

A RESOLUTION

AUTHORIZING NEGOTIATION AND EXECUTION OF A SETTLEMENT AGREEMENT WITH WALTER J. ADDISON RELATING TO HIS EMPLOYMENT AS EXECUTIVE DIRECTOR OF THE METROPOLITAN TRANSIT AUTHORITY.

WHEREAS, on September 21, 1979 the Metropolitan Transit Authority ("METRO") entered into an Employment Agreement ("Agreement") with Walter J. Addison providing for his employment as Executive Director of METRO for a term of three years commencing October 23, 1979 and ending on October 22, 1982; and

WHEREAS, the Agreement was subsequently amended in 1981 to provide for payment of an annual salary of \$70,000.00, and of annual deferred compensation in the amount of \$7,500.00; and

WHEREAS, METRO and Walter J. Addison have reached a mutual decision to terminate this employment relationship.

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

Section 1: The Board hereby authorizes the Assistant Executive Director, David Boggs, to negotiate and execute a Settlement Agreement with Walter J. Addison providing for the termination of the Agreement and the mutual release of both parties of all claims and rights thereunder.

Section 2: The Agreement shall provide for a maximum payment to Walter J. Addison of the sum of Thirty Thousand and No/100 Dollars (\$30,000.00).

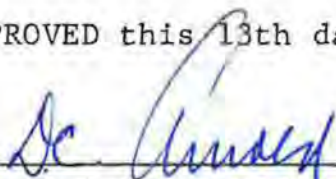
RESOLUTION NO. 81-57 (Page 2)

Section 3: The Agreement shall recognize that, as a result of services rendered by Walter J. Addison to date of termination, he has earned four weeks in accrued vacation pay at his present salary and the sum of no more than Fifteen Thousand and No/100 Dollars (\$15,000.00) in deferred compensation.

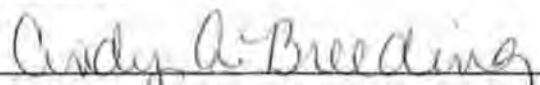
Section 4: The date of termination of METRO's employment of Walter J. Addison is August 14, 1981.

Section 5: This resolution is effective on its passage.

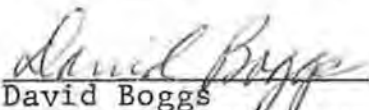
PASSED this 13th day of August, 1981  
APPROVED this 13th day of August, 1981

  
\_\_\_\_\_  
Daniel C. Arnold, Chairman

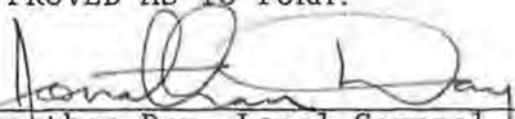
ATTEST:

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

APPROVED AS TO SUBSTANCE:

  
\_\_\_\_\_  
David Boggs  
Assistant Executive Director

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Jonathan Day, Legal Counsel

A RESOLUTION

AUTHORIZING THE NEGOTIATION AND PURCHASE OF A TRACT OF LAND TO BE USED AS NORTHWEST MAINTENANCE FACILITY FROM PAUL N. HOWELL AND HARRY R. JONES, JR.

WHEREAS, the necessity of developing a bus maintenance facility in the northwest area is evident; and

WHEREAS, a tract consisting of sixteen acres of unimproved land near 34th Street and the Northwest Freeway, which is described on the attached exhibits, is available for development by METRO for this purpose.

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

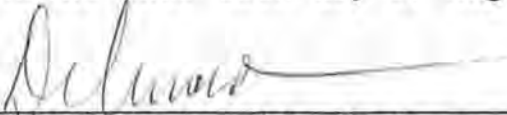
Section 1: The Assistant Executive Director, David Boggs, be authorized to negotiate and purchase the sixteen acre tract from Paul N. Howell and Harry R. Jones, Jr. to be used as a northwest area bus maintenance facility.

Section 2: Compensation to be paid shall not exceed Three Million Seven Hundred Thousand and No/100 Dollars (\$3,700,000.00), plus related closing costs.


Section 3: In the event the seller is unwilling to negotiate a sale within the maximum amount authorized by this Resolution, then the Assistant Executive Director is authorized to commence proceedings to condemn the tract for public use.

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

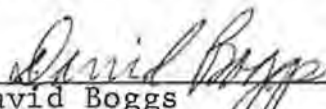
PASSED this 13th day of August, 1981  
APPROVED this 13th day of August, 1981

  
\_\_\_\_\_  
Daniel C. Arnold, Chairman


ATTEST:

  
\_\_\_\_\_  
Cindy A. Breeding  
Ass't. Secretary

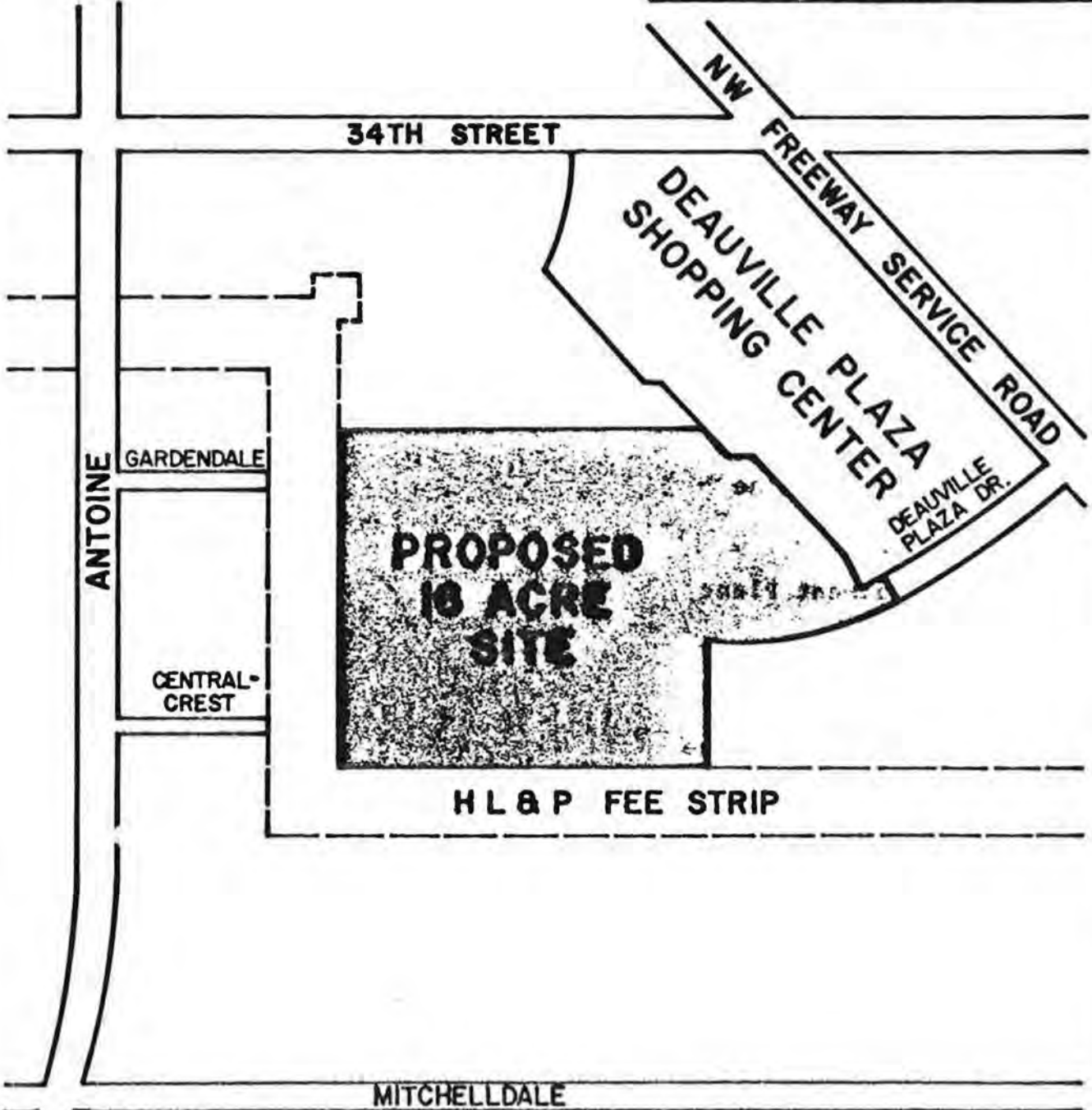
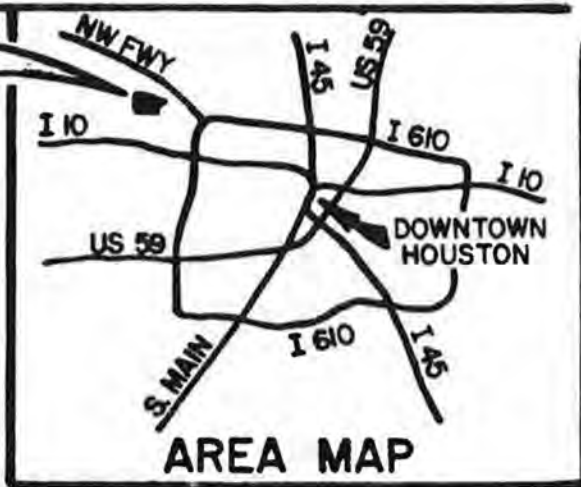
APPROVED AS TO SUBSTANCE:

  
\_\_\_\_\_  
David Boggs  
Assistant Executive Director

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Jonathan Day, Legal Counsel

**PROJECT LOCATION**



**SITE MAP**

EXHIBIT 1      JULY 1981

FIELD NOTES

16.0000 ACRE TRACT

All that certain 16.0000 acre tract of land out of the John Flowers Survey, Abstract No. 269, Harris County, Texas; said 16.0000 acre tract also being out of and a part of a 27.816 acre tract conveyed by Deal Development Company to Thomas J. Gordon, Trustee by Deed executed the 28th day of February, 1974 and filed for record in the Office of the County Clerk of Harris County, Texas under County Clerk's File No. E-154902 and recorded under Film Code No. 103-16-1130 in the Official Public Records of Real Property of Harris County, Texas and also being out of and a part of a 902,199 square foot tract of land conveyed by Kaiser Aetna Texas to Deauville/Arlen Venture VIII by Deed executed the 4th day of June, 1973 and filed for record in the Office of the County Clerk of Harris County, Texas under County Clerk's File No. D-892582 and recorded under Film Code No. 162-33-1459 in the Official Public Records of Real Property of Harris County, Texas; said 16.0000 acre tract being more particularly described by metes and bounds as follows and in conformance with Texas State Plane Coordinate System, South Central Zone:

COMMENCING at a 1/2 inch iron rod found at the intersection of the southwest-erly line of the Northwest Freeway (also known as U. S. Highway No. 290) with the south line of the said 27.816 acre tract (X=3,120.837.35, Y=737,589.65);

THENCE South 88° 02' 10" West, 978.24 feet along the south line of the said 27.816 acre tract to a point for reference;

THENCE North 03° 09' 40" West, 8.00 feet to a point for reference;

THENCE South 86° 56' 13" West, 384.95 feet along the south line of said 27.816 acre tract to a 5/8 inch iron rod set for the TRUE POINT OF BEGINNING for the 16.0000 acre tract herein described;

THENCE South 86° 56' 13" West, 793.07 feet along the south line of the said 27.816 acre tract to a 5/8 inch iron rod set for the southwest corner of the 16.0000 acre tract herein described; said point also being the most southerly southwest corner of the 27.816 acre tract;

THENCE North 03° 08' 42" West, 739.16 feet to a point for the northwest corner of the 16.0000 acre tract herein described;

