

METROPOLITAN TRANSIT AUTHORITY  
SH 288/BRAZORIA COUNTY PARK & RIDE MEETING  
THURSDAY, JULY 22, 2010  
HILTON GARDEN INN  
12101 SHADOW CREEK PARKWAY  
PEARLAND, TEXAS  
6:30 P.M.

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P. O. Box 441179

Houston, Texas 77244-1179

281-684-8973 (phone)

281-347-2881 (fax)

Captioningcompany@comcast.net

MAYOR REID: Why don't we get started with the process. I think that most of you have had a chance to look at the story boards outside. If you haven't, you can duck out and focus on the one that you think you want to focus on and come back in.

But I want to welcome each and every one of you here. I'm Tom Reid, Mayor of the city of Pearland, and we are delighted to have you here. It's obvious that with the population growth and the fact that we have 7,000 of our citizens in Pearland work at the Medical Center, in addition to a number of citizens who use 288 to go to work and other parts other than, maybe, the Medical Center. But I think that this gives us an opportunity to hear what you want, hear your voice, which is the purpose of the meeting.

I'd like to call your attention that we do have some people here I'd like to introduce. Mary Ruth Rhoden Vaughn. She is a commissioner of everything on the west side of 288 all the way down to the south part of Brazoria County.

(Applause)

MAYOR REID: We also have Ed Thompson, I believe, in the audience. And we also have Scott Sherman. Scott is back at the back there.

(Applause)

MAYOR REID: They're City Council members, and they are here to hear what you have to say, and pending to that, share your information.

We want to figure out how we can do the best Park & Ride there is because we have some partners who want to work with us, and we have the opportunity to do something that I think would relieve, to some degree, the traffic on 288.

So at this time I'd like to turn this over to Pat from Houston-Galveston Area Council, and she will be the master of -- maybe mistress of ceremonies would be more appropriate tonight.

(Laughter)

MAYOR REID: And thank you for being here. And, again, looks like you have a good crowd. I think you're going to get some good responses.

Thank you.

MS. WASKOWIAK: Thank you, Mayor.

There are -- for those of you who want to sit on the front row. It's not a church. So you can come up and sit.

(Laughter)

MS. WASKOWIAK: Make yourselves comfortable. And, again, thank you for being here. We know that on a Thursday night, I think it is, you all have plenty of other things, maybe, you could be doing. And your presence here indicates that this is a topic that interests you, that you're concerned about, that you want to hear your voice heard on. So we thank you for coming out this evening.

And as the mayor mentioned, there are a lot of agencies involved in trying to find an appropriate location for our Park & Ride service in northern Brazoria County. It's going to take a few moments to introduce representatives from the various agencies.

Mr. Gerald Roberts from Brazoria County, County Engineer.

(Applause)

MS. WASKOWIAK: Mr. John Sedlak, Vice President of METRO.

(Applause)

MS. WASKOWIAK: Mr. Rick Elizondo, CFO of Connect Transit.

(Applause)

MS. WASKOWIAK: And Mr. Jon Branson, Assistant City Manager, City of Pearland.

(Applause)

MS. WASKOWIAK: Slide, please.

So as you can see on this slide down here at the bottom, it is a partnership. All of these agencies are involved as well as -- I forgot to mention on the Texas Department of Transportation. And we have --

MAYOR REID: Mike Christley.

MS. WASKOWIAK: Right. Mike is in the back. You want to raise your hand, Mike?

(Mr. Christley raising hand)

MS. WASKOWIAK: It is a partnership. It's always been that way. For a number of years, we've been looking to provide Park & Ride service in northern Brazoria County. At this point, the Gulf Coast Center Connect Transit is the transit side of Gulf Coast Center, which Connect Transit has secured federal grant funding to operate the Park & Ride service from northern Brazoria County into the city of Houston, specifically the Texas Medical Center.

At this point, the discussions are for Connect Transit to contract with Houston METRO to actually operate this service, to provide the buses and the drivers who drive them, and so on.

The project has been coordinated through the Houston-Galveston Area Council. It's part of our long-range transportation plan, our 20-plus year transportation plan. And the reason it's parts of that plan is, again, because we've been working for a number of years with Mayor Reid and his staff and Commissioner Rhoden Vaughn to try to figure out solutions for our transportation in this area.

It's also listed in our transportation improvement program, which is where we actually try to assign federal and state and local dollars to projects.

This project began, though, with a Feasibility Study that was conducted several years ago by the Houston-Galveston Area Council and the Texas Department of Transportation. One of the primary recommendations of that study was to implement Park & Ride service from northern Brazoria County into Texas Medical Center.

Next slide.

So what we're going to do tonight is go through the presentation. You all had an opportunity to look at the boards out there before you came in. Those will still be available after the meeting. So you can ask any questions, and there will be staff at those boards as well. So if there are follow-up questions that you have, please feel free to ask that.

And after this short presentation, we'll do a question and answer period. What we want to hear is your specific concerns about Park & Ride service in general, any questions that you might have about the proposed location or how this service might operate. I would ask that you try to be as specific as possible so that we can give you an appropriate answer, and our answers can be specific to what you're asking about.

We do have a time limit on this room, unfortunately. So we're going to have to be out of here in a shorter time frame than many of us would have hoped for. We are going to try to get through all your questions and comments. But to do that, I would ask, again, that you try to keep your comments as brief as possible and that you make them specific. Try to focus on the specific concerns that you might have.

Also, we did have a meeting -- I think many of you know this. There was a meeting held Tuesday night in Manvel over the same topic. And I see a number of faces that I recognize. And what I would ask is that if you made comments at that meeting, you're welcome to again. But let's try to give anyone who didn't have a chance at that meeting to make any comments so that everyone can be heard.

We are recording this. There's a court reporter who's taking notes, and we have the same court reporter at the Tuesday meeting. So anything that you said there is on the record, and we've gotten it. So, again, I'm not trying to discourage anyone from speaking, but we're just trying to give everyone an opportunity to speak here this evening.

Next.

So I'm just going to go through the background of this project, and the transit needs assessment, and a pretty specific description about what it is. Sorry. I need to hold this properly.

Next.

As I mentioned previously, the recommendation for a Park & Ride service came from this 2006 Feasibility Study.

And -- I'm sorry. Next.

And since that time, we've been working with the local partners to try to find an appropriate spot and try to figure out how the service would operate.

Texas Medical Center has also identified northern Brazoria County as a primary location for a Park & Ride service, and that's because so many residents working -- or living in this area work in the Texas Medical Center. I think last night, Mayor Reid, you said like --

MAYOR REID: Seven thousand.

MS. WASKOWIAK: -- something like 7,000 in the city of Pearland alone. So it's a pretty concentrated market which makes it really desirable or viable for Park & Ride service.

The 2006 Study was supported by a wide variety of stakeholders. We had a number of public meetings. Park & Ride service was discussed at all of those meetings, and the general consensus was that, yeah, that's a good thing. We want to have the service to be able to take advantage of the opportunity to get into the Texas Medical Center by some way other than driving ourselves.

H-GAC, City of Pearland, and Connect Transit are financially supporting it in terms of the federal grant application process and operating the service.

Same thing over again. Texas Medical Center is a perfect -- the concentration that are workers in northern Brazoria County going to the Texas Medical Center makes it ideal for Park & Ride service.

And, also, the Park & Ride service is an attempt to address the significant demographic changes that have occurred in this area over the last, well, 20 years really. But just to give you an example of what that is: In the period 1990 to 2010, Brazoria County grew in population by about 62 percent. Manvel had a 92-percent increase in population. The city of Pearland increased by 361 percent.

That's an enormous change in 20 years. I think it's one of the fastest -- well, it's one of the fastest growing areas in the state and in the nation; phenomenal growth. And that is the challenge, to find transportation solutions to meet the needs of this growing population.

This Park & Ride service, again, would address the local requests that we've heard for a Park & Ride service. And your local elected leaders have really focused on that service in trying to provide it to you all.

It will enhance transit services in the Texas Medical Center in that you can go from Pearland to the Texas Medical Center or Manvel to the Texas Medical Center and from there connect to other transit services within the city of Houston; specifically, the north line that goes through the heart of the Texas Medical Center.

