

A RESOLUTION

AUTHORIZING A GENERAL AMENDMENT TO THE CAPITAL BUDGET FOR FISCAL YEAR 1982 TO ACCOMMODATE PROGRAM REFINEMENTS.

WHEREAS, a general five year Master Plan Schedule was developed for the period from 1982 through 1986 that reflected the general description, scope and schedule of the MTA's major projects; and

WHEREAS, a detailed plan and schedule were developed for fiscal year 1982 from the Master Plan Schedule; and

WHEREAS, the Fiscal Year 1982 schedule and scope served as the basic elements in the development of the 1982 Capital Budget; and

WHEREAS, the implementation of many of the projects contained within the 1982 Capital Budget are developed in conjunction with the Houston community and other Agencies and contain scope and schedules which are beyond the control of the MTA; and

WHEREAS, the schedule and scope for some of the projects within fiscal year 1982 Capital Budget have changed; and

WHEREAS, the 1982 Capital Budget containing the many individual projects was approved by the Board during September of 1981.

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

Section 1: The FY82 Capital Budget shall be amended to reflect additional funds and the necessary reallocation of existing funds required to realign the Capital Budget and the Capital Program requirements.

Section 2: Approval of this Amendment results in no overall change to the FY82 Capital Budget. A list of the major changes is reflected as Attachment A to the corresponding Agenda Abstract.

PASSED this 24 th day of March, 1982

APPROVED this 24 th day of March, 1982

Gerald G. Acosta
Daniel C. Arnold, Chairman of the Board

ATTEST:

Marilyn M. Wood
Assistant Secretary

APPROVED AS TO SUBSTANCE:

Sylvester A. Caria
Sylvester A. Caria
Executive Director

APPROVED AS TO FORM:

Dennis Gardner
Dennis Gardner
Legal Counsel

A RESOLUTION

DECLARING THAT THE METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY (METRO) APPROVES PROCEEDING WITH DESIGN AND CONSTRUCTION OF AN INTERIM TRANSITWAY IN THE MEDIAN OF KATY FREEWAY, IN COORDINATION WITH THE STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION (SDHPT).

WHEREAS, the State Department of Highways and Public Transportation (SDHPT) and METRO do mutually agree that significant public benefits will be derived from including an interim median transitway and related improvements on the Katy Freeway; and

WHEREAS, the SDHPT has previously scheduled a pavement overlay project on the Katy Freeway which could incorporate construction of the interim transitway as part of the scheduled work; and

WHEREAS, transitway construction concurrent with the overlay project represents the least measure of traffic disruption on Katy Freeway; and

WHEREAS, transitway construction concurrent with the overlay project results in the least cost to implement the interim transitway; and

WHEREAS, time is of the essence due to the urgent need for the overlay project to maintain the pavement integrity of the Katy Freeway.

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

Section 1: METRO will join SDHPT in the development of a one lane, reversible transitway for authorized vehicles as part of a SDHPT pavement overlay project on Katy Freeway.

Section 2: METRO will contribute local funds to cover costs attributable to the transitway and related improvements portion of the total project, and execute the customary agreements with SDHPT which are essential to the joint project.

Section 3: This resolution is subject to a concomitant amendment to the fiscal year 1982 capital budget to cover costs of design and construction.

Section 4: This resolution shall be effective immediately upon its passage.

PASSED this 24th day of March 1982

APPROVED this 24th day of March 1982

Daniel C. Arnold

Daniel C. Arnold, Chairman of the Board

ATTEST:

Marilyn M. Wood
Assistant Secretary

APPROVED AS TO SUBSTANCE:

Sylvester A. Caria
Sylvester A. Caria
Executive Director

APPROVED AS TO FORM:

Dennis Gardner
Dennis Gardner
Legal Counsel

A RESOLUTION

AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND EXECUTE AN AMENDMENT TO AN EXISTING AGREEMENT WITH THE TEXAS TRANSPORTATION INSTITUTE TO INCLUDE OPERATION PLANNING STUDIES FOR THE KATY AND NORTH FREEWAY TRANSITWAY PROJECTS.

WHEREAS, the Texas Transportation Institute (TTI) is currently performing operation planning studies for the Gulf Freeway Transitway under an Agreement with METRO; and

WHEREAS, the State Department of Highways and Public Transportation, in consultation with the Texas Transportation Institute, has conducted numerous studies and analyses supporting transitway development on the Katy and North Freeways; and

WHEREAS, the State Department of Highways and Public Transportation has endorsed Texas Transportation Institute as possessing unique qualifications for performing detailed planning activities which address METRO and SDHPT operational and development objectives.