THENCE North 86° 56' 27" East, 791.95 feet to a point for the most northerly northeast corner of the 16.0000 acre tract herein described;

THENCE South 44° 56' 58" East, 75.83 feet to a 5/8 inch iron rod set for corner of the 16.0000 acre tract herein described;

THENCE South 89° 56' 58" East, 63.64 feet to a 5/8 inch iron rod set for corner of the 16.0000 acre tract herein described;

THENCE South 44° 56' 58" East, 290.79 feet to a 5/8 inch iron rod set for corner of the 16.0000 acre tract herein described;

THENCE South 28° 53' 09" East, 81.70 feet to a 5/8 inch iron rod set in curve for corner of the 16.0000 acre tract herein described;

THENCE in a Northeasterly direction along a curve to the left having a radius of 560.00 feet, through a central angle of 05° 14' 30", for an arc distance of 51.23 feet to a 5/8 inch iron rod set for corner of the 16.0000 acre tract herein described;

THENCE South 34° 07' 39" East, 60.00 feet to a 5/8 inch iron rod set in curve for corner of the 16.0000 acre tract herein described;

16.0000 ACRE TRACT  
JOHN FLOWERS SURVEY, A-269

Page Two

THENCE in a Southwesterly direction along a curve to the right, having a radius of 620.00 feet, through a central angle of  $31^{\circ} 04' 06''$  for an arc distance of 336.19 feet to a 5/8 inch iron rod set for point of tangent;

THENCE South  $86^{\circ} 56' 27''$  West, 97.75 feet to a 5/8 inch iron rod set for corner of the 16.0000 acre tract herein described;

THENCE South  $03^{\circ} 03' 33''$  East, 273.26 feet to the TRUE POINT OF BEGINNING and containing 16.0000 acres or 696,960 square feet.

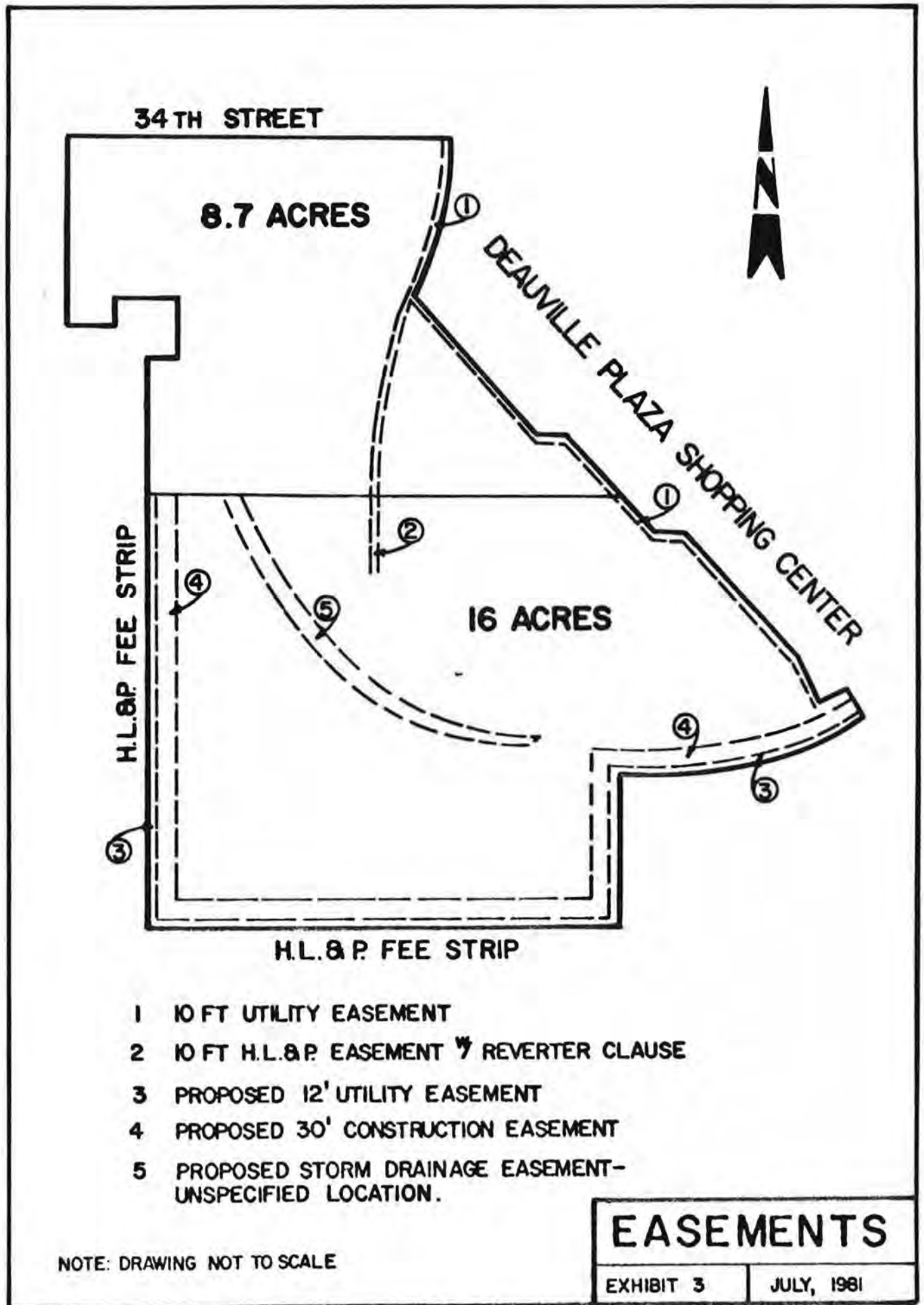
Bearings are based on City of Houston Survey Marker No. 5159-0816 (X=3,118,525.77, Y=738,881.89) Texas State Plane Coordinates, South Central Zone.

