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METROPOLITAN TRANSIT AUTHORITY MEETING

INTERMODAL TERMINAL

HELD ON JUNE 8, 2006

AT KETELSEN ELEMENTARY SCHOOL

600 QUITMAN

HOUSTON, TEXAS

1 MS. MEDINA: Good afternoon. Thank you
2 very much for participating this afternoon. My name is
3 Sylvia Medina, and I am with Metro. We want to welcome
4 you this afternoon. I'd like to do a couple of things
5 before we get started with our program. And I also
6 wanted to let you know that I'll be doing much of what
7 I'm doing right now in Spanish for our community that
8 needs to receive the information in the Spanish language.

9 I want to start off with some
10 introductions. First off, let me tell you a little bit
11 about myself. I'm Sylvia Medina, with Metro. I work in
12 the external affairs and also for the Planning and
13 Engineering Department for Metro. This evening we've got
14 some special guests, and I want to start with
15 representatives from our elected officials. We've got
16 Robert Gallegos, chief of staff for Mr. Garcia, back
17 there in the back. And we also have Abel Garza. He's
18 representing Senator Gallegos, and Abel is in the room.
19 He's also a former co-worker.

20 I also want to take, at this time to
21 introduce some of our senior management staff that is
22 here. In the back we've got Todd Mason, vice president
23 of real estate. I want you to raise your hand. We also
24 have George Smalley, vice president of external affairs
25 over here to my left. We have Brian Pennington, vice

1 president of Planning, Engineering and Construction.
2 He's over here on the right. And Rick Brown, senior
3 project director for Metro Solutions. We have other
4 members of the staff here representative of the many
5 departments of Metro. So, you have access to many of our
6 fine professional staff.

7 Tonight's format for our presentation, it
8 will take about 15 minutes, the presentation. It will be
9 conducted in English. We have Spanish subtitles for
10 those that need that, and we also will have bilingual
11 staff available to help answer your questions. And all
12 of the materials, we have some of the presentation
13 materials in Spanish. We do have a number of copies of
14 those, but it will also be available on our website. And
15 I will give you some information on that.

16 Upon conclusion of the presentation, we are
17 going to recess again to the adjacent room where we have
18 the presentation boards on the project. If you have not
19 had a chance to look at those, please do so at that time.
20 And in order to give you our full attention, we ask that
21 you please hold all questions and comments until we
22 convene back in the room. That way you'll get an
23 opportunity to talk to the people who are working on the
24 project. This is members of our professional staff,
25 consultants, and engineers, that can answer your

1 questions.

2 Another thing, we have a court
3 reporter/stenographer here. And we have them here for
4 two reasons: To record the presentation and then the
5 other is to record your comments. And this is very
6 important. And also please note that the
7 stenographer/court reporter will stay until the very end
8 to make sure that we capture all of your comments, and
9 they will become part of the official record. Please
10 remember that, when you give your comments to the
11 stenographer/court reporter, give them your full name.
12 That's very important. And we also have comment cards or
13 sheets where you can write your written comments as well.
14 In addition, you can always go to Metro's website at
15 Metro.org; and you can click on Metro Solutions. And you
16 will see the Intermodal Project and also can give
17 comments and questions there as well.

18 (Speaking in Spanish.)

19 MS. MEDINA: At this time I want to
20 introduce our feature speaker; and he's the project
21 director, Jim Gast. Jim is the director of architecture
22 and urban design here at Metro. And his background is
23 extensive in transit architecture. He has worked on
24 almost all major train facilities all over North America.
25 Please welcome Jim Gast.

1 At the conclusion of the presentation, I
2 will come back to give you some reminders of some of the
3 things that will happen upon conclusion of the
4 presentation. So, I'll turn it over to Jim. Thank you
5 very much.

6 MR. GAST: Good afternoon, everybody. I
7 want to start by talking a little bit about the
8 environmental assessment process that we are currently
9 undergoing. That is a process prescribed by the
10 government, Federal government, that obligates us to take
11 a very careful look at the potential impacts of this
12 project. We take a look at the environmental impacts,
13 the social impacts. We identify the feasibility of our
14 construction and the funding of that construction. And
15 we look at potential changes. If we find impacts that
16 need to be mitigated, we find ways to accommodate that as
17 well. So, that is one reason we're here.

18 But it's also important to us on the design
19 team at Metro and its architects to show you a project
20 that's very early in development. And that's exciting to
21 us because we have an opportunity to get your reaction,
22 hear your comments to the project, while we're in the
23 very early stages. That means we can take what we hear
24 tonight and take it back and hopefully make an even
25 better project.