So this is just a chart showing the phenomenal growth in employment, and the top line is population. That's only in three zip codes -- the three zip codes that surround and encompass the proposed location.

You see them here. Since 2003, there's been a 108-percent increase in Texas Medical Center employees living in those three zip codes. So it's very concentrated, and all of those people are going to the same destination.

I came out here this evening on State Highway 288, and I live off of U.S. 290, which I thought was bad. But I got to hand it to you --

(Laughter)

MS. WASKOWIAK: -- you may beat U.S. 290. So if you're dealing with that every day, I don't doubt that you would be looking for some other way -- it may not be Park & Ride lot -- but looking for some improvement on State Highway 288. And that's what we all are looking for as well.

I don't know how many of you have used Park & Ride service in other locations or use it today. Anyone? A few of you. Generally, the experience has been that it's a good thing.

I don't know if you all agree -- sounds like it -- because it does provide you time to do things other than drive. You can read the newspaper, you know, work on your

laptop, do whatever other than sitting in your car by yourself. So most people find that it benefits them in that regard; also, less wear and tear on your vehicle.

So let's get to the heart of it. What are we talking about here? Right now, we're in a process of trying to identify an appropriate location for Park & Ride lot to be developed and service to be implemented.

This is a federal process. As I mentioned before, there is a federal grant that is supporting the project. It's supporting it in terms of providing operating assistance and will be available -- or we're talking about providing monies for the actual development of the lot.

So because it's a federal process, we need to hear from all of you and to document all of that. It doesn't mean we wouldn't care what you have to say if it's not a federal process, but the federal process demands it. You can't get the federal dollars unless you go through the process, and we document it, and we hear from each and every one of you. And that's the purpose of the meeting tonight, to hear what you all have to say.

Nothing has happened today other than as proposed site has been identified. And we've discussed it with the Federal Transit Administration, the agency responsible for the grant application and process. But their approval will be required before any next steps take place. And that hasn't happened because they are waiting, again, to hear from you all.

So we're talking about approximately 12-and-a-half acres located at the corner of County Road 59 and State Highway 288. That southwest quadrant is located adjacent to the Southfork development. This location will provide, initially, about 600 spaces.

The plan is that if that service is successful, then it would be expanded to a larger area. It will serve Pearland, Manvel, Iowa Colony, and the surrounding areas in Brazoria County. Again, this service would be a direct service to the Texas Medical Center, and from there connections could be made to other services.

So why this site? Well, a number of sites were looked at. And for a variety of reasons, they were not available. This site is available. It's available in the sense that it has a willing seller. But more importantly, it meets all of the criteria for

Park & Ride service. It's adjacent to the State Highway 288. It has visibility. It has accessibility. It has the right kind of land space and configuration for Park & Ride service.

Is it ideal? No. Will things have to be done to accommodate buses going in and out of there? Yes. Are there issues with the site? Yes. And we heard those clearly on Tuesday night, particularly from the homeowners and the development close to it that there are a number of concerns that they have regarding safety and security; regarding drainage, regarding the traffic management issues and potential increased traffic in their neighborhoods. All of those things we heard loud and clear.

Next slide.

This is just a picture of the proposed location. It's on one of the boards outside so you can see it better. The yellow outline would be the proposed Park & Ride facility.

Next.

Another diagram showing how the parking spaces would be laid out.

Next.

And this is an artist rendition of what the site might actually look like as you come in on Southfork Parkway, and it would be to the left -- a left turn there.

One of the things I'll just mention, I can see the building over in the back there. That would be the cueing area for the buses. We have talked about a number of options about how that might be located and if the buses can come in off of State Highway 288 rather than going on Southfork Drive and Parkway. And that -- I'll tell you that's an option that's being seriously considered. Nothing, again, has been finalized. We wouldn't do that until you have a site finalized.

Next.

So how would it operate? Well, the buses would depart every 12 minutes beginning at 5:15 a.m. in the morning to about 8:15, and then in the afternoons in the opposite direction, obviously, from 3:15 to 7:00. It's weekday service only. It

would be landscaped, security cameras in place, everything that a Park & Ride lot that METRO typically does would be included in that.

If you're in the Medical Center, you take the Park & Ride where you're working. And for some reason you have to go home because your child got sick or, you know, your dog needs tending to. Whatever the reason, you can call METRO, and they will guarantee you a ride home. They'll take you back to your Park & Ride lot so you can get home to your emergency so you won't be stranded at work with no way to get back.

Next.

This is reiterating what we've just said, previously said, that it really does provide access to jobs between the Texas Medical Center/northern Brazoria County during peak periods. And the advantage of that is it gets you out of your vehicle and gets people onto a bus so that, hopefully, we'll reduce some of the congestion on State Highway 288 and also make those using the bus have a little better time getting to and from work.

It will be integrated with other plans, street improvements in the area, particularly in County Road of 59. And Mr. Roberts here can explain those further as well. It offers direct connection to other transit opportunities within the Texas Medical Center and beyond.

So where are we? We're doing these public meetings tonight, as I mentioned, as part of the federal process so that we can document comments and just ship them off to our federal partners but also locally so that Mayor Reid and Commissioner Rhoden Vaugh, and then there's METRO, Mr. Sedlak, and Brazoria County, and all of us can assess, is this the right opportunity? Does this phase work? What does the public feel about it? And make decisions based on that.

We will be submitting, as I said, packaging and all that and sending it off to the federal agencies. If they were to give their approval, then construction on the site could begin as early as April of next year with service beginning in October. That's a big if.

Right now we're in the public comment and solicitation phase. We want to hear what you have to say. If after this meeting you think about something that you

wanted someone to know about and just didn't have time or think about it at the meeting, please send us your comments via e-mail at [publiccomments@h-gac.com](mailto:publiccomments@h-gac.com).

Once we have finished the meetings, on Monday we intend to have all of the information posted on our Web site so you can take a look at that. The presentation will be there along with comments that we receive written. As soon as we can, we will get the transcripts up so you all can browse through that if you like.

And, again, if you think of something more, you want to write a letter, please feel free to do so. You can send it to Houston-Galveston Area Council at the address listed here. We'll just keep that up so you'll have an opportunity to look at it and write it down.

With that I am going to stop talking. We're going to give you all an opportunity to talk because that's really what we want to hear. The way we're going to do it, I think as you came in, people signed up. So I'd like to just go through the list. And then at the end, if there was anyone not signed up, if you want to make a comment, we'll invite you to come up.

I'll read through the names quickly so you know who's kind of in line, but I may have to take off my glasses to do this. Our first speaker will be Paul Moore followed by Charles McMurrey, Vernon Willie, Kim Willie, Jennifer Woodruff, Shawn Bouley, George Reader, Helen Potter Reader, Lisa Von Auken -- I probably said that wrong; I'm sorry -- Shawn Waites -- and I'm going to attempt this. My name is Waskowiak. You would think I could pronounce anything.

(Laughter)

MS. WASKOWIAK: Guijupu. I'm sure I said that wrong. I think it's spelled G-U-I-J-U-L and then capital L-U. Jeff Scott. And that's all we have signed up so far. But if you do want to speak, please let us know after we get through this first round. And what we'll do is I'm going to hand out the microphone to you.

Do we have our first speaker? Mr. Moore, you want to come on up? And if you wouldn't mind just stating your name again for the record, and then we'll take your comment and try to address it.

MR. MOORE: Okay. My name is Paul Moore, and I live in Southfork subdivision. I've been kind of following this. Last year I've been kind of busy, and I just kind of caught the headlines in the papers. It would come through on the online section.

And I would just like to speak against this location. I'm not against Park & Ride. I think it's a good thing. I don't know if taking 600 cars off a road is going to make a lot of difference on 288. There's a lot of cars when I go up and down it.

So I have some concerns. We're going to add 600 cars minimum, it looks like, in the first stage. And I know what people do when there's traffic congestion. They just don't go to preferred routes. They'll go down Kirby. They'll cut through the subdivision. That's where our kids catch school buses. That's when we get off.