  
Thomas R. Lyons  
Registered Public Surveyor #1628

6-16-81  
81-8882



EXHIBIT 2





## A RESOLUTION

AUTHORIZING AN AMENDMENT TO THE FY 1981 CAPITAL BUDGET TO PROVIDE FOR ACCELERATED CONSTRUCTION AND EQUIPMENT INSTALLATION FOR THE KASHMERE MAINTENANCE FACILITY.

WHEREAS, the approved Capital Budget for the Kashmere Maintenance Facility has allocated \$18,391,000 for FY 1981 and \$11,868,000 for FY 1982; and

WHEREAS, due to an acceleration of construction activity, some of the funds previously estimated to be spent in FY 1982 will need to be spent in FY 1981; and

WHEREAS, total budget for the project does not change; and

WHEREAS, funding for the project under UMTA Project Nos. TX-03-0030 and TX-05-0063 includes eighty percent (80%) federal, thirteen percent (13%) State and seven percent (7%) Local funds.

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

Section 1: The FY 1981 Capital Budget shall be amended to include an additional \$6,000,000 to provide for accelerated construction and equipment installation for the Kashmere Maintenance Facility.

Section 2: Line Item 9010.20 of FY 1981 Capital Budget will be increased from a total of \$18,391,000 to \$24,391,000.

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

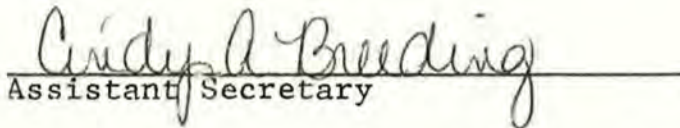
PASSED this 26th day of August, 1981.

APPROVED this 26th day of August, 1981.



Daniel C. Arnold, Chairman of the Board

ATTEST:



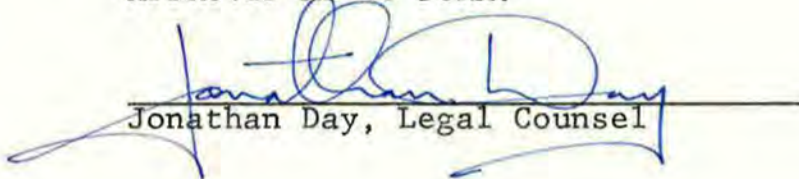
Cindy A. Breeding  
Assistant Secretary

APPROVED AS TO SUBSTANCE:



David A. Boggs  
David A. Boggs, Assistant Executive  
Director

APPROVED AS TO FORM:



Jonathan Day  
Jonathan Day, Legal Counsel

A RESOLUTION

AUTHORIZING AN AMENDMENT TO THE FY 1981 CAPITAL BUDGET TO PROVIDE FOR ACCELERATED CONSTRUCTION AND EQUIPMENT INSTALLATION FOR THE POLK STREET MAINTENANCE FACILITY.

WHEREAS, the approved Capital Budget for the Polk Street Maintenance Facility has allocated \$10,378,000 for FY 1981 and \$5,175,000 for FY 1982; and

WHEREAS, due to an acceleration of construction activity, some of the funds previously estimated to be spent in FY 1982 will need to be spent in FY 1981; and

WHEREAS, the total budget for the project does not change; and

WHEREAS, funding for the project under UMTA Project No. TX-05-0061 includes eighty percent (80%) federal, thirteen percent (13%) State and seven percent (7%) Local funds.

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

Section 1: The FY 1981 Capital Budget shall be amended to include an additional \$1,400,000 to provide for accelerated construction and equipment installation for the Polk Street Maintenance Facility.

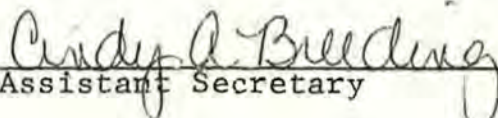
Section 2: Line Item 9010.60 of FY 1981 Capital Budget will be increased from a total of \$10,378,000 to \$11,778,000.

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

PASSED this 26th day of August, 1981.

ATTEST:

APPROVED this 26th day of August, 1981.

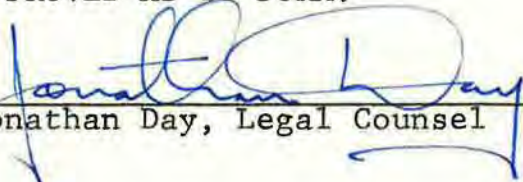
  
Assistant Secretary

  
Daniel C. Arnold, Chairman of the Board

APPROVED AS TO SUBSTANCE:

  
\_\_\_\_\_  
David A. Boggs, Assistant Executive  
Director

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Jonathan Day, Legal Counsel

A RESOLUTION

AUTHORIZING THE NEGOTIATION AND EXECUTION OF A CONTRACT FOR COMPUTERIZED DATA PROCESSING SERVICES WITH THE DATA PROCESSING CENTER OF THE TEXAS A & M UNIVERSITY.

WHEREAS, the Metropolitan Transit Authority shall require a large volume of computerized data processing time to support several ongoing and programmed Transit Systems Analysis work elements during the remainder of this Fiscal Year and Fiscal Year 1982; and

WHEREAS, the transit analysis computer models approved by the Urban Mass Transportation Administration require specialized computer processing services; and

WHEREAS, the Data Processing Center of the Texas A & M University has, through past service to the Metropolitan Transit Authority, demonstrated its ability to satisfactorily provide for the specialized computer requirements of the UMTA transit analysis computer models; and

WHEREAS, the Metropolitan Transit Authority, because of its status as a subdivision of the State, may utilize significant computer cost reductions offered by the Data Processing Center of the Texas A & M University; and

WHEREAS, the Transit Systems Analysis work programs to be supported by computerized data processing provide information used in mid-range, long-range, and operations planning activities of the Metropolitan Transit Authority.

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

Section 1: The Assistant Executive Director is hereby authorized to negotiate and execute a contract for Computerized Data Processing Services with the Texas Engineering Experimental Station Data Processing Center of the Texas A & M University..