1 bit about the big picture. The Metro Solutions program
2 is one of the biggest, if not the biggest, transit
3 program, capital programs in the country. We'll be
4 building about \$2 billion worth of new transportation
5 services in the Houston area over the next six to ten
6 years. And the Intermodal Terminal is a very important
7 part of that program.

8 Getting in a little bit closer to downtown
9 Houston, in the near future we are -- not the near
10 future, right now -- we are starting design work on five
11 rapid transit corridors in Houston. And I notice -- I'll
12 do my best to point those out to you. Here is downtown
13 Houston, and here is the Loop. The five corridors are
14 the North Corridor, the East End Corridor, the Southeast
15 Corridor, the University Corridor, and the Uptown
16 Corridor.

17 Now, in those five corridors we're
18 providing, in each of them, we're providing new rapid
19 transit service. In the University Corridor we plan to
20 provide light rail transit much like the light rail that
21 you see on Main Street today. In the other four
22 corridors we intend to provide guided rapid transit.

23 What's guided rapid transit? Here are some
24 pictures of guided rapid transit systems in other cities.
25 In guided rapid transit you use rubber-tired vehicles but

1 make them behave like light rail vehicles, make them run
2 in a dedicated right-of-way so that they are not
3 interfered with by the mix of traffic. We provide
4 frequent service, more frequent than you're used to
5 seeing on multiple Metro buses in many cases. And we
6 provide the latest in vehicle technology and upscale
7 light rail caliber stations.

8 Now, let's talk about the types of
9 transportation that we expect to provide at the
10 Intermodal Facility in the first phase. What we expect
11 to provide in the first phase of construction is guided
12 rapid transit light rail as I just explained to you and
13 Metro local buses we call them, and also shuttle
14 services, taxi cabs, and Metro's para transit service.
15 So, that's the design work that we're doing right now.

16 But as we do the design work and prepare to
17 build for these transit services, we're also making sure
18 that our design can accommodate other transit service,
19 transportation services in the future. And those could
20 include commuter rail, private bus lines, and intercity
21 rail or Amtrak. So, as we prepare to build the other
22 modes that I showed you, we're going to be very careful
23 that we have a design that can accommodate these
24 additional modes in the future. And we would hope to
25 bring on those additional modes once the funding is in

1 place and once the environmental clearances are in place.

2 Okay. We're going to get a little bit
3 closer now to our site here in -- whoops -- this is a
4 slightly closer view of the corridors that I showed you
5 in the earlier graph. And I want to go through them
6 quickly. Here is downtown Houston and the Main Street
7 Metrorail. And as part of that, part of Metro Solutions,
8 we intend to extend the Metro light rail line up to the
9 Intermodal Center.

10 In addition to that, we have the two guided
11 rapid transit lines. There is an east end and a
12 southeast, approaching from the east and southeast,
13 entering downtown and circulating and winding up as you
14 see in that dotted line -- and it may be a little hard
15 for you to see -- winding up at the Intermodal Center.

16 In the future, as I mentioned, we are
17 hoping that we can get environmental clearances and
18 funding in place to construct commuter rail from Cypress
19 in the west and down to Galveston in the southeast. So,
20 what's happening here is we're really bringing a number
21 of major transportation services together on this spot.
22 And hence, our desire to make sure that we are plotting
23 good connection between them in this facility.

24 It's also creating a key focal point. And
25 this brings me to a discussion of what we hope to

1 accomplish in terms of public space. We think that
2 adjacent to the, or as part of the transit station we can
3 provide a significant public space. And here are some
4 examples of spaces that we used for inspiration as we
5 work on this in Metro. Here is an example from overseas,
6 the Spanish Steps in Rome, a great gathering place. Here
7 is an example a little closer to home in New Orleans,
8 Jackson Square. And here are some other examples from
9 Washington, D.C., and New York City. These are all
10 pedestrian places. They are all gathering places, and
11 they are all very active places. And this is the type of
12 space we'd like to make part of our facility.

13 We also think there is an opportunity to
14 create a magnet or a destination retail type attraction
15 as a part of this facility. And for that we look for
16 inspiration to marketing both in the United States and in
17 Europe. And we think that, if not actually a market,
18 some type of a major retail element like a market would
19 really help to make this a very active, inviting place.

20 So, we think that this could all come
21 together at the intersection of those two blue corridors
22 that I showed you in what we call the Great Space. I'm
23 sure we'll come up with another name for it down the
24 road, but right now I'm going refer to as the Great
25 Space.