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

Section 1: The Executive Director be and is hereby authorized to negotiate and execute, and the Assistant Secretary to attest to an amendment to an existing Agreement with the Texas Transportation Institute (TTI), Texas A & M University, which expands the scope of the existing Agreement to provide for operational planning for the Katy and North Freeway Transitways and establish the period of the contract through December 31, 1983, a copy of said Agreement being attached hereto.

Section 2: Compensation to be paid to Texas Transportation Institute for such services shall not exceed \$357,376.

Section 3: This Resolution be effective immediately upon its passage.

PASSED this 24th day of March 1982
APPROVED this 24th day of March 1982

Gerald D. Acosta
Daniel C. Arnold, Chairman of the Board

ATTEST:

Marilyn M. Wood
Assistant Secretary

APPROVED AS TO SUBSTANCE:

Sylvester A. Caria
Sylvester A. Caria
Executive Director

APPROVED AS TO FORM:

Dennis Gardner
Dennis Gardner
Legal Counsel

(1) MODIFICATION NO. S-21K-1	(2) CONTRACT NO. S-21K dated 1/6/82	(3) EFFECTIVE DATE	(4) PROCUREMENT/CONTRACT REQUEST NO.
(5) ISSUED AND ADMINISTERED BY Metropolitan Transit Authority P.O. Box 61429 401 Louisiana Street Houston, Texas 77208 Attn: Contracts Administration Dept.		(6) FUNDING DATA: Source: <u>100</u> % Local; _____ % State; _____ % Federal Budget Line Item No.: _____ Grant No(s): _____	
(7) CONTRACTOR NAME AND ADDRESS Texas Transportation Institute Texas A&M University Office of Engineering Services College Station, TX 77843 Attn: Dr. Dennis Christiansen		(8) RECAPITULATION Original Contract \$ <u>157,363.00</u> Previous Contract Adjustments \$ <u>-0-</u> Subtotal Prior Obligations \$ <u>157,363.00</u> This Modification No. <u>1</u> \$ <u>200,000.00</u> Adjusted Contract Amount \$ <u>357,363.00</u>	
(9) Approval Board Resolution No.: _____			
(10) DEFINITION OF CONTRACT MODIFICATION (a) <input type="checkbox"/> This Modification Change Order Issued pursuant to _____ (b) <input type="checkbox"/> This Modification is an Administrative Change as set forth in Block 11. (c) <input checked="" type="checkbox"/> This Modification is a Supplemental Agreement entered into by the contracting parties to modify the contract as set forth in Block 11.			
(11) The Contract identified in block 2 is modified as follows: A. <u>Article 1. Scope of Services</u> is hereby modified to add the attached Exhibit "B" for the Katy AVL and the North Freeway AVL. B. <u>Article 3. Time of Performance</u> is modified so that the contract completion date is extended from November 13, 1982 to December 31, 1983. C. This Supplemental Agreement No. 1 is the final contractual action and constitutes full and complete equitable adjustment for the additional effort required by paragraph A above, and in consideration thereof, the contract amount as specified in <u>Article 6. Availability of Funds</u> is changed from \$157,363 to \$357,363, a net increase of \$200,000.			
Except as provided herein, all terms and conditions of the contract identified in block 2 as heretofore changed, remain unchanged and in full force and effect.			
(12) <input type="checkbox"/> Contractor is not required to sign this Document <input checked="" type="checkbox"/> Contractor is required to sign this Document and return <u>4</u> copies to administering office (block 5)			
(13) CONTRACTOR Texas Transportation Institute By _____ Signature of Person Authorized to Sign		(14) METROPOLITAN TRANSIT AUTHORITY of Harris County, Texas	
(15) NAME & TITLE OF SIGNER	(16) DATE SIGNED	BY: <u>David A. Boggs, Assistant Executive Director</u> ATTEST: _____ Assistant Secretary	

Scope of Services

Texas Transportation Institute will perform the following seven major tasks for the Metropolitan Transit Authority. Unless indicated otherwise, all tasks discussed below will be performed for both the Katy (I-10) Freeway and the North (I-45N) Freeway.