Section 2: Compensation to be paid to the contractor for such work as may be required by the Metropolitan Transit Authority will not exceed the amount of \$100,000.

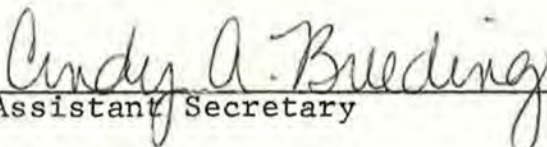
Section 3: This resolution shall be effective immediately upon its passage.

PASSED this 26th day of August, 1981.

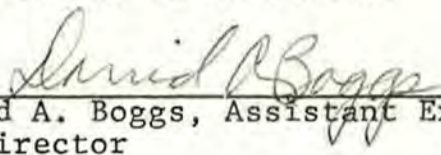
APPROVED this 26th day of August, 1981.

  
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Daniel C. Arnold, Chairman of the Board

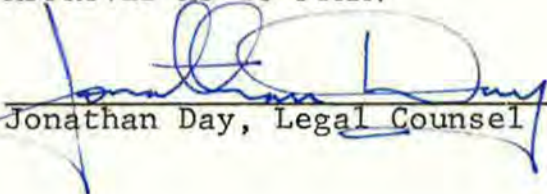
ATTEST:

  
\_\_\_\_\_  
Cindy A. Breeding  
Assistant Secretary

APPROVED AS TO SUBSTANCE:

  
\_\_\_\_\_  
David A. Boggs, Assistant Executive  
Director

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Jonathan Day, Legal Counsel

A RESOLUTION

AUTHORIZING THE METROPOLITAN TRANSIT AUTHORITY TO SPONSOR A GRANT APPLICATION FROM SEVERAL NON-PROFIT ENTITIES TO THE STATE OF TEXAS FOR PURCHASE OF VANPOOL VEHICLES.

WHEREAS, on June 15, 1981, House Bill 2098 was passed by the Legislature and signed into law by the Governor; and

WHEREAS, under the provisions of H.B. 2098, 80% of capital costs of acquiring vanpool vehicles is available for third-party organizations conducting ridesharing activities; and

WHEREAS, these funds are made available from the State Public Transportation Fund through State Department of Highways and Public Transportation; and

WHEREAS, the MTA is the local government body in an urbanized area which has the power to operate and maintain a public transportation system and is the designated local recipient eligible to apply for funds on behalf of non-profit third-party organizations; and

WHEREAS, a joint ridesharing activities funding application for up to 50 vanpool vehicles has been submitted to the MTA by five organizations, which include the Texas Medical Center; Greenway Plaza; City Post Oak Association; the Woodlands Commuter Service and Kingwood Commuter, Inc., who currently provide ridesharing activities on a non-profit basis; and

WHEREAS, all equipment furnished by the applicant in connection with ridesharing activities will be used primarily for commuting purposes; and

WHEREAS, ridesharing activities will be operated on a non-profit basis and without publicly funded operating subsidies; and

WHEREAS, funds in the amount of \$145,000 are available through the five third-party organizations to provide the remaining twenty-percent (20%) of the cost of expenditures.

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

Section 1: The Metropolitan Transit Authority is authorized to sponsor and file a grant application on behalf of several private non-profit entities to the State of Texas for the purchase of vanpool vehicles.

Section 2: The Assistant Executive Director, or his designee, is authorized to furnish such additional information as the State Department of Highways and Public Transportation may require in connection with the application or the project.

Section 3: The total funding request for up to 50 vanpool vehicles to be equally divided among the five participating organizations is for an amount not to exceed \$725,000.

Section 4: Funds for this application are to be made available through the State Public Transportation Fund (80%) or \$580,000 and the five third-party organizations (20%) or \$145,000.

Section 5: The Metropolitan Transit Authority will be responsible only for the execution and administration of these grant funds. No MTA monies will be allocated to this funding application.

Section 6: The Assistant Executive Director is authorized to execute and the Assistant Secretary to attest to any contracts with the State Department of Highways and Public Transportation, which will



result from the approval of this application and any subsequent amendments thereto.

Section 7: This resolution shall be effective immediately upon its passage.

PASSED this 26th day of August, 1981.

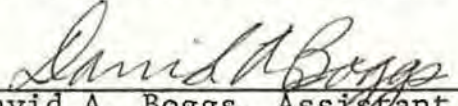
APPROVED this 26th day of August, 1981.

  
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Daniel C. Arnold, Chairman of the Board

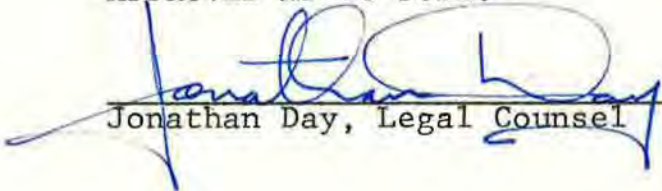
ATTEST:

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

APPROVED AS TO SUBSTANCE:

  
\_\_\_\_\_  
David A. Boggs, Assistant Executive Director

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Jonathan Day, Legal Counsel

A RESOLUTION

AUTHORIZING THE FILING OF AN APPLICATION WITH THE DEPARTMENT OF TRANSPORTATION, UNITED STATES OF AMERICA, FOR A GRANT UNDER THE URBAN MASS TRANSPORTATION ACT OF 1964, AS AMENDED; AND FURTHER AUTHORIZING THE ASSISTANT EXECUTIVE DIRECTOR TO EXECUTE ANY CONTRACTS WITH THE U. S. DEPARTMENT OF TRANSPORTATION WHICH WILL RESULT FROM THE APPROVAL OF THIS APPLICATION.