1 And I want to talk a little bit about how
2 the Great Space would work in three dimensions. It's
3 important to understand that. Here is the existing
4 Metrorail line downtown. And as I mentioned to you, we
5 will extend that to the north at the Intermodal Terminal.
6 Now, once we get up here, we run into a bit of a problem.
7 There is an existing freight rail line running through
8 here. And in addition to that, as you recall, we're
9 hoping someday to introduce commuter rail along this
10 corridor.

11 So, what we're doing is we're going to
12 raise the tracks and create a station above the existing
13 freight rail tracks. We're doing that, one, because we
14 have to, because we have to keep those two modes of
15 transit out of each other's ways, and secondly, because
16 in the future we are building all of our guided rapid
17 transit corridors to convert to light rail. So, we want
18 to make sure that we can very easily return to grade and
19 have light rail continue north along the northeast street
20 at some time in the future.

21 So, if we take that crude little diagram
22 and take a look at what it might look like as an
23 architectural section, here you see Burnett Street.
24 Okay. Burnett Street remains as it is today except we'll
25 have to widen it. I'll get to that in just a minute.

1 Burnett Street and the light rail station up about 30
2 feet above the existing Burnett Street and above the
3 freight trains. There is the two little freight trains I
4 showed you in the previous slide. That allows us to not
5 only bring the freight trains through but also our guided
6 rapid transit, our future commuter rail, and local buses.

7 All of that could be happening underneath
8 the light rail station, underneath the Great Space. Here
9 is another view looking to the north. And here you see a
10 light rail station. And here you see terminal buildings
11 that you could use to walk off of light rail and walk
12 downstairs, take an escalator or elevator, to catch one
13 of the other transit modes that I showed you in the
14 previous slide.

15 Now, how are we going to provide access to
16 that Great Space? Well, we're going to take Main Street
17 and create two main streets where there was one, an upper
18 Main Street and a lower Main Street. Upper Main Street
19 we are proposing to begin at existing grade around
20 Providence Street, which is next to the Interstate
21 Highway, and start to raise it. By the time it gets to
22 Naylor Street, it will be about 26, 25 feet higher than
23 it is today. By time it gets to the Great Space, it
24 would be about 30 feet above the tracks, as I mentioned
25 to you. Then, the existing intersection at Brooks Street

1 and Burnett Street would be at about the same elevation
2 that they are today.

3 So, if you were to drive under this concept
4 up to the station, you would start at Main Street and
5 drive up and arrive at a drop off area just short of the
6 Great Space. Now, that's upper Main Street. Lower Main
7 Street I will show you in subsequent slides. That would
8 extend around to the side and through a tunnel and up
9 north. And I have a slide that shows that to you a
10 little better down the road. So, what you see here is
11 what we call upper Main Street.

12 Now, once you get to the Great Space, there
13 is kind of an x-ray view of everything we have there.
14 There is the Great Space above, 30 feet above, and the
15 light rail tracks. And there is the future potential
16 commuter rail down below. And here is a Metro Transit
17 Center. This we envision as a facility that will start
18 off kind of small, about four Metro buses. But once
19 commuter rail arrives, we believe we would have to expand
20 that to about 14 buses. So, this would be the Metro
21 Transit Center Great. And these terminal buildings
22 provide you with access up and down vertically between
23 all these modes of transit.

24 And here is what a site plan might look
25 like. Here again is the Metro bus station or transit

1 center. Here are those two terminal buildings. And here
2 is where we think a good place for the market that I just
3 showed you could be. And that again is working together
4 with the Great Space to make it a very active public
5 place. We expect that in the first phase we would
6 provide some at grade parking. We don't know exactly how
7 many spaces we'll provide just yet. But we're planning
8 to ultimately provide for 2,000 spaces. I don't suspect
9 we would build that many at first, but we haven't made
10 that decision for sure.

11 Here is a little 3-D sketch showing you
12 what this might look like in the first phase. There is
13 Main Street raising up. There is the Great Space. There
14 is the light rail station. There is the transit station
15 center, the bus station. And there is your two
16 terminals.

17 Now, let's talk a little bit about how
18 we're going to get around this facility and to this
19 facility. Okay. Now, I mentioned earlier that we want
20 to make sure that we obtain good access for the Near
21 Northside Neighborhood. And we're proposing to both
22 maintain the existing access at Main Street and install
23 or provide a new means of access at San Jacinto. So,
24 I'll tell you a little bit about what we might see on
25 both of those connections.