It just -- it just makes no sense. I can't even -- I can't even fathom putting something -- I don't think anybody would want something like this in their subdivision. We can stop at safety and just say that makes no sense. We're done with this. Let's move on.

There's hundreds of acres up and down 288 that are commercial -- much more commercial areas. Hundreds of acres. As a matter of fact, there's 40.

(Applause)

MR. MOORE: I came out of my subdivision. There's 40 acres for sale right across the street; I mean exactly. It just stares you right in the face.

(Applause)

MR. MOORE: I think Park & Ride is great. We need to get people. We need to conserve our energy sources, all that. You know, there's a lot of other things we can do besides this. And I don't understand, too, I wonder what kind of city of Manvel would feel about it. This is stepping into Manvel's EJT area, which is being funded by Pearland.

So it's quite obvious Pearland says we want to keep commercial retail in our city, collect taxes on it for many years. So we'll fund it outside. We'll stick it across the city limits because we don't want it. So this will pay off for many years to come.

(Applause)

MR. MOORE: So once again for the residents of the area, I see no win. The property values are going to go down. I don't know if they're going to be willing to compensate us for that. I'll take an appraisal right now, sell you my house for whatever it costs on today, and then I'll be for it. But I would just like to speak against this today.

(Applause)

MS. WASKOWIAK: Thank you, Mr. Moore. I didn't hear a question in that so we're going to move on to the next speaker, Mr. McMurrey. Again, we want to try to keep it short so we can get through everyone.

MR. McMURREY: Good evening. My name is Charlie McMurrey. (Inaudible), my feet got a little bit of lead in 'em when I started to walk up here.

However, I'm a Pearland resident. I moved here about 1985. And Mayor Reid, last century when you all were going to BEDC, I encouraged you to get into mass transit, and that day has caught up with us today.

I'm willing to say I respectfully heard the last man. However, I fully support the project as is envisioned. Unfortunately, when you have a subdivision immediately adjacent to a major highway in an intersection, sometimes practicalities affect our decisions.

The need for mass transit is here. The location makes sense. It's going to have to - have to grow. You start small. It starts out at 600. And my only question and plea would be as we develop this, let's hope that we look forward in the future like, perhaps, we failed to look at the located last century.

And as we develop the Park & Ride lot, my question being, do you forecast in the future, look 10 or 15 years down the road and perhaps bring some high end to your light rail system, the ones that are on Main Street, in this location, so that we can continue our development of our transportation systems and we continue to grow based on that data that we saw earlier?

And I heard your concerns about your homes. However, when you locate near a freeway, when you build a major subdivision near a freeway, you're always going to have those issues of things that gravitate to that geographic location.

MS. WASKOWIAK: Thank you, sir.

One thing, I guess, we should address -- and I don't know if you want to wait for questions or talk about the transit line now. But I will make a comment here quickly just to what he said. In fact, we are looking at the long term and looking at providing Park & Ride service and other transit services in Brazoria County. Connect Transit has been working very diligently to do that and earlier this year started fixed route service down in the Lake Jackson/Angleton area.

So, again, all of these partners are committed to providing transportation solutions that work for you all. And there isn't one single one. Will this Park & Ride service solve all the problems on State Highway 288? No, of course not. Is it a first step in that direction? We think it is, and that's why we're even talking about it.

I was just going to ask Mr. Roberts to talk about the traffic management plans that -- the traffic improvements that have been planned for the area.

MR. ROBERTS: Okay. Basically, if this location is selected, there will have to be some infrastructure improvements on County Road 59. We visualized that we would extend a four lane divided with, maybe, a turn lane, with shoulders through this intersection of the Southfork. And there would be a full four-lane intersection there in all four directions with a traffic signal to allow traffic to get in and out. That's one step.

The other long-range thing that we're, of course, working with Harris County on is the managed lanes on 288 which at this particular time are defined to be toll lanes - - two toll lanes in each direction. TxDOT has already begun the study on 288 and has done a schematic of the toll lanes from, actually, the Grand Parkway, which is down in County Road 60. That's way down south.

Probably the only feasible part of it right now would be like from Highway 6. But the corridor that we're working on with Harris County is from Highway 6 to US-59 just before downtown to Houston. And that would be two additional lanes, and each way would be toll lanes.

At this particular time, there is no HOV lane plan for this corridor. There is a light rail and a commuter rail component in the study. And, Mayor Reid, I think, a light rail is planning to come down Kirby.

MAYOR REID: Yeah.

MR. ROBERTS: If you want to talk about that.

The commuter rail would be going down, basically, 521 in Fort Bend County to Arcola. So there would be stations along, like, Shadow Creek Parkway and Broadway and on down for people to be able to catch the commuter train.

But that's way off in the future. Rail is very expensive. METRO is still working on the networking in Houston so that when you get somebody into Houston, you can distribute them to the work center. So there is long-range planning, and H-GAC has done a lot of planning. There have been others with several corridors here in Brazoria County doing traffic planning and traffic management planning.

As most of you know, if you get on 288, it's going to be pretty congested once you cross 518. And it's normally backed up by the time you get to McHard Road in the morning. But in the afternoon coming out the same way from 610 to Beltway 8, it's just stop-and-go traffic.

So we have got to do something to be able to keep traffic moving for our quality of life purpose. People don't want to sit in traffic an hour in the morning and an hour in the afternoon to get back and forth to work. So, basically, all this planning is being done to try to encourage that.

There are some concepts that H-GAC considered called liveable centers, and those would normally be connected around your transit or your light rail areas so that you'll have -- you can walk to the train station, get on the train and go. I think the mall over here in Town Center has got a parking in it as well as shopping. So that's kind of concentrating the population a little bit there.

But there are some infrastructure that would be immediate down on Road 59. If we had one, that would be immediate. And then the managed lanes and the toll lanes would provide two lanes of additional capacity in each direction, you know, from that standpoint.

MS. WASKOWIAK: Thank you, Gerald.

So that is the point, that there is a lot going on. And this is one step in that whole bigger process.

And Mr. Vernon Willie. Mr. Willie, come on up.

MR. WILLIE: My name is Vernon Willie. I just realized a couple of minutes ago it seems that I drive -- I just moved to the neighborhood. But I notice that traffic doesn't really start to get bad until past Beltway 8. So the problem isn't further down in the Manvel area.

And the other -- one of the questions I have for the mayor and the council in Pearland, it seems that a lot of things are being said Pearland, Pearland, Pearland. Well, the reality is, from what I saw in the newscast, that Pearland rejected it on many different occasions having Park & Rides looking out in Manvel. It seems like what we've had is fairly very enthusiastic. So what would be the reason for that?

(Laughter)

AUDIENCE MEMBER: That's right.

(Applause)

MR. BRANSON: Thank you, sir.

From a City Council standpoint -- and I'm a staff member, not a council member. But Park & Ride services and transit has been a priority of the City of Pearland -- the City of Pearland and the Council. Actually, Pearland is one of the initial components of this project and has been asking for a Park & Ride in this area for many years. This goes back, I want to say 2004.

We've had numerous discussions with METRO. Yes, there was a previous site a long time ago discussed. It was a different type of a Park & Ride location. It was kind of a joint venture type project. From a financial standpoint, this is a much better scenario for the City.

(Laughter)

MR. BRANSON: Let me -- let me just say the City of Pearland has not actually picked the site. We're a proponent of Park & Ride in this general area. The purpose of the meeting is to find out what you think of this particular site in the overall program.

But the City would like to see Park & Ride services in this area, specifically in this area. And if it's in Manvel, that's great. If it's in Pearland Proper, that's great. If it's north of Pearland, that's fine, as long as it helps to get people off the road.

MS. WASKOWIAK: Thank you, Jon.

Ms. Kim Willie.

MS. WILLIE: My name is Kim Willie, and for the record, I'm against it. I do live at Southfork, and I just had a couple of questions. Who can we give our signatures or petitions to petition against this to? That's one question.

And will there be another meeting? I'm concerned about the meeting. It was two in one week in the middle of the summertime when people are on vacation. So a lot of the families may not even be at home yet.

And another question was: Why not use the water district where they have a precedence? And then like the precedence of downtown now, everybody --

(Applause)

MS. WILLIE: And if Pearland does support it, why not use Pearland? There's a lot of acreage there.