WHEREAS, the Secretary of Transportation is authorized to make grants for mass transportation projects; and

WHEREAS, the contract for financial assistance will impose certain obligations upon the Metropolitan Transit Authority, including the provision by it of the local share of project costs; and

WHEREAS, it is required by the U. S. Department of Transportation in accordance with the provisions of Title VI of the Civil Rights Act of 1964, as Amended, the Metropolitan Transit Authority give an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the U. S. Department of Transportation requirements thereunder; and

WHEREAS, it is the goal of the Metropolitan Transit Authority that minority business enterprise be utilized to the fullest extent possible in connection with this project, and that definitive procedures have been established to ensure that minority businesses shall have the maximum feasible opportunity to compete for contracts when procuring construction contracts, supplies, equipment contracts, or consultant and other services.

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

Section 1: The Assistant Executive Director is authorized to execute and file an application on behalf of the Metropolitan Transit Authority of Harris County, Texas, with the U. S. Department of Transportation, to aid in the financing of an MTA/Houston Independent School District Cooperative Training Program.

Section 2: The Assistant Executive Director is authorized to execute and file with such application an assurance or any other document required by the U. S. Department of Transportation effectuating the purposes of Title VI of the Civil Rights Act of 1964.

Section 3: The Assistant Executive Director, or his designee, is authorized to furnish such additional information as the U. S. Department of Transportation or the Houston-Galveston Area Council may require in connection with the application or the project.

Section 4: The Assistant Executive Director is authorized to set forth and execute affirmative minority business policies in connection with the project's procurement needs.


Section 5: Funds to meet the Metropolitan Transit Authority's local share requirements will be set aside in the MTA's FY 1982 Budget.

Section 6: The Assistant Executive Director is authorized to execute and file requests for technical amendments to the

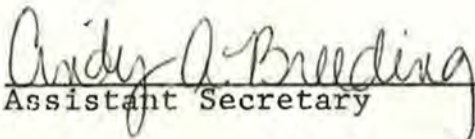
Section 7: The Assistant Executive Director is authorized to execute and the Assistant Secretary to attest to any contracts with the U. S. Department of Transportation, which will result from approval of this application and any subsequent amendments thereto.

Section 8: This resolution shall be effective immediately upon its passage.

PASSED this 26th day of August, 1981,  
APPROVED this 26th day of August, 1981.

  
\_\_\_\_\_  
Daniel C. Arnold, Chairman of the Board

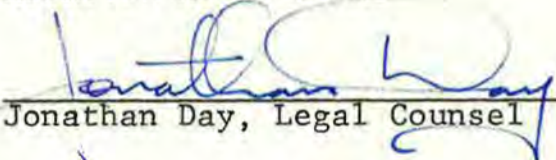
ATTEST:

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

APPROVED AS TO SUBSTANCE:

  
\_\_\_\_\_  
David A. Boggs, Assistant Executive  
Director

APPROVED AS TO FORM:

  
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Jonathan Day, Legal Counsel

## A RESOLUTION

AUTHORIZING AMENDMENTS TO THE 1981 UNIFIED WORK PROGRAM FOR TRANSPORTATION PLANNING IN THE GULF COAST STATE PLANNING REGION.

WHEREAS, by Resolution No. 80-138 passed October 22, 1980, the MTA Board of Directors approved the 1981 Unified Work Program (UWP) for submittal to the Houston-Galveston Area Council (H-GAC); and

WHEREAS, additional funds are required for UWP Work Element 1.1 to support an MTA/HISD Cooperative Training Program and an MBE Technical Assistance Training Program; and

WHEREAS, new funding is available from the Urban Mass Transportation Administration to support the MTA/HISD program; and

WHEREAS, existing unobligated funds from UWP Elements 5.1 and 5.3 are available to support the MBE Training Program.

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

Section 1: UWP Work Element 1.1 be amended to include an MTA/HISD Cooperative Training Program and an MBE Technical Assistance Training Program.

Section 2: MTA's portion of the 1981 Unified Work Program be amended such that \$75,000 of existing unobligated funds be reallocated from Work Elements 5.1 and 5.3 to Work Element 1.1 to support design of the MBE Technical Assistance Training Program.

Section 3: The proposed revisions be submitted to the Houston-Galveston Area Council.

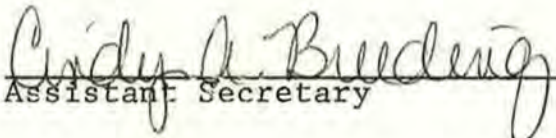
Section 4: This resolution shall be effective immediately upon its passage.

PASSED this 26th day of August, 1981.


APPROVED this 26th day of August, 1981.

  
\_\_\_\_\_  
Daniel C. Arnold, Chairman of the Board

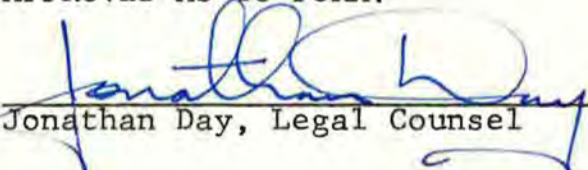
ATTEST:

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

APPROVED AS TO SUBSTANCE:

  
\_\_\_\_\_  
David A. Boggs, Assistant Executive  
Director

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Jonathan Day, Legal Counsel

A RESOLUTION

AUTHORIZING APPROVAL OF AN MTA SERVICE POLICY STATEMENT FOR ELDERLY AND HANDICAPPED TRANSPORTATION SERVICES PURSUANT TO A JULY, 1981 REVISED DEPARTMENT OF TRANSPORTATION REGULATION.