1 Now, here is the proposed or potential new
2 connection at San Jacinto. And that would begin at
3 grade, and it would go north. We expect that -- we don't
4 expect -- we know that we need a bridge or a tunnel to
5 get over or underneath the railroad tracks that exist
6 there now and return to grade just north of the railroad
7 tracks.

8 Now, here at Fulton Street we want to make
9 sure that we're not encouraging people using this road to
10 turn Fulton Street into a major thoroughfare. So, we
11 expect to design this intersection to make sure that that
12 move doesn't happen. And we've been talking to the City
13 of Houston about ways we can discourage that through
14 intersection design or changing streets to one way. But
15 it is our intention to have the focus of the track turn
16 left.

17 Here is Burnett Street. As I mentioned to
18 you, I expect we would have to widen it. If it's
19 widened, we expect that widening would take place to the
20 south on property that Metro hopes to acquire. Then it
21 would turn north in some new traffic lanes and rejoin
22 Main Street. So, that's the San Jacinto connection.

23 The Main Street connection remains in
24 place, but we are thinking we need to modify it. And
25 we're considering that for a couple of reasons. First,

1 we need a new approach road to the tunnel that doesn't
2 interfere with upper Main Street and the access to the
3 Great Space.

4 We also are thinking that it's likely that
5 we would rebuild the Hernandez Tunnel as a part of this
6 project. We don't know that for sure yet, but I think at
7 this point we are assuming that we'll probably have to do
8 that. And I will explain why in a couple of slides from
9 now. So, here is the Hernandez Tunnel. And to provide
10 approaches to that rebuilt tunnel, we expect we would
11 have to widen Main Street for the first couple of blocks,
12 say, between Burnett and Brooks.

13 Now, let's talk a little bit about the
14 Hernandez Tunnel. This tunnel was built in 1923, and it
15 does not meet current design standards. In other words,
16 you couldn't design a tunnel that looks like this today.
17 It doesn't meet site line criteria, and it also doesn't
18 meet current criteria we would use for head room in a
19 tunnel. Normally, you design a tunnel for 16 foot, six
20 inches; and this tunnel, as you can see, is a bit shorter
21 than that. So, to provide this access, we think it's
22 worth considering rebuilding the tunnel.

23 We also think that, with the construction
24 we're going to do in this area, we may need to do that
25 for structural reasons. And here is why. Here is an

1 aerial view. Here is this red rectangle representing the
2 existing Judge Hernandez Tunnel. And the yellow line
3 represents freight rail tracks that run across that
4 today. So, that's what the tunnel is supporting today.

5 Now, in the future, as a part of the
6 Intermodal Project, we expect to relocate those freight
7 tracks. And we're doing that because we want to provide
8 enough space to build some day in the future the commuter
9 rail platforms. Now, in this diagram you can see that
10 we're putting a lot, many more tracks on top of the
11 tunnel than are there today. And at this point in its
12 very early stage, we simply don't know whether the tunnel
13 has the structural capacity to handle. Maybe it does.
14 Maybe it does not. We simply haven't progressed that far
15 to know. So, we're making crude planning to say, "Okay,
16 let's get a plan in place to rebuild the tunnel in case
17 we have to down the road."

18 As I mentioned, if we do that, it will
19 require some modifications on the north side along Main
20 Street primarily because the tunnel, since it would have
21 a higher head room, 16 foot, six, of head room, would
22 need a longer distance to get back up to grade. And we
23 think that the new tunnel would return to grade sometime
24 around Clarington Street.

25 Finally, I want to talk about the big

1 picture in terms of access. And this is a drawing that
2 shows both the transit improvement or the roadway
3 improvements that we expect to provide as part of the
4 phase one. And if you can see it -- and again, I
5 apologize for the bright sunlight -- the types of
6 improvements that we're talking to other agencies about
7 providing in the future.

8 In phase one -- I've been through most of
9 this with you already. There is the new San Jacinto.
10 There is upper Main Street. And there is the
11 reconfigured Hernandez Tunnel. In the future we want to
12 make sure there is good connections with this facility
13 from the interstate highway system. So, we're talking to
14 TxDOT. We're talking to the City of Houston. And we're
15 talking to the Hardy Toll Road about ways to provide that
16 access.