Task 1. Critical Path Identification and Implementation Staging

All task elements required to initiate the projects will be identified. Scheduling of those tasks will be established. Based on that schedule, the critical path will be identified. The schedule and critical path will be continually monitored and updated. The schedule can serve as a means of identifying the status of the project at any time.

Task 2. Demand Estimation

Facility requirements as well as operation and control strategies are related to demand (buses and vanpools) estimation. Data from the contraflow operation provide an excellent basis for demand estimation on I-45N.

Limited demand analyses have been performed on the Katy Freeway. Demand estimates will be developed for both 1984 and 1995. These estimates will serve as basic input data throughout the operational planning work.

Task 3. Develop Operational Plan

A detailed plan will be developed describing the manner in which the facility will be operated on a day-to-day basis. The traffic control and surveillance scheme needed to support that operation will be developed. Input will be made into the design process as needed to ensure that the facility is constructed with the needed traffic control capability. Control equipment to be

considered will include detection and television surveillance. Operating procedures for opening and reversing the AVL as well as enforcement procedures will be documented.

Task 4. Equipment Needs

Equipment, both mobile and fixed, will be needed to operate the AVL. Equipment needs will include signs, signals, surveillance center, and vehicles. Equipment for establishing authorization will also be needed. The equipment needs, as well as the manner in which these needs relate to staged implementation, will be identified.

Task 5. Surface Street Improvements

For the AVL to function in a desirable manner, some improvements to surface streets will be desirable. In terms of the Katy AVL, these needs are most evident at the eastern end of the lane, in the vicinity of Old Katy Road, South Post Oak, and Washington. Routing of authorized vehicles from the AVL terminus to the Katy main lanes inside I-610 (and the reverse movement in the p.m.) is the most critical surface street consideration for that AVL.

For the North Freeway AVL, the terminus of the lane at the CBD end is the greatest concern. The number of surface street lanes (and roadways) needed to effectively serve the AVL is the most important consideration. A capacity match of AVL and city streets is a critical concern.

Task 6: Assist in Planning and Locating Collection/Distribution Facilities

A variety of collection/distribution facilities are needed in the corridors to properly support the AVL facilities and help assure efficient bus operation. Working with the appropriate MTA staff, collection/distribution facility needs will be identified. Alternative sites will be evaluated, and a recommendation will be made concerning collection/distribution facilities in both corridors.

Estimated Budget By Task

Task Element	Katy Freeway	North Freeway
1. Critical Path and Project Schedule	\$ 5,000	\$ 5,000
2. Demand Estimation for AVL	15,000	5,000
3. Develop Operational Plan	35,000	35,000
4. Determine Fixed and Mobile Equipment Needs	10,000	10,000
5. Identify Surface Street Improvements	15,000	15,000
6. Planning/locating Collection-distribution Systems	15,000	15,000
7. Phase II, Conceptual Planning	<u>20,000</u>	<u>-0-</u>
Total	\$115,000	\$85,000
Total, Katy Freeway	\$115,000	
Total, North Freeway	<u>\$ 85,000</u>	
TOTAL PROJECT	\$200,000	

Estimated Project Schedule By Task

Each of the task elements will be documented in a Technical Memorandum and submitted to MTA. The actual timing of the completion of each task will be determined by Task 1, the establishment of the critical project path and schedule. The following is a preliminary estimate of the estimated project schedule.

Assumed Project Initiation Date; May 1, 1982
Assumed Project Termination Date; November 30, 1983

Task Element	Estimated Month of Completion (both freeways)
1. Critical Path and Project Schedule	May 1982
2. Demand Estimation for AVL	August 1982
3. Develop Operational Plan	January 1983
4. Determine Fixed and Mobile Equipment Needs	May 1983
5. Identify Surface Street Improvements	March 1983
6. Planning/Locating Collection/Distribution Systems	September 1983
7. Phase II, Conceptual Planning (Katy Fwy. Only)	November 1983

Task 7: Conceptual Planning, Phase II, Katy AVL

The first phase of the Katy AVL, from the vicinity of Gessner to Washington, is scheduled for opening in 1984. Phase II will extend that facility as far west as SH 6. Conceptual planning for the layout, geometrics, and operation of that second phase will be documented.

A RESOLUTION

AMENDING THE METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY (METRO) 1982 CAPITAL BUDGET TO INCLUDE THE REQUIRED 1982 FUNDING FOR THE DESIGN AND CONSTRUCTION OF AN INTERIM TRANSITWAY ON THE KATY FREEWAY.