That's all I have to say.

MS. WASKOWIAK: Okay. Let me see if I can address that. Again, this is a proposed site. No contracts have been signed. No land has been purchased. Nothing has happened other than it's been identified as viable from a Park & Ride needs standpoint. And it's been identified as having a seller for the property. Someone is willing to sell it.

So beyond that, nothing has happened. And this is part of the process. You have to go in and identify the site, figure out if it will work or not. If it looks like it will work, then you've got to go talk to the neighborhood, to the people who live near it,

to those who would potentially use it, and find out what you all think. So that is really the step where we are.

If you have a petition that you've signed or would like to sign, you can submit that to the Houston-Galveston Area Council. It will become part of the record for this meeting and for this particular location.

There are other sites to look at. That is an ongoing process. If this one doesn't work out, then what's the next one that might be available? I think you heard earlier that a number of sites have been looked at. We have explored them beginning in 2004.

We have, actually, documents that talk about different sites. And every single one of them has some issue. And sometimes it's a fatal flaw that you can't get passed. So you have to move on to the next site. We may be there with this location, and we will continue to look for another location.

Your local leaders are committed to providing transit service, not just for the city of Pearland but for the city of Manvel, the surrounding areas, Iowa Colony, and so on. Commissioner Rhoden Vaughn doesn't just represent Pearland. She represents Brazoria County. So that's on the table. It's not just a Pearland project and they want it somewhere else. It's a site that's been identified as viable and available.

Was there anything --

MR. SEDLAK: Waterlines.

MS. WASKOWIAK: The waterlines. Again, it may be an opportunity to explore, but right now, I don't know any details on that. But, again, if this site is unviable, then there are other sites to be looked at. This came up on Tuesday night. There were a number of sites that were mentioned. We're looking at all of them. And, hopefully, one day we'll find one.

And I say that hopefully, because if we can't find the site that's viable that meets all the needs that everyone can agree on, then that may mean there's no Park & Ride service in Brazoria County -- at least in the northern part -- and we hope that that's not the case. So we'll keep working on it.

Let's go to our next -- I'm sorry, ma'am. Did I get all your questions?

MS. WILLIE: (Nodding).

MS. WASKOWIAK: Ms. Jennifer Woodruff.

MS. WOODRUFF: Hi. My name is Jennifer Woodruff. I live in Southfork. And for the record, I am very against this. We just moved to Southfork not but two months ago, and this is the first thing I get hit with. If I had known that this was even a possibility, there is no way I would have moved my family and built a house that I thought that I was going to be living in for 30 years or more into somewhere right next door to a METRO station.

(Applause)

MS. WOODRUFF: You mentioned that you're going to have security cameras. That's not going to keep any crime away from the area. It's maybe a deterrent, but that's not going to keep people out.

You have a nice presentation. Why are there no crime statistics? I want to know why we haven't fully investigated crime statistics in other METRO areas and related it to this and put it on your board for everybody to see. Yes, it may not be pretty, but we need to know.

Let's see. If Pearland wants to keep this, I think it's great. I think it would be nice to have around the area. But if Pearland wants it, Pearland is to keep it in their area and not Manvel.

(Applause)

MS. WASKOWIAK: I don't know if there are any --

MR. SEDLAK: I'll try with the assistant chief here -- I'm sorry.

I'm John Sedlak with METRO. A couple of questions deal directly with METRO facilities. Cameras -- we do have security cameras at all of the Park & Ride lots that are operated in the METRO system. The image is sent back to a central facility. It's our traffic management facility for the whole region. That's TranStar.

Those cameras are monitored by METRO police. If they see activities that take place, we can dispatch police to the location or be in contact with other local and law enforcement officials. So we have a mechanism that we have used.

Statistics on crime -- we have statistics. And, Tim, I don't know if -- our Assistant Chief, Tim Kelly, is here with me this evening. Tim can give you some of that. We do monitor that, record that monthly to our Board. And we have had cases, yes, where we've had a break-in of vehicles.

We've also apprehended individuals, not only in the process of breaking in; or through the cameras that we do have, have identification and means to go after those individuals and have arrested those individuals. I'll let Tim address that one.

MR. KELLY: Okay. Thanks.

First, to your earlier comment, cameras don't prevent crime. They're a great deterrent, and they're a wonderful tool for investigations. The bottom line, we don't have a lot of crime on our Park & Ride lots.

There's a board outside, Kingwood Park & Ride, that's a very similarly situated lot to this one. It proposes a backup to a neighborhood. Over the last five-year period, Kingwood Park & Ride is about a thousand-car spot; so the potential to park 250,000 cars over the last five years. And that's 14 crimes at that lot. So of those 14, 6 occurred one day. It was a juvenile from Kingwood high school that skipped school and broke into the cars. We arrested him using the video.

Overall, 30,000 cars a day that we park in our Park & Ride network and 121 incidents last year. We don't have a lot of crime, and I would share whatever you like.

MS. WASKOWIAK: Thank you.

AUDIENCE MEMBER: What about the crime in the neighborhood?

MS. WOODRUFF: Yeah. Thank you. That's what I was going to ask; crime in the neighborhood, not necessarily on the lot itself.

MR. KELLY: I can't address that specifically. I can tell you my anecdotal information of 27 years at METRO. It's not our experience of any new facility has brought crime with it into a neighborhood or there's any study of that anywhere in the United States. There's a lot of conjecture with that. And since this is not news, we've heard it before. So your concerns are real, but it's not something that is proved by statistics or that we've tracked specifically.

MR. SEDLAK: Let me further address that. METRO police does do patrols of Park & Ride lots on a daily basis. But I think what's more important is that Tim says the camera won't solve it. It's a proactive effort -- proactive effort -- not only on our part or from an agency's part or the government, but the interaction that can take place with other law enforcement agencies within Brazoria County Sheriff's Department, City of Pearland, City of Manvel.

And it's that sort of interrelationships that I can attest that the transit -- METRO Transit Police -- it's a registered certified police force -- works interactively with any of the departments that we come in contact with. And I can tell you there are dozens and dozens of police departments that they work with on a daily basis, that interaction that can deal with the consideration of crime prevention within an area.

Now, can you tie it right back to one location? No. But I think the presence of patrol is very helpful, presence of the fact that there are cameras with the ability to respond to that. That's helpful. But can you stop crime in a nearby area? It's a concerted effort of all the agencies. That's what I would say.

MS. WASKOWIAK: Okay.

Mr. Shawn Bouley.

MR. BOULEY: I apologize for being so casual. It's been a very long week. Okay. My name is Shawn Bouley. I live in Southfork. On behalf of my wife Melinda, words cannot express how strongly we oppose and object to this project.

One thing I'd like to point out -- and Tracy Goza, I actually applaud you for being here tonight. The one thing I would like to point out for the record is the person that is this willing seller is also the president of the homeowners association for Southfork HOA. So how do you think that makes the citizens -- the residents feel there? HOA is basically selling us out.

I know, Tracy, I know you got screwed by Royce Builders. I understand that. So did we. So did we.

(Applause)

MR. BOULEY: I can't believe that you thought this was a great idea and that we would support this, but I do give you credit for being here. You've always stood up at the HOA meetings, and we do appreciate that.

One thing I keep hearing like the others Pearland, Pearland, Pearland. Put it in Pearland. Mr. Reid, you don't want to live next to one. I guarantee it. The only thing I keep hearing is Texas Medical Center. Not everybody works there.

AUDIENCE MEMBER: That's right.

(Applause)

MR. BOULEY: I think Mr. McMurrey took off. But with all due respect to Mr. McMurrey -- and this is a point I definitely want on the record. We were promised in writing multiple times by Royce Builders, in writing, that that area would never be anything but that area with cows.

(Applause)

MR. BOULEY: So I can't say it enough.

And, Tracy, I understand that you dispute that, but you weren't the one I gave my money to.

AUDIENCE MEMBER: That's right.

AUDIENCE MEMBER: Hello?

MR. BOULEY: You understand where we're coming from? And I can give you lists of homeowners that were promised in writing, verbally, by our builder that that area would never be developed. That's one of the quality-of-life amenities why we moved there as opposed to moving to a large development like Shadow Creek Ranch.

