges the commitments made by Representative John Culberson in support of METRO and pledges that METRO will not use federal or state funds to build rail on Richmond Avenue west of Shepherd Drive or on Post Oak Boulevard north of Richmond unless METRO service area voters approve it as part of a future METRO service area referendum. Likewise, no local funds will be spent on such a rail project without a referendum, except expenditures of local funds necessary for the proper studies and engineering to present to the voters in the required referendum. Any such referendum will be part of a multi-modal transportation plan including reasonable cost estimates and a description of the project's pathway and end points, realizing that pathways could undergo minor adjustments as a result of unforeseen environmental circumstances.

Section 4. To the extent permitted by FTA, the METRO Board of Directors hereby pledges that METRO will utilize the expected savings from the North and Southeast Corridor Light Rail Projects in the following manner:

North Corridor Potential Projects

- Northline Intermodal Center-New Northline transit center facility with parking for 450 vehicles.
- Sidewalk Improvements-Bus Rail Interface from 500 to 2100 linear feet;
- Shelter Improvements-Upgraded or new shelters at high frequency or transfer bus stations;
- Bike Parking/Lockers-Bike parking at light rail train stations; and

Southeast Corridor Potential Projects

- Light Rail Station Infill-Infill light rail station at MLK/Cortelyou;
- Palm Center Park & Ride-Parking at Palm Center Park & Ride;
- Sidewalk Improvements-Bus Rail Interface up to ¼ mile;
- Shelter Improvements- Upgraded or new shelters at high frequency or transfer bus stations;
- Crossing Gates-Crossing Gates at Chartres Street and Texas Avenue; and
- Bike Parking/Lockers-Bike parking at light rail train stations.

To the extent permitted by FTA, METRO will reprogram any further unused federal funds not yet drawn down from previously approved federal transit grants and not utilized as described above towards the 90A Rail Corridor. Utilizing federal funds and the ability to match the funds with local credits METRO will undertake the necessary preliminary steps including environmental review to advance the 90A rail line in the FTA new starts process for future federal funding.

Section 5. This Resolution is effective immediately upon passage.