WHEREAS, the State Department of Highways and Public Transportation (SDHPT) and METRO to mutually agree that significant public benefits will be derived from including an interim median transitway and related improvements on the Katy Freeway; and

WHEREAS, the SDHPT has previously scheduled a pavement overlay project on the Katy Freeway which could incorporate construction of the interim transitway as part of the scheduled work in a manner that represents the least measure of traffic disruption and least cost to implement; and

WHEREAS, the METRO Board earlier approved Resolution No. 82-_____ authorizing the inclusion of the Katy Freeway Interim Transitway in the SDHPT overlay contract.

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

Section 1: The FY82 Capital Budget be amended to include \$3,000,000.00 for the design, construction and related services necessary to implement the development of a one lane, reversible transitway in conjunction with the SDHPT.

Section 2: The balance of the project cost, \$7,000,000.00 to \$9,000,000.00, will be included in the 1983 Capital Budget.

PASSED this 24 th day of March, 1982

APPROVED this 24 th day of March, 1982

Ronald G. Acosta
Daniel C. Arnold, Chairman of the Board

ATTEST:

Marilyn G. Wood
Assistant Secretary

APPROVED AS TO SUBSTANCE:

Sylvester A. Caria
Sylvester A. Caria
Executive Director

APPROVED AS TO FORM:

Dennis Gardner
Dennis Gardner
Legal Counsel

A RESOLUTION

RATIFYING THE EXECUTION BY THE EXECUTIVE DIRECTOR OF AN AGREEMENT WITH FIRST CITY NATIONAL BANK OF HOUSTON FOR THE ISSUANCE OF A LETTER OF CREDIT IN AN AMOUNT UP TO \$400,000 TO SERVE AS SECURITY FOR THE REPLEVIN OF EIGHT (8) MTA BUSES.

WHEREAS, Section 6(d) of TEX.REV.CIV.STAT.ANN. art. 1118x (Vernon's Supp. 1982) authorizes a rapid transit authority (the "Authority") to acquire by grant, purchase, gift, devise, lease or otherwise real and personal property and to hold property of every kind and nature whatsoever necessary, convenient or useful for the full exercise of any of its powers; and

WHEREAS, TEX.REV.CIV.STAT.ANN. art. 2368a.2, (Vernon's Supp. 1982) (the "Finance Act") authorizes the Board of the Authority to authorize the execution, performance, and making of payments for purchase of personal property, equipment, or an interest therein, deemed by the Board of the Authority to be necessary, useful, or appropriate to one or more purposes of the Authority and, subject only to applicable constitutional restrictions, to obligate taxes or revenues for the full term of an agreement entered into pursuant to the Finance Act for the payment of such agreement; and

WHEREAS, Section 9 of the Finance Act provides that the Finance Act is wholly sufficient authority within itself for the entering into of agreements under the Finance Act and the performance of other acts and procedures authorized by the

Finance Act and that when agreements pursuant to the Finance Act are entered into, then to the extent of conflict or inconsistency between any of the provisions of the Finance Act and any provisions of any other law, the provisions of the Finance Act prevail and control, except that any governmental agency may use the provisions of any other law not in conflict with the provisions of the Finance Act to the extent convenient or necessary to carry out any power or authority express or implied, granted by the Finance Act and that the Finance Act shall be liberally construed to effectuate its purpose; and

WHEREAS, the Board of the Authority has determined that it would be necessary, convenient, and useful to obtain the Authority's eight (8) buses from Stagecoaches Unlimited, Inc.; and

WHEREAS, statutorily, security must be provided in the legal action styled STAGECOACHES UNLIMITED, INC. VS. METROPOLITAN TRANSIT AUTHORITY in the United States District Court for the Southern District of Texas, Cause No. H-82-369 in order to obtain the Authority's eight (8) buses.

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

Section 1. IRREVOCABLE LETTER OF CREDIT AGREEMENT.

The Board hereby authorizes and approves of the entering into of an irrevocable letter of credit in the amount of Four Hundred Thousand and No/100 Dollars (\$400,000.00) with First City

National Bank of Houston to be utilized as a statutorily required security deposit in an action styled STAGECOACHES UNLIMITED, INC. V. METROPOLITAN TRANSIT AUTHORITY in the United States District Court for the Southern District of Texas, Cause No. H-82-369.