AUDIENCE MEMBER: Right.

MR. BOULEY: And that's something please take into consideration is that, you know, I understand Tracy; he's looking to make money. He got screwed by Royce. I get that. But we live there, and we moved there because it's a beautiful place to live. It looked like it was going to be a great community. It felt very homey and

something that we thought we'd enjoy for a long period of time. And with the Royce bankruptcy, our community has gone downhill. With this situation, I feel it's going to continue to go downhill.

(Applause)

MR. BOULEY: And with all due respect to you two, Mr. Sedlak and Mr. Kelly, I also remember an investigative report a few years ago about the camera not even being connected in some of your parking lots.

(Applause)

MR. BOULEY: Thank you.

MR. GOZA: Can I respond?

AUDIENCE MEMBER: No.

MR. BOULEY: Please. Please do, Tracy.

AUDIENCE MEMBER: Let him.

MS. WASKOWIAK: You want to hear from him?

AUDIENCE MEMBER: Yes.

MS. WASKOWIAK: And I'm going to ask that we keep this fairly brief so that we can get to the other comments.

MR. GOZA: My name is Tracy Goza. I'm one of the owners of the property, and there's several of us. But there's a couple of things I would like to answer. The man that spoke before us and there was somebody Tuesday night that said the same things. Builders will say almost anything to sell houses. I can't help that. It's been a commercial reserve on plats ever since we started this project ten years ago. So as far as it remaining open space, it's not going to remain open space. We can't afford to leave it as open space.

But I do want to point out something, and you asked why we thought this was a good idea. I have an answer. I don't know if you're going to like it, but I'll give it to you.

Right now, because this is a federally funded project, the residents and I both have an opportunity to shape what this project looks like. We can get road improvements, intersection improvements, landscaping, screening, all these things to make this more palatable for Southfork.

But in the event we sell this to a private developer, such as apartment, retail, car dealership, we're not going to have the same say so. This isn't in the city. We're not going to be able to go down and object to a car dealership going there. It's gonna go there. If they buy it, they can put it there. If they do apartments, we're responsible for the apartments across 288. That's 600 apartments. If they have two cars per apartment, that's 1200 cars. That project would fit on this site.

Right now, we think, as the developers, that this is a unique opportunity. We can listen to ways to try to make this more palatable. I understand it's not exactly what you want, but we can try to make it something a little bit better. My comments.

MS. WASKOWIAK: Thank you. If you have any further --

(Applause)

MS. WASKOWIAK: And I would just ask if you have any further questions in that regard, then please direct them to Mr. Goza, and we'll ask him to stay.

Mr. George Reader.

MR. READER: My name is George Reader. I'm against the Park & Ride at this location. I'm for the Park & Ride somewhere, but all these slides I've seen, they want to get rid of the congestion along 288. So what are we going to do? We're going to put a Park & Ride right along 288. How do cars get there? They got to use 288. There's no other way to get there.

So I would think it makes more sense to put a Park & Ride along Pearland Parkway and maybe one over here by Kirby, extract the cars away from 288 a little bit.

(Applause)

MS. WASKOWIAK: Ms. Helen Potter Reader.

MS. READER: I would just like to voice my concern about putting this Park & Ride in our neighborhood. I live in Southfork. My name is Helen. Just for the same reasons, the security, the traffic, the safety, the land values, everything that's been said before. These are all major concerns.

They're valid concerns, and we should be able to have a voice; and our concerns should be heard and considered. And just because someone is willing to sell the land doesn't mean that it should show up in our neighborhood.

MS. WASKOWIAK: Ms. Lisa Von Auken.

MS. VON AUKEN: I'm Lisa Von Auken. I too am a Southfork resident, and I am vehemently opposed to this project. Ever since we moved to this Southfork subdivision, we have been disappointed left and right. Promises have been made. Promises have been broken. Assumptions that were the basis of our decision to come to this neighborhood, the quality of life that this community offered, is slowly being pared away from us one project at a time.

The attitude seems to be that this is a great thing. I too think a Park & Ride, theoretically, would benefit the area; not our area. Pearland doesn't want it in their background. Well, you're trying to put it in our background. And it's not -- it's not fair to us. It's not fair to our children. You're not talking about putting it adjacent to the community. The plans that I have seen put it in the community.

(Applause)

MS. VON AUKEN: You're removing any buffer that we have from Highway 288. You are bringing people within feet of our community amenities. We don't have that many as it is. You're going to take away our gazebo. You're going to take away my comfort level as a parent of two young children to let my children walk around the community, ride their bike, go to the pool, or, God forbid, go to the playground. That's the goal that I had when I came to this community. That's the goal that I want to maintain for this community.

I hear throughout this presentation quality of life. This is going to improve everyone's quality of life. It's not improving my quality of life. It's not improving the quality of life of anyone who resides in Southfork. There are plenty --

(Applause)

MS. VON AUKEN: There are -- I agree, Brazoria has grown by leaps and bounds. I used to drive to Angleton to go to court. There was nothing there. Obviously, that situation has changed substantially, but it isn't a completely built out area.

There are plenty of undeveloped pieces of commercial property that would not unfairly target one community. Right across the street, the location has been mentioned by Mr. Moore. It's for sale. It's commercial. It is not in my neighborhood. Has that been looked into?

And if all of these people who stand up here and speak and voice their mind and voice their concerns are legitimately heard, are those concerns passed on? Is there any opportunity to convince you that this location should be abandoned before it goes to Washington?

MS. WASKOWIAK: The opportunities --

(Applause)

MS. WASKOWIAK: I think the opportunity is happening right now. You know, we've talked about federal approval and all that. But it really starts at the local level, and these decisions are made locally. You are making your voices heard, and the people who need to hear that are sitting here tonight.

I also just want to take a moment, though. I feel like I need to defend Pearland in a sense. Pearland is providing financial support. They agreed to provide money for operating assistance, but they agreed to that when we had identified a previous location in the city of Pearland. When it looked like it wasn't going to happen, they didn't withdraw their financial support. They continued to provide financial support so that it would benefit the residents in northern Brazoria County. So just so you know that the previous sites have been in the city of Pearland.

I also -- any number of reasons -- I want to go through the list because, in fact, I'm not the real estate person dealing with this. So I don't have all the particulars. But there have been at least, I don't know, four or five --

AUDIENCE MEMBER: Eighteen.

MS. WASKOWIAK: Eighteen -- eighteen sites that have been looked at.

The other thing I do want to point out to you, again, this is not a METRO project. METRO is not coming here saying we are going to put a Park & Ride lot at this location at any cost. They are not. They have been invited to participate in operating a service because they have the resources, the buses and the drivers, and the, you know, so on to operate a service. But they've been invited. METRO didn't come and say we want to build this Park & Ride lot, and we're going to do it here. A number of sites have been examined. This is one that's on the table today.

So let's continue. Mr. Shawn Waites.

MR. WAITES: Thank you. I appreciate everybody that has talked -- Paul, Jennifer, Shawn, Mr. Reader. Just amazing things, because I oppose the Park & Ride as well.

But there's some things that I don't agree with. And one is access to the neighborhood because it's going right down that Southfork Parkway. To me that's going to make traffic just horrible going in our neighborhood. And you say, well, it's only going to come down for a short time of the day, but that's when I'm going to work. I don't see how.

(Laughter)

(Applause)

MR. WAITES: Drainage. I went to the meeting on Tuesday. And from what I could tell, the drainage from the Park & Ride is going to go into our drainage ponds. I don't know what y'all's plans are for that, but that's a very big concern. Because after the rains we've had over the past few weeks, I mean, we're flooded, and the ponds are at, you know, quite high. So that's a big concern of mine.

Safety. It's a big concern. Yes, there are -- fortunately, it's a little bit farther down from the pool and things like that. But still there are school buses that go through, kids that go through, people that walk through the neighborhoods that -- buses and people driving around acting crazy. You know, it's not going to be a good thing for anybody.

Property values. When this is supposed to come to fruition, I can see our property values going down.