17 And our general approach at this point is
18 to keep those means of access on the fringes, on the
19 edges of the Near Northside Neighborhood because, as I
20 mentioned, we want to make sure we're not pushing a lot
21 of new traffic through residential streets. So, all of
22 our discussions are focused on keeping that new traffic
23 on those new roadways as a part, from the edges of the
24 community to make sure that we're protecting the
25 community.

1 president and CEO of Reader's Wholesale Distributors, a
2 large family business in the Intermodal Zone, as well as
3 a board member of the Hardy Near Northside Tax Increment
4 Reinvestment Zone.

5 I employ over 100 people and have been in
6 the same location at 1201 Naylor since 1954. I have
7 concerns about the location of the Intermodal Facility
8 and the impact that it may have on my business and my
9 employees. Further, because of the size and the scope of
10 my business, any needs to relocate my business would take
11 from 18 to 36 months.

12 I have two questions. What is the proposed
13 timing of construction? And because the intermodal would
14 be located within the confines of the Hardy Near
15 Northside TIRZ, what part will the TIRZ play in the
16 development of the intermodal? I also have a document I
17 wish to officially enter into the record. Thank you.

18 MR. SMITH: I have been a Metro rider,
19 transit dependent, on a regular basis for over 16 years.
20 I am very concerned about the erosion of current bus
21 services. While Metro has cut bus services, one round of
22 cuts said they saved \$12 million. I am wondering why
23 they want to spend \$6 billion, more than 500 times that
24 amount, for a rail system which would be less effective
25 than current buses, is more evasive and intrusive, and

1 destructive to the environment when rubber-tired buses
2 that connect with overhead power lines can be used
3 without the amount of destruction and without the amount
4 of cost.

5 Metro's figures indicate that it may be as
6 much as five years before Metro has the ridership to
7 justify some of the rail lines. Why is Metro going ahead
8 with rail that has a much higher subsidiary cost than
9 buses while cutting buses and saying we don't have the
10 ridership to justify it?

11 Metro needs to discontinue the
12 discontinuance of service that is currently occurring and
13 has been occurring for a number of years on the buses,
14 restore service, provide more adequate service, and quit
15 using as a cop-out the claim that they are paying more
16 than the average subsidy to allow some riders to ride the
17 bus. Metro on some routes, including the 40 and the 53,
18 are not adding service where service is needed. Many
19 buses are 40 minutes to an hour apart during the day; yet
20 I saw, myself, three northbound trains in five minutes at
21 the Texas Medical Center transit center when the trains
22 are supposedly six minutes apart. This was at 2:44,
23 2:47, and 2:49 p.m., I believe.

24 We are too spread out in Houston to justify
25 rail. Many cities which have rail have ten times or

1 greater the population density of the most dense areas of
2 Houston. Metro has not been forthcoming about leakage of
3 electricity from the tracks, as has been covered in the
4 HOUSTON CHRONICLE concerning the Texas Medical Center
5 area and potential damage to iron and steel structures of
6 both underground lines and buildings themselves.

7 I would like to know, if there is a gas
8 leak near the tracks, how big the explosion caused by
9 underground leakage of electricity combined with
10 underground leakage of gas would be. Would it be as big
11 as the New London School explosion of the 1930s? As big
12 as the Texas City explosion of 1947 or '48? Or would it
13 be somewhere in between?

14 Today, \$2 billion was discussed as a
15 project cost, yet Mayor White in a town hall meeting at
16 North Highland Mall about a year ago said, when he looked
17 at the entire cost, he came up with a figure of \$6
18 billion.

19 Metro in their 2025 plan promised more
20 buses; yet, we are having less buses, poorer service, and
21 more difficulty connections. Service to the Highway 6
22 and 290 area including Jersey Village, Jones Road, Grant
23 Road, Cypress, Bear Creek, and Copperfield areas, has not
24 existed since the initial development of these regions in
25 the early 1970s before Metro. Metro in their 2012 plan

1 has not placed any buses in these areas even though it
2 was shown in the 2025 plan.

3 Thirty miles of more rail was voted on.
4 Why is 97 or more additional miles of rail being shoved
5 down the people's throat without additional referendum
6 with Metro claiming the people voted for light rail? Why
7 does Metro feel it has a free hand to do whatever they
8 want to do, decide what they want to do, then justify it?

9 My questions are not rhetorical. I want a
10 copy of my comments sent to me at my address which is:
11 P. O. Box 896, Bellaire, Texas 77402-096. My name is
12 Mark Smith. I am asking for answers to my questions and
13 my comments. You have 30 days to respond.