WHEREAS, on July 20, 1981, the Department of Transportation issued an interim final rule which amends the DOT 504 Regulation, Nondiscrimination on the Basis of Handicap; and

WHEREAS, in lieu of these regulations, mass transit operators are now required to make special efforts as originally prescribed by the UMTA 1976 local option rule; and

WHEREAS, several alternatives are available to transit operators in order to gain compliance with the local option approach; and

WHEREAS, one option is the expenditure of an amount equal to 3½% of a mass transit operator's UMTA Section 5 operating assistance on special transit services for handicapped persons; and

WHEREAS, the Metropolitan Transit Authority inaugurated the MetroLift Program in April, 1979; and

WHEREAS, MetroLift is a specialized curb-to-curb paratransit service for the elderly and handicapped who are unable to ride the conventional transit system; and

WHEREAS, MetroLift service is accessible to wheelchair users and semi-ambulatory persons; and

WHEREAS, MetroLift service is not restricted to a specific organizational or institutional group; and

WHEREAS, MetroLift fares are comparable to fares charged on the local transit system; and

WHEREAS, MTA has assumed the responsibility and related developmental costs for creating and refining this paratransit program; and

WHEREAS, MetroLift's service area covers three hundred square miles and provides service to 33,000 riders each month; and

WHEREAS, MetroLift Program expenditures have previously satisfied the 3½% Section 5 requirement, although MetroLift does not currently utilize Section 5 operating funds; and

WHEREAS, the MetroLift Program has been successful in providing mobility to the handicapped community and has met a priority need identified in the MTA planning process.

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

Section 1: It is hereby declared the policy of the Metropolitan Transit Authority that specialized transit services necessary to meet the needs of those handicapped persons who due to imparity are unable to utilize the conventional transit system, will henceforth be provided through use or the Metropolitan Transit Authority's MetroLift Program.

Section 2: By this resolution, the Metropolitan Transit Authority commits to develop and enhance the MetroLift Program to the extent that services provided under the auspices of this specilized transit service reasonably compare to those provided the general public by the conventional transit system.



Section 3: The Metropolitan Transit Authority, through local option rule, shall have the opportunity and responsibility to sponsor transportation services which best meet the specific needs of the elderly and handicapped communities in an effective manner and with an efficient use of resources.

Section 4: MetroLift staff will continue working with representatives of the elderly and handicapped communities to enhance and design innovative, effective and efficient programs of transportation service.

Section 5: During the next fiscal year, the Metropolitan Transit Authority will pursue several key MetroLift Program activities to include: expansion of MetroLift service area; increased MetroLift ridership; increase MetroLift vehicle fleet size; and utilize innovative modes of transportation service.

Section 6: This service policy statement affirms MTA's future commitment to provide a satisfactory level of transportation mobility for the elderly and handicapped residents within the MTA service area.

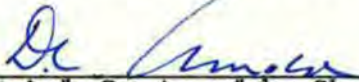
Section 7: The Metropolitan Transit Authority will continue to consider and evaluate additional benefits to transportation mobility which may be gained by expansion of MetroLift and/or provision of other accessible services.

Section 8: Pursuant to revised DOT regulations published in the July 20, 1981 Federal Register, the Metropolitan Transit Authority will submit a Certification Statement by September 20, 1981 that special efforts are being made to provide elderly and handicapped persons with transportation services.

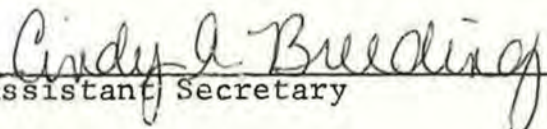
Section 9: This resolution shall be effective immediately upon its passage.

PASSED this 26th day of August, 1981.

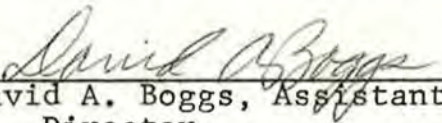
APPROVED this 26th day of August, 1981.

  
\_\_\_\_\_  
Daniel C. Arnold, Chairman of the Board

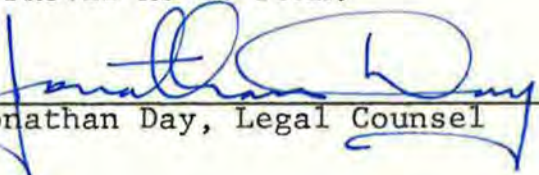
ATTEST:

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

APPROVED AS TO SUBSTANCE:

  
\_\_\_\_\_  
David A. Boggs, Assistant Executive  
Director

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Jonathan Day, Legal Counsel

## A RESOLUTION

AUTHORIZING THE ASSISTANT EXECUTIVE DIRECTOR TO NEGOTIATE AND EXECUTE THE NECESSARY AGREEMENTS WITH ALIEF INDEPENDENT SCHOOL DISTRICT TO PROVIDE FUNDING COMMITMENT TO REPAIR THE ALIEF STADIUM PARKING LOT.

WHEREAS, Metro and Alief Independent School District entered into a joint lease agreement for use of Alief Stadium parking lot for park & ride purposes; and

WHEREAS, Metro has utilized Alief Stadium for park & ride since August 1979; and

WHEREAS, during the period of park & ride operation, the Metro contract carrier operated full size buses on a bus lane across stadium parking lot property; and

WHEREAS, such bus lane operation caused unexpected damage to the stadium parking lot surface; and

WHEREAS, provisions of the lease agreement between Metro and Alief Independent School District required Metro to return said property in original condition; and

WHEREAS, MTA has recently terminated use of the park & ride facility for through bus operations; and

WHEREAS, MTA would like to continue using Alief Stadium parking lot for a staging lot which includes only auto parking and will not cause additional damage to the facility; and

WHEREAS, Alief Independent School District has agreed to such continued use of the parking lot for staging purposes provided necessary repairs are completed; and

WHEREAS, Alief Independent School District has agreed to directly contract for the repair work as required.

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 the necessary agreements with Alief Independent School District to provide funding commitment for repair of the Alief Stadium parking lot.

Section 2: Construction shall be limited to repair of unexpected damage caused by operation of full size buses on a through bus lane across the Alief Stadium lot.

Section 3: Repair work to the Alief Stadium parking lot shall be provided by Alief Independent School District and funds will be available by Metro for reimbursement for actual construction costs and reasonable administrative expenses.

Section 4: Such provisions be dependent upon bid specification approval by Metro in advance of bid advertisement by Alief Independent School District.

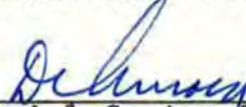
Section 5: The total cost of the project including construction and administrative expenses shall not exceed \$70,000.