Politics -- that's another thing that's on my list. I'm not going to go into it, but I'd say between Pearland -- I'm sorry, Mr. Reid -- there's politics involved with it, and that's all I'm going to say. Thank you very much.

(Applause)

MS. WASKOWIAK: Mr. Vince Obregon with METRO.

MR. OBREGON: I'll mention about the drainage. The only thing we know today is that we've reviewed the master plan for this subdivision. This particular area has been designed, and it's programmed to outfall to the central pond. We've done -- it's simply a concept. We've done no engineering. There's been no serving.

Several people have brought to my attention some low lying areas. Until we move to the next step, which is doing detailed surveying and hydraulic analysis, that would be the next step. And we would go through and follow the procedures with the County and the City.

And, you know, if this area cannot drain to that detention hole, we'd have to look at other options. There's maybe another detention pond off on the adjacent property. But to date we have done no engineering on this site.

MAYOR REID: (Inaudible -- mike not on).

MR. OBREGON: The drainage district for dysentheria resides in the drainage system where they have a master plan. And then the central pond is where this facility or this site, when it gets developed, will outfall.

During the engineering process, we will work closely with the engineering department, with TxDOT, everybody that has to approve that. And if we can't drain there, if there's not enough capacity, we'll have to look at other options, either by making a detention pond larger or looking at another site.

AUDIENCE MEMBER: Ma'am, I have a question for him. I was at the meeting Tuesday as well. The survey that you're talking about, was it the same one as

2006? When was the survey that you did? Was it recently since all these people have moved in?

MR. OBREGON: The master plan was updated in -- the version I have was updated in 2008.

AUDIENCE MEMBER: So it's been since 2008?

MR. OBREGON: Yes, ma'am.

AUDIENCE MEMBER: So in two years, all these changes, including the new mall and everything that's gone up, that's not been included in that.

MR. OBREGON: Well, I think that would be part of the scope of work of a detailed design that would have to be announced.

AUDIENCE MEMBER: But don't you think that you should have done another analysis or another study before you even brought it a Park & Ride so that you would have a current study so that everybody would have, especially with this area, the up and coming area.

MR. OBREGON: Well, given the limited time that we had working on the project, we used what resources are available to us.

AUDIENCE MEMBER: I understand. I'm just saying.

MR. OBREGON: But that would be the logical next step to do if we were to move forward. But right now --

AUDIENCE MEMBER: But, I mean, how could we move forward -- because if we move forward, you would say yes to this to put a Park & Ride right there -- if you need a study of all the traffic and all the people that have lived in this area? I have been out here for 32 years, and trust me, it has changed tremendously, over 62 percent.

MR. OBREGON: And I think updating that would be one of the -- if we were to move forward -- would be one of the first things that would have to be done.

MS. WASKOWIAK: Our next speaker, and I'm going to apologize in advance. And I think it's Queegee or Quoogee. I'm sorry. I got it all wrong.

MS. GUIJUPU: I agree with the other people. That's what I want to say.

MS. WASKOWIAK: Okay. Thank you for that.

MR. SEDLAK: Could you repeat that?

MS. WASKOWIAK: Yes. I'm sorry. The lady said that others have made the comments that she was going to make. So she's not going to make additional comments.

(Applause)

MS. WASKOWIAK: Mr. Jeff Scott.

MR. SCOTT: I just want to point out a few things. I pretty much agree with what the young lady just said and that everyone has made all of the similar communication.

I live in Southfork, and I'm against the Park & Ride being built in Southfork. I'm not against the Park & Ride. I think it's a great thing. I think progress is good. There are other locations that are more viable that would be a better choice.

When you look at the demographics of Pearland -- one of the Web sites while we were sitting here. As of last year, 92,611 people, it's estimated, live in Pearland. I noticed when I walked in there was a schematic of the Kingwood parking lot. Kingwood has 65,000 residents, and I got this off of their Web site as well, for all you iPhone haters.

(Laughter)

MR. SCOTT: But I just want to point that out. Southfork is a very small, quaint community. It's less than probably -- even with all of the buildings that's going up, there's probably less than a thousand houses.

When I moved over there in March of 2006, I'm like, man, this is real quiet, real close to the city, nice corridor right off 288. You can get to pretty much everything you need to get to. I think there are other possibilities, other locations that you guys may want to look into. I just don't feel that Southfork, the neighborhood, should have to endure this. That's all.

(Applause)

MS. WASKOWIAK: Is there anyone else who did not sign up? If you all wouldn't mind just lining up there, and we'll try to take it through.

GLEN: My name is Glen. I'm from the Southgate community. A couple of things real quick. Some people mentioned already traffic doesn't get bad until we get passed Beltway 8 in the morning. And when I come home at night, 5:30, as soon as I get passed Beltway 8, there's no traffic.

So the Park & Ride, I think we need one. I don't think the location is the right place for it.

Before this meeting I wasn't planning on speaking. I'm in favor of Park & Ride, but the reason I'm in favor of it is because I pay a lot of money every year for parking in the Medical Center. Traffic is not that bad. It's the parking that's the issue. So, again, I think it's needed, but it's the wrong location.

One other thing I wanted to mention. The lady over here, I don't know her name, asked about a petition. I'm not good at organizing all that stuff, but I do have an e-mail address that you can get to: [Park&ride@gmail.com](mailto:Park&ride@gmail.com). No, I'm sorry, [nopark&ride@gmail.com](mailto:nopark&ride@gmail.com).

(Laughter)

(Applause)

GLEN: Sign up there. Send me your contact information. I'll be happy to organize whatever we need to organize. [Nopark&ride@gmail.com](mailto:Nopark&ride@gmail.com). Real simple to remember, [nopark&ride@gmail.com](mailto:nopark&ride@gmail.com). Thank you.

(Applause)

AUDIENCE MEMBER: Is it no park and ride?

AUDIENCE MEMBER: No park and ride.

MS. COCHRANE: Good evening. My name is Tomesia Cochrane, and I live in the Southfork community. I am against the Park & Ride being in the community, but I'm not against it all together.

I relocated here from Charlotte. So we have Park & Ride. I used it, but it was at the mall. It was not in a community.

My question to you all: Have you considered maybe having buses run downtown when you find a community -- I mean a location not in our community?

MR. SEDLAK: Let me see if I can --

MS. COCHRANE: Only because I don't think everybody really --

MR. SEDLAK: Yeah, quick question. It's a question on would there be service beyond the Medical Center. The objective here is to provide that direct service to the Texas Medical Center, because there are so many residents that are employees there.

One of the values of connecting to the METRO system is to get to other destinations. Now, there is the rail line that runs from the Medical Center straight into downtown. By getting on here and off of 288, you would have a free transfer to the rail line that would allow you direct access.

Now, the question would be, ultimately, if ridership would develop to a higher level, then it may generate the need for direct service also to downtown. Our initial focus is to get Texas Medical Center to connect to the basic METRO systems that allows you to access across the rest of the community. So that's important. That's what we're looking to happen.

Initially, longer term the possibility. We have several lots around the region that have service, not only to the Medical Center but also downtown or also to the Galleria. And that, again, is a demand of how many people are actually doing that trip.

MS. COCHRANE: So more people live in downtown -- I mean more people work in the Medical Center than downtown based on the analysis?

MR. SEDLAK: That's from the statistical information that we've received both from the Texas Medical Center and working with our partners H-GAC and the others, yes. That's what we've found.

MS. COCHRANE: Okay.

MS. WASKOWIAK: John, did you want to add anything?

MR. SEDLAK: No.

MS. WASKOWIAK: Okay.

AUDIENCE MEMBER: I got a question. Have you contacted any other major cities to find out how they relieve their problems? Because Houston's METRO is really fragmented to schedule a Chicago, New York, Boston, Washington DC?

MR. SEDLAK: We're in contact all the time with other cities around the nation, how their systems are deployed. One of the things that we're looking at here is the regional aspect of transportation. It is regional. It goes beyond the borders into other counties, and this is a growing region. You know, you've heard some of the statistics. It's not going to stop. We don't foresee that at all.