14 I am also adding a Xerox which includes
15 some information about articles that have been in the
16 paper and some of the things that is potentially
17 affecting the integrity of the Northside community. We
18 do not need bus rapid transit. Metro could have
19 crisscrossed the county with buses for what it cost for a
20 7.5-mile stretch of rail that takes 32 minutes to
21 traverse from end to end, less time -- correction -- more
22 time than most buses would have traveled the same
23 distance.

24 Metro is making it exceedingly harder on
25 people to ride the bus, halting existing routes, causing

1 people to have to ride the light rail to get to town from
2 the Medical Center area and calling it progress. Well,
3 at least Metro is no longer calling it service
4 improvements when they are discontinuing buses. But the
5 buses are drastically important for each and every person
6 who rides them. The earlier you quit running the buses,
7 the harder it is for people who work late at night to get
8 home, in some cases making it impossible for people to
9 maintain their jobs and their lifestyle. Service needs
10 to be restored on West Dallas, on the Lincoln City
11 Circulator, on Kirby, and on all routes which Metro has
12 discontinued service within the past four years.

13 Additionally, I am requesting a listing of
14 all bus cuts and discontinuations which have occurred in
15 the past four years, naming the routes, the times that
16 the services were cut, and the dates of the
17 discontinuations.

18 At the beginning of tonight's presentation
19 we were told there would be an opportunity for questions
20 at the end. Why were questions not allowed?

21 My request is a request under the Texas
22 Open Records Act and the Freedom of Information Act.

23 MS. McCRACKEN: I'm Jo McCracken. I think
24 this project is an excellent idea. I am for it. I live
25 east of this area. And I think it would be great for

1 Houston. I think it would be great for the neighborhood.

2 I think it would be great for the people in Houston.

3 MS. DUKE: I'm Virginia Duke. I am in
4 favor of the Intermodal Project. I think it would be a
5 great way for us to drop passengers off and then catch a
6 ride to the airport. I would hope that the airport would
7 even provide the service they talked about at one time of
8 allowing you to check your luggage or baggage in, getting
9 your boarding pass, and getting straight to the airport.

10 I look forward to it having the market
11 facilities; and hopefully, they can have an area like a
12 conference room where people can have gatherings, either
13 neighborhood gatherings and business conferences and do
14 presentations. Or if you're someone from out of town,
15 coming to the Houston area and have comfortable seating
16 and an area for a presentation versus a hotel ballroom.
17 And it will have access then to the various restaurants
18 and entertainment centers of Houston and you would not be
19 confined to one hotel room.

20 MR. BUSTAMANTE: I am chairperson of Casa
21 de Amigos Health Center Advisory Council, and we
22 represent basically the patients and community regarding
23 health care in the hospital district. And we, our
24 current facility is right at the corner of Main where the
25 tunnel comes out. And we're concerned about any

1 potential loss of our land, any widening of the street
2 and anything of the sort. We're so overcrowded, and
3 we're very concerned about any potential impact that this
4 project may have and impact and patient access to our
5 clinic, being able to get to the clinic.

6 We understand that the plans call for a
7 bridge to kind of land in front of our clinic; and we
8 just want Metro to be very cognizant of the fact that a
9 lot of poor people, seniors and children, need to get to
10 our clinic. And we want to work with them as closely as
11 possible to make sure everything is done with 100 percent
12 guaranteed access to our clinic.

13 We've been there over 25 years. Most of
14 our patients rely on public transportation to get there;
15 so, it's really critical. And we want to be a big part
16 of this like I was telling the architect a while ago.
17 But our concern is we don't want health care services to
18 be excluded from this process. We want to remain in the
19 location we're at, and we want to do everything we can to
20 insure that patient's access to health and services are
21 not impeded.

22 (Proceedings adjourned at 7:30 p.m.)

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1 REPORTER'S CERTIFICATION TO THE
2 METROPOLITAN TRANSIT AUTHORITY MEETING
3 INTERMODAL TERMINAL
4 JUNE 8, 2006

5
6 I, Margaret A. Taylor, Certified Shorthand Reporter
7 in and for the State of Texas, hereby certify that the
8 foregoing is a correct transcription of the proceedings
9 in the above-entitled matter.

10 I further certify that I am neither counsel for,
11 related to, nor employed by any of the parties or
12 attorneys in the action in which this proceeding was
13 taken, and further that I am not financially or otherwise
14 interested in the outcome of the action.

15 Certified to by me on this the 19th day of June,
16 2006.

17

18

19 Margaret A. Taylor, Texas CSR 2223
20 Expiration Date: 12/31/06
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