Section 2. AUTHORITY OF OFFICERS, ETC.

The officers, employees and agents of the Authority, and each of them, shall be and each is expressly authorized, empowered, and directed from time to time and at any time to do and perform all acts and things and to execute, acknowledge, and deliver in the name and under the corporate seal and on behalf of the Authority all instruments and other papers whether or not herein mentioned, as may be necessary or desirable in order to carry out the terms and provisions of this Resolution and Irrevocable Letter of Credit Agreement hereby authorized, such determination to be conclusively evidenced by the performance of such acts and things in the execution of any such instrument or other paper.

Section 3. NOTICE OF MEETING.

The Board officially finds, determines, recites, and declares that written notice of the date, hour, place, and subject of the meeting at which this Resolution is adopted was posted in a place convenient to the public and readily accessible to the general public at all times on a bulletin board at the administrative office of the Authority for at least two (2) hours preceding the scheduled time of the meeting, that a copy of such written notice

was furnished to the County Clerk of Harris County, Texas in sufficient time for posting for at least two (2) hours preceding the scheduled time of the meeting on a bulletin board located at a place convenient to the public in the Harris County Courthouse, and that a copy of such written notice was posted in a place convenient to the public and readily accessible to the general public at all times on a bulletin board located in the Harris County Courthouse for the time required by law at all times during which said Resolution and the subject matter thereof was discussed, considered and formally acted upon.

PASSED AND ADOPTED this 24th day of March, 1982.

ATTEST:

Marilyn M. Wood
Assistant Secretary

Gerald M. Acosta
Chairman, Board of Directors of the
Metropolitan Transit Authority
of Harris County, Texas

(Seal)

APPROVED AS TO SUBSTANCE:

S. A. Caria
S. A. Caria
Executive Director

APPROVED AS TO FORM:

Dennis C. Gardner
Dennis C. Gardner
Legal Counsel

A RESOLUTION

AUTHORIZING THE SOLE SOURCE PROCUREMENT OF GENERAL MOTORS COACH PARTS.

WHEREAS, there is a need to expedite and facilitate purchases of bus parts and related equipment to ensure parts availability; and

WHEREAS, MTA's bus fleet includes a significant number of General Motors Coaches; and

WHEREAS, General Motors Corporation and its approved suppliers are the only source of many parts required for General Motors equipment; and

WHEREAS, By Resolution No. 81-27, the MTA Board previously recognized the need for sole source procurement of General Motors Coach parts and equipment.

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

Section 1: The Executive Director or his designee is authorized to issue purchase orders (as required) for the sole source procurement of General Motors coach parts and related equipment to General Motors Corporation and its designated suppliers.

Section 2: The MTA's Manager of Purchasing and Stores is the Executive Director's designee for issuance of purchase orders pursuant to the sole source authorization provided by this Resolution.

Section 3: The total approved authorization amount is \$1,500,000.

Section 4: This Resolution shall be effective immediately upon its passage.

PASSED this 24th day of March, 1982

APPROVED this 24th day of March, 1982

Gerald D. Arnold
Daniel C. Arnold, Chairman of the Board

ATTEST:

Maule M. Wood
Assistant Secretary

APPROVED AS TO SUBSTANCE:

Sylvester A. Caria
Sylvester A. Caria
Executive Director

APPROVED AS TO FORM:

Dennis Gardner
Dennis Gardner
Legal Counsel

A RESOLUTION

AUTHORIZING NEGOTIATION AND EXECUTION OF A CONTRACT WITH TRANSPORTATION ENTERPRISES, INC. FOR PARK & RIDE EXPRESS COMMUTER TRANSIT SERVICES.

WHEREAS, a Request for Proposals for express commuter park & ride services for specified park & ride facilities was issued on January 21, 1982; and

WHEREAS, proposals were received on February 17, 1982, from nine (9) firms; and

WHEREAS, after an extensive evaluation and interview process, Transportation Enterprises, Inc. was found to be the most responsive and responsible proposer based upon qualifications, performance and cost for Route 142 - Clear Lake.

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

Section 1: The Assistant Executive Director to be authorized to negotiate and execute and the Assistant Secretary to attest to an agreement with Transportation Enterprises, Inc. for express commuter transit services for Route 142-Clear Lake Park & Ride.


Section 2: Maximum estimated cost for the two-year term of the agreement is \$2,581,000.