One of the earlier gentleman made a comment of what will 600 cars do. Well, let me just put something in perspective. Every hour the three lanes of the freeway going northbound that are congested, highly congested, each lane carries about 2,000 cars per hour -- 6,000 cars. Think about a bank holiday. I don't know if anybody here works at banks, but think about that.

If there's a bank holiday or a federal holiday that is not followed by everybody else, it's about 10 percent of the load off of the roadway network. Take 10 percent or 600 cars off of the 6,000 in the peak hour, it makes a difference. You can see it on those days, and there's statistics that can prove that out. That's all I say. It's an ability to try to move people in higher occupant vehicles. That's one of the things.

AUDIENCE MEMBER: The only reason I bring that up is because other cities seem to use trains and subways, and you try to do it with buses.

MR. SEDLAK: First of all, you've got to think this -- again, this is an area that's a maturing system, a transit system. You do start with buses first. You generate higher levels of demand. You have higher density.

We're a very spread out region as everybody knows. That ultimately leads you to look at higher capacity forms of transit, various forms of trains. Commuter trains are like rail trains. They each have different applications across regions.

What we're trying to do is work within the financial constraints, also work with the fact that this is a growing area. So you do start with rubber transportation first. It gets people into vanpools, carpools, buses. We think that can make some headway.

Then, ultimately, there's a corridor along Alameda or along Kirby that, maybe, might lead itself to rail transportation to serve Brazoria County and point south longer term out. So it's a long-term objective. I hope that solves it. Thanks.

MS. WASKOWIAK: Yes, ma'am. Come on up.

MS. HARRISON: Hello. My name is Vicky Harrison, and I live in Southfork; and I'm opposed to the system.

Some of the things that were not addressed. Years back, one of the first Park & Ride areas was in Clear Lake, and they used to have security on site. I think most people would not be as opposed if there was security 24 hours a day on site if we're going to have to be involved or exposed to this area.

I also had a situation where I was hit on the freeway and was told that METRO was in charge of that area. I called Houston police. I was directed to METRO police. Then I was directed to another police. So I can see, because we're not annexed by Manvel, that we would be subject to whomever wants to assist us in the event that we have any issues -- security issues or safety issues.

No one has talked about the environmental issues that there will actually be other than drainage. I have actually developed retention ponds as an engineer. And our retention pond system will not be able to handle that access runoff from drainage, and our drainage is connected with the former rice fields here in the Pearland/Manvel area with the canal system.

And if we put more of this concrete, then that development would cause more runoff into our area, and you'd have to build a very large retention pond as you would in a chemical or a refining area to address the runoff for that drainage. So you would have a different water table due to that.

Also, is anyone here from the city of Manvel?

AUDIENCE MEMBER: No one. Of course not.

(Laughter)

MS. HARRISON: Also, does this affect our deed restrictions? Has anyone looked into the deed restrictions for Manvel/Pearland area? This will not only affect Manvel. It will affect Pearland. And I do not feel that those residents are aware of that, and those are the residents in Silvercreek and Silverlake because they're also going to have the excess traffic.

We have good corporate citizens with Pearland Town Center. There's an area behind Macy's and Dillards that's a large parking area. I frequent them all often. That rarely, even during the Christmas peak season area, is utilized. Why can't we work with our corporate citizens and use that area as part of the Park & Ride and have the --

(Applause)

MS. HARRISON: -- rather than have the traffic backing up, which it will back up past 518? You're going to take 30 minutes to get off of 288 and 30 minutes to get into 518.

So Pearland Town Center will lose business because no one will want to wait 30 minutes to get to the mall. You can have them park behind the mall to walk into your store. So you would have viewing access from all of the areas of Lake Jackson, Iowa City, Angleton that would park in your parking lot in the back and walk directly into your services.

MS. WASKOWIAK: Thank you, ma'am.

(Applause)

STAFF MEMBER: Let me, if I may, address the very last point that she brought up. As METRO had mentioned earlier, there's been a total of 18 different sites that have been evaluated over a period of time. We've actually, the City of Pearland, METRO, has actually approached the Pearland Town Center over a year ago, and then six months ago, and then two weeks ago. And because of the agreements that they have with their tenants, they're not in agreement with that spot.

AUDIENCE MEMBER: We're not either.

STAFF MEMBER: So we've already -- we have already explored that, and they've told us three no times -- three -- they told us no three times.

AUDIENCE MEMBER: How many times do we need to say no?

AUDIENCE MEMBER: I had a local politician tell me that Southern Ford is willing to negotiate, and they have been rebuffed.

STAFF MEMBER: Let me just -- thank you for bringing that up. But they've also been approached, and that's not a correct statement. And we've also -- METRO has recently spoken with them, and they're discussing that at this time period. But initially that was a site that was looked upon.

AUDIENCE MEMBER: Okay.

MS. WASKOWIAK: Yes, sir. I recognize you.

MR. BOOTHE: Yeah. I'm Jason Boothe, and I spoke Tuesday night. So I'll try not to do too much overlap. But I have three real quick things. One, just real quickly, I think describing this as being adjacent to our subdivision is deceptive, if not an actual misrepresentation, because you have to actually drive into the subdivision to get into it.

Two, Tracy brought up a good point, I thought, about the aesthetic thing, but this isn't just about aesthetics. This is about the quality of the neighborhood. This is about safety. Where that first entrance -- if you look at the diagram where the buses would be turning left -- if you look at the artist renditioning where they're turning left to the right is a residential street.

There are children that are gonna play there. There are homes there. It is not a safe thing. There are children who wait for the school bus there. And for those buses that are arriving every 12 minutes, you know, that's, what, six buses an hour or something like that.

But anyway, the second thing -- I'm sorry. The third thing was it was pointed out on Tuesday night that as far as security, we've had officers from METRO on Tuesday night and tonight. But it was pointed out, as far as security for our subdivision, that's the Harris County Sheriff's Department.

AUDIENCE MEMBER: No. Brazoria County.

MR. BOOTHE: I'm sorry. Brazoria County Sheriff's Department. Sorry. I work in Harris County. Brazoria County Sheriff's Department. Are they here tonight? And if so, why not? Because it was pointed out that we needed to hear from them. We need to know if they're on board with this. Is that the reason that they're not here?

MS. WASKOWIAK: To my knowledge --

(Applause)

AUDIENCE MEMBER: They're patrolling the streets.

(Laughter)

MS. WASKOWIAK: To my knowledge, they were not contacted to be here. And I think that was in the planning for the process. We just didn't know what we would hear from you all, that that would be an issue that came up. And so it's our fault.

Next. Yes, ma'am.

MS. ROBINSON: Hello. My name is Jennifer Robinson. I'm a real estate broker. I live in Southfork. I was one -- one of the homeowners who bought when the houses were 3 and \$400,000 in Southfork.

AUDIENCE MEMBER: Yeah.

MS. ROBINSON: So, you know, number one, it's just, you know, it's like no one is being considerate. We understand visions. That's why we was (sic) able to afford to buy houses. We are in business. We know as well, you know. But it's just not fair, number one.

Number two, it seems as though if we didn't have a willing seller, we wouldn't have a problem.

(Applause)

MS. ROBINSON: Because everybody else is saying no. They saying no to their tenants, I mean, these people who lease. We are homeowners. We pay major taxes in Manvel.

(Applause)

MS. ROBINSON: My tax is over \$15,000 just for one year. I mean, we've been spending all our money -- having bills up, everything around us, for the Town Center. All this money is being used for the streets and everything. We should not have to go through this. And we should be able to get with our homeowners association president, and we should all supposed to be able to get together and work it out.

(Applause)

MS. ROBINSON: Okay. Because Southfork was put there -- yes, people will tell you anything to buy a home, but that's not the way it's supposed to be. I mean, we are in here for the American Dream. You don't give a person American Dream and just take it away from it (sic) and not have no consideration or care or anything about those people. That's not right.

And we have homeowners association. We all pay dues. We all supposed to work together. We supposed to get together. And if we need to get together with the president, the developers, then we all just get together and say what is best for Southfork. We will support whatever the developers need for us to do, for us to look good in Southfork.

We want to bring people to Southfork. We still want people to live in our subdivision. We want good people in our subdivision. We want good things in our subdivision.