Section 6: Upon completion of repair work, Metro and Alief Independent School District shall enter into such mutual agreements as necessary to continue use of the Alief Stadium parking lot for express bus, vanpooling, carpool staging.

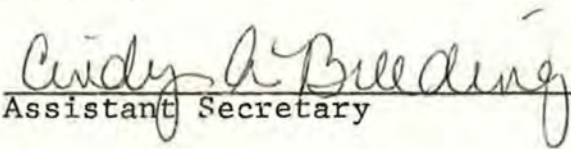
Section 6: This resolution shall be effective immediately upon its passage.

PASSED this 26th day of August, 1981.

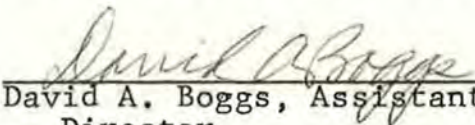
APPROVED this 26th day of August, 1981.

  
\_\_\_\_\_  
Daniel C. Arnold, Chairman of the Board

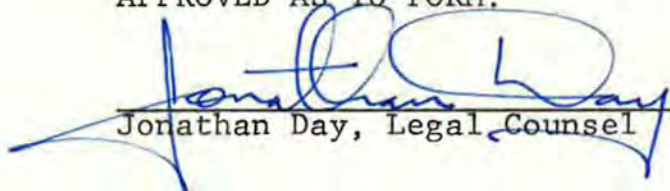
ATTEST:

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

APPROVED AS TO SUBSTANCE:

  
\_\_\_\_\_  
David A. Boggs, Assistant Executive  
Director

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Jonathan Day, Legal Counsel

A RESOLUTION

AUTHORIZING AN AMENDMENT TO THE AGREEMENT WITH JIMMY DIESEL, INC., FOR REBUILDING DETROIT DIESEL ALLISON 8V71 ENGINES.

WHEREAS, in March 1981, the MTA Board of Directors awarded a competitively bid contract for rebuilding a minimum of one hundred and ten (110) Detroit Diesel Allison 8V71 engines to Jimmy Diesel, Inc.; and

WHEREAS, the MTA Board authorized a total estimated contract amount of \$395,450.00 for rebuilding a minimum of one hundred and ten (110) 8V71 engines; and

WHEREAS, the existing contract amount does not include costs for core charges, scheduled price escalations and additional parts charges; and

WHEREAS, the MTA Board anticipated that an increase to the Jimmy Diesel, Inc., contract amount would be required to build a minimum of one hundred and ten (110) engines.

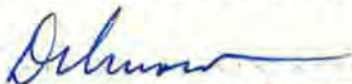
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN TRANSIT AUTHORITY THAT:

Section 1: The Assistant Executive Director is hereby authorized to negotiate and execute and the Secretary to attest to an amendment to the existing agreement with Jimmy Diesel, Inc., for rebuilding Detroit Diesel Allison 8V71 engines to increase the total funding authorization by \$474,000.00.

Section 2: This resolution shall be effective immediately upon its passage.

PASSED this 26th day of August, 1981.

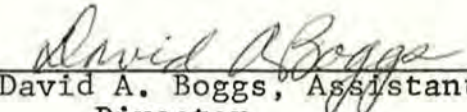
APPROVED this 26th day of August, 1981.

  
Daniel C. Arnold, Chairman of the Board

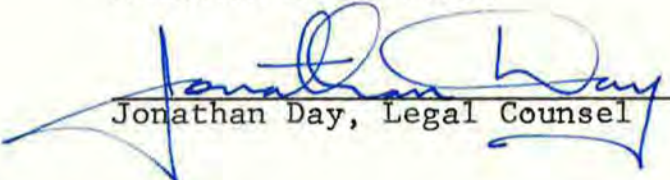
ATTEST:

  
Assistant Secretary

APPROVED AS TO SUBSTANCE:

  
David A. Boggs, Assistant Executive  
Director

APPROVED AS TO FORM:

  
Jonathan Day, Legal Counsel

A RESOLUTION

AUTHORIZING THE AWARD OF BID FOR THE PURCHASE OF FOUR (4) HEAVY DUTY DIESEL FORKLIFT TRUCKS TO SOUTH TEXAS LIFT TRUCK, INC.

WHEREAS, in accordance with Board-approved procedures, an Invitation for Bid on Purchase of Four (4) Heavy Duty Diesel Forklift Trucks was issued in April, 1981; and

WHEREAS, on May 15, 1981, MTA received two (2) responses on the project; and

WHEREAS, after evaluation, South Texas Lift Truck, Inc., was found to be the lowest responsive and responsible bidder.

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

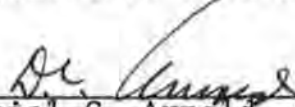
Section 1: The Board approve the award of bid for the purchase of four (4) heavy duty diesel forklift trucks to South Texas Lift Truck, Inc.

Section 2: Total cost of the award shall not exceed \$104,800.00.

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

PASSED this 26th day of August, 1981.

APPROVED this 26th day of August, 1981.

  
\_\_\_\_\_  
Daniel C. Arnold, Chairman of the Board

ATTEST:

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

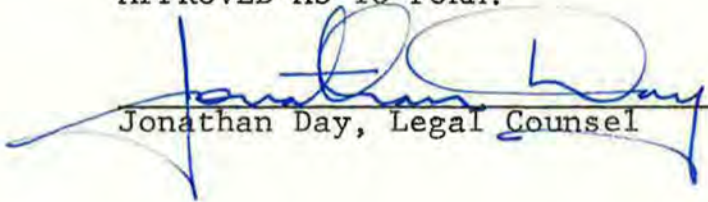


RESOLUTION NO. 81- 68 (Page 2)

APPROVED AS TO SUBSTANCE:

  
\_\_\_\_\_  
David A. Boggs, Assistant Executive  
Director

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Jonathan Day, Legal Counsel