Section 3: This resolution shall be effective immediately upon its passage.

PASSED this 24th day of March, 1982

ATTEST:

APPROVED this 24th day of March, 1982


Secretary



Daniel C. Arnold, Chairman of the Board

APPROVED AS TO SUBSTANCE:



S. A. Caria,
Executive Director

APPROVED AS TO FORM:



Dennis Gardner, Legal Counsel

A RESOLUTION

AUTHORIZING NEGOTIATION AND EXECUTION OF A CONTRACT WITH HOUSTON COACHES, INC. FOR PARK & RIDE EXPRESS COMMUTER TRANSIT SERVICES.

WHEREAS, a Request for Proposals for express commuter park & ride services for specified park & ride facilities was issued on January 21, 1982; and

WHEREAS, proposals were received on February 17, 1982 from nine (9) firms; and

WHEREAS, after an extensive evaluation and interview process, Houston Coaches, Inc. was found to be the most responsive and responsible proposer based upon qualifications, performance and cost for Route 112-FM 149.

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

Section 1: The Assistant Executive Director be authorized to negotiate and execute and the Assistant Secretary to attest to an agreement with Houston Coaches, Inc., for express commuter transit services for Route 112-FM 149 Park & Ride.

Section 2: Maximum estimated cost for the two-year term of the agreement is \$1,456,000.

Section 3: This resolution shall be effective immediately upon its passage.

PASSED this 24th day of March, 1982.

ATTEST:

APPROVED this 24th day of March, 1982.

Annilee M. Wood
Secretary

Geraldo S. Acosta
Daniel C. Arnold, Chairman of the Board

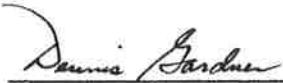
RESOLUTION NO. 82- 23 (Page 2)

APPROVED AS TO SUBSTANCE:

A handwritten signature in cursive script, appearing to read "S. A. Caria", written over a horizontal line.

S. A. Caria,
Executive Director

APPROVED AS TO FORM:

A handwritten signature in cursive script, appearing to read "Dennis Gardner", written over a horizontal line.

Dennis Gardner, Legal Counsel

A RESOLUTION

AUTHORIZING NEGOTIATION AND EXECUTION OF A CONTRACT WITH THE CYPRESS-FAIRBANKS INDEPENDENT SCHOOL DISTRICT FOR LEASE OF CYPRESS-FAIRBANKS STADIUM PARKING LOT FOR PARK & RIDE COMMUTER TRANSIT SERVICES.

WHEREAS, riders of 112-FM 149 have been using parking privileges at Prince of Peace Church, 19222 West Montgomery Road since 1979; and

WHEREAS, this parking facility has been made available as a community service by the Church; and

WHEREAS, transit parking at the Prince of Peace Church has exceeded the limits of the Church parking lot; and

WHEREAS, Metro has provided for acquisition and development of a permanent park & ride lot for the northwest area, but such lot will not be available for 8-12 months; and

WHEREAS, it is imperative that Metro initiate action to locate an alternate, larger facility; and

WHEREAS, Cypress-Fairbanks Independent School District has expressed a willingness to entertain a proposal for lease of Cypress-Fairbanks Stadium lot for park & ride.

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

Section 1: The Executive Director be authorized to negotiate and execute and the Assistant Secretary to attest to an interim lease agreement with Cypress-Fairbanks Independent School District for lease of Cypress-Fairbanks Stadium lot for park & ride commuter transit service.

Section 2: The Executive Director is authorized to make appropriate assurances to the Harris County regarding use and repair of load restricted streets adjacent to Cypress-Fairbanks Stadium lot.

Section 3: Estimated cost for the lease of Cypress-Fairbanks Stadium lot is understood to be nominal, however consideration may be made for necessary lights, pedestrian bridge, and repair of possible actual damage to load restricted roads for bus access in the immediate vicinity of the stadium lot.

Section 4: Maximum estimated cost for the required use of the stadium and adjacent streets is \$50,000.

Section 5: This resolution shall be effective immediately upon its passage.

PASSED this 24th day of March, 1982

ATTEST:

APPROVED this 24th day of March, 1982



Secretary


Daniel C. Arnold, Chairman of the Board

APPROVED AS TO SUBSTANCE:


S. A. Caria, Executive Director

APPROVED AS TO FORM:


Dennis Gardner, Legal Counsel