(Applause)

MS. ROBINSON: We want our children to feel good about where they are. We want to feel good about where we are. We don't want to be spending this amount of money and not feeling good about paying that high mortgage every month. I mean, it's just not right.

(Applause)

MS. WASKOWIAK: Others who would like to --

AUDIENCE MEMBER: Who is the president of your HOA?

AUDIENCE MEMBER: Tracy.

AUDIENCE MEMBER: He's right back here.

AUDIENCE MEMBER: Tracy's gone.

MS. ROBINSON: But anyway, I'm sorry. But anyway, all I'm saying is we have a (sic) abandoned building with our Southfork Center.

AUDIENCE MEMBER: Yeah.

MS. ROBINSON: The building has been foreclosed. The building is just -- it's being deteriorated. It was a beautiful building. I mean, we need to try to get together and try to see if we can salvage our building. That's supposed to be where we can have our family gatherings, our weddings, our children to have parties and graduations.

(Applause)

MS. ROBINSON: I mean, we can just get together as a subdivision, and we can try to save our Southfork. Southfork is not here to be thrown away. It wasn't built to just to turn to trash.

And it seem as though if all these things coming, all these people from all over can just walk in our neighborhoods and fish in our lakes, don't have to pay what we pay and enjoy our amenities, and yet we have to worry about somebody breaking in our homes. I mean, it's not going to be 24/7. Nobody is gonna want to trust 24/7 with all these different people coming in. We don't even know who they are.

And then we supposed to be a gated community at one time, and now we just wide open to the whole world. It is not right, and I think we need to get together as a subdivision and make Southfork be what Southfork is supposed to be.

(Applause)

MS. ALEXANDER: Hello. I'm Monica Roberts Alexander, and I'm opposed to this proposal of this Park & Ride. And I just want to stress to the Southfork residents that our elected officials work for us.

AUDIENCE MEMBER: Right.

AUDIENCE MEMBER: Right.

MS. ALEXANDER: So it is our duty to make sure we hold them responsible.

AUDIENCE MEMBER: That's right.

AUDIENCE MEMBER: Absolutely.

MS. ALEXANDER: And, also, Donna Vesik, right here, she is kind of our community liaison. So if you have any issues or any problems, you can give your e-mail to her, and she'll keep you posted on what's going on in the community.

AUDIENCE MEMBER: She's volunteered to do this and done it well.

MS. ALEXANDER: Yes.

(Applause)

MS. BOULEY: Hello. My name is Melinda Bouley, and I oppose this project here in Southfork. Park & Ride, great, but not in Southfork, please.

I just have one question, and that is: How much exactly is this land going for?

AUDIENCE MEMBER: Whoa.

(Applause)

MS. WASKOWIAK: I don't think we can answer that. There's no -- this is like any real estate deal. It would have to be negotiated. But right now, we're not even at that stage of negotiating a price.

What I'm saying is, remember the slide about the whole federal process? Nothing - nothing can be purchased. The federal dollars cannot be used to buy this land until the Federal Transit Administration signs off on that. And they have not done that. They are waiting to get information about what you all think. And I think we're hearing that pretty loud and clear. They will hear it, too.

(Applause)

MS. WARD: Good afternoon. I'm a Southfork resident. I'm against it. We have talked about all of this about why we don't want it and so forth and just saying that we don't have to have -- three people said no, and it was done. We've had a roomful of people that say no. How do we get it not done in our subdivision?

AUDIENCE MEMBER: Right.

(Applause)

MS. WASKOWIAK: Ma'am, ma'am. Could we get your name just for the record?

MS. WARD: Ms. Ward. Jodey Deyce Ward. You will not be able to spell it.

COURT REPORTER: Could you please write it down for me? Thank you.

AUDIENCE MEMBER: Will there be more public meetings?

MS. WASKOWIAK: I don't know that there will be more public meetings on this particular location. I'm not sure that it doesn't warrant it, to tell you the truth. It's been a pretty consistent message. If there was another site that was identified, we would go through the same process, and there would be meetings on that location.

AUDIENCE MEMBER: So if they're not warranted, does that mean it's off the table?

MS. WASKOWIAK: I won't say it's off the table because that's not my decision to make. It's the decision of a bunch of different boards and your elected officials. But they too have been sitting here.

And I will say Mayor Martin of Manvel was at the meeting on Tuesday. She was there through the entire meeting. So she heard every word. Mayor Reid has been to both meetings. He's heard every word. Commissioner Rhoden, same thing, heard everything. So these are the people who need to hear, and they have.

Yes, sir.

AUDIENCE MEMBER: I think the only elected official we have here is our commissioner; is that correct? Who represents Southfork? Any elected official that we fall in their district or our area? How do you stand on this location?

(Laughter)

AUDIENCE MEMBER: Whoa.

COMMISSIONER RHODEN VAUGH: I am definitely in favor of Park & Ride.

AUDIENCE MEMBER: Okay.

COMMISSIONER RHODEN VAUGH: And I think most of you are as well.

AUDIENCE MEMBER: In our subdivision. In our subdivision, not just Park & Ride.

COMMISSIONER RHODEN VAUGH: Well, let me finish my -- I didn't interrupt you.

AUDIENCE MEMBER: I'm sorry.

COMMISSIONER RHODEN VAUGH: That's okay.

I am in favor of Park & Ride. I have heard you Tuesday night, and I've heard you tonight. And I know that you are not in favor of a Park & Ride near your subdivision. So as your representative, I will have to say that I am not either.

AUDIENCE MEMBER: Okay. Thank you.

AUDIENCE MEMBER: Thank you.

(Applause)

MS. WASKOWIAK: We have only a few minutes left. I told you at the beginning that we have a time limitation on this room. So we're going to have a couple of hands raised. If we can get through those real quickly, we can go outside in the lobby and continue to try to answer questions. But we do need to be out of this room in just about now. So we'll go through it quickly.

Yes ma'am, and then I'll come to you, sir.

MS. HARPSKIN: My name is Melinda Harpskin, and I live in the Southgate subdivision. And if you decide to put it behind us on that 40 acres, I expect everybody to be at that meeting, too.

(Laughter)

(Applause)

MS. HARPSKIN: My question is you say at some point you would expand. Is there room there to expand?

AUDIENCE MEMBER: No.

AUDIENCE MEMBER: They'll build another one.

MS. WASKOWIAK: The answer is yes.

Same person. Yes, sir.

MR. De La PENA: Yeah. My name is Derek De La Pena. I'm a Southfork resident, and I'm actually for the Park & Ride. Just kidding.

(Laughter)

MR. De La PENA: Seriously, totally against it. And my question has to do with how many studies have been done with Park & Rides in the entryway of a subdivision? I'd be willing to bet you, you cannot get a sample size to do the study because it's common sense for safety reasons not to do that.

And more than that, it's just simple common sense from a humanity standpoint not to do that to people that live there. So I guarantee you can't show us a study of a bunch of places that this has been done.

(Applause)

MS. WASKOWIAK: We're going to have to continue the --

COMMISSIONER RHODEN VAUGH: Pat.

MS. WASKOWIAK: Yes?

COMMISSIONER RHODEN VAUGH: We have this one lady, and that's it.

MS. WASKOWIAK: Okay. Let me just say this.

Ma'am, could you come up?

If you do have a comment card, please hand it to someone wearing a name badge. Before we leave, too, I just want to see, is there general support for Park & Ride service in northern Brazoria County?

AUDIENCE MEMBER: Yes.

(Applause)

AUDIENCE MEMBER: Somewhere else.

MS. WASKOWIAK: Somewhere else. Got it.

MS. BERNARD: Hello. My name is Yolanda Bernard, and I am against this. I do ride Park & Ride, but I park at Target. So I'm not bothering anybody. I'm not in anybody's neighborhood. But I work at M.D. Anderson, right next to the METRO. UT police had to be beefed up at M.D. Anderson because of that Park & Ride.

AUDIENCE MEMBER: Thank you.

(Applause)

MS. WASKOWIAK: I want to thank you all for coming. We appreciate everything you've said. Please check our Web site if you want to see the follow-up or records of this meeting. Good night.

AUDIENCE MEMBER: Thank you.