

January 18, 2007

Mr. Frank Wilson
President & Chief Executive Officer
1900 Main Street
P.O. Box 61429
Houston, Texas 77208-1429

Dear Mr. Wilson:

Boulevard Oaks Civic Association ("BOCA") continues to participate extensively in the process for determining specific placement of the proposed University Line. Our organization represents some 1200 properties located in a mostly residential neighborhood bordered by Montrose Blvd., Morningside, Rice Blvd. and US 59. Our Board Members and a great number of our residents have attended most of the public forums held on this subject. Proper placement of this line *for the right reasons* has great importance, not only for our neighborhood but for Houston's future.

We believe it is important for representative organizations such as BOCA to consider alternatives and, based upon careful analysis of the merits and shortcomings of each alternative, to offer our comments to METRO and other decision makers. We submitted our initial position to METRO on May 9, 2006 and advocated the placement of this line along Richmond between Edloe on the west and Main Street on the east. Placements east of Main Street and west of Edloe were not part of our public position.

Our May 9, 2006 position conditioned our support on three major factors being addressed prior to the commencement of construction. Those factors were (1) adequate compensation of affected property owners, (2) use of "quick construction" techniques to minimize construction disruption and (3) minimizing interference with north and southbound traffic crossing Richmond. Our support for any placement of the University Line is again conditioned on these three factors being addressed satisfactorily prior to construction.

On December 21, 2006 the METRO Board proposed a "short list" of three routes in a westerly direction from the Wheeler Street Station. Of these three, BOCA supports the Richmond/Westpark (Cummins) alternative.

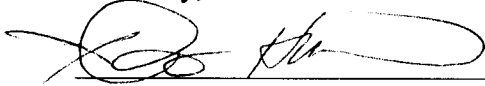
For any mass transit system to be successful users must be encouraged to conveniently enter and exit the system as close as possible to their destination. The Richmond/Westpark (Cummins) alternative best fulfills this requirement. Additionally, construction of the system must be cost efficient while meeting federal funding criteria. In this regard, the Cummins alternative also seems superior.

In contrast, the Richmond/Montrose/US 59 alternative combines poor location (with respect to conveniently serving major destinations such as Greenway Plaza), higher construction costs, and a lower prospect of being funded. Moreover, we understand from numerous sources this third (Richmond/Montrose/US 59) alternative was proposed primarily to assuage politicians and was actually far down on METRO's alternative list which METRO has repeatedly disclosed was assembled based upon the federal government's and METRO's own published criteria. Additionally, the six bridges currently spanning US 59 which border our neighborhood provide an aesthetic "Gateway to Houston" appearance which would be ruined by the Richmond/Montrose/US 59 alternative. Some 15 neighborhoods came together to oppose the originally proposed 5-story elevated HOV on US 59 and, working with TXDOT, came up with a better plan to depress the freeway along this section of the freeway. **We strongly oppose METRO's Richmond/Montrose/US59 rail alternative.**

BOCA looks forward to continued timely discussions with METRO and other public officials regarding this very important project for the future of Houston. We again request that we be consulted prior to reaching decisions to route this line beside our 1,200 property neighborhood, which certainly includes the decision to recommend the disfavored Richmond/Montrose/US 59 route.

We are glad to meet with you at your convenience to further explain the reasons supporting our recommendation.

Sincerely,



J. Palmer Hutcheson, President
Boulevard Oaks Civic Association
phutcheson@gardere.com
(JPH office) 713-276-5713

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