

TEXAS DEPARTMENT OF TRANSPORTATION
PLANNED IMPROVEMENTS ON INTERSTATE 820 FROM IH 35W TO
SH 121/SH 183/SH 26
PUBLIC HEARING
RICHLAND HILLS CHURCH OF CHRIST, NORTH RICHLAND HILLS,
TEXAS
TUESDAY, JULY 1ST, 2008

REPORTED BY: ROBYN WARD, CSR #8290



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1 P R O C E E D I N G S

2 MS. CHAVEZ: Okay. Let's go ahead and
3 get started. It is now, by the clock on the wall here,
4 it's about two or three minutes after 7:00. I'd like
5 to convene this public hearing for the planned
6 improvements of interstate -- Interstate Highway 820
7 from IH 35W to State Highway 121/183 State Highway 26,
8 the -- essentially, the Northeast Mall interchange.

9 Good evening and welcome to this public
10 hearing. My name is Maribel Chavez, I am the District
11 Engineer for the nine counties for Fort Worth District
12 of the Texas Department of Transportation, also known
13 as TXDOT. On behalf of the Department, I'd like to
14 express my -- my thanks for everyone to -- for coming
15 out to these -- this public hearing. I'd also,
16 especially, like to thank the -- the Richland Hills
17 Church of Christ for -- for allowing us the use of this
18 wonderful facility. They've allowed us to use this
19 facility for some of the public meetings that we've
20 conducted in the past. And -- and so I -- I did thank
21 the -- the -- the members of the church and the church
22 for allowing us the use for this public hearing.

23 Today we're in the final stages of the
24 public involvement, our public hearing. And we're
25 making, both, audio and video recordings of the

1 hearing, so that your statements can be accurately
2 transcribed and understood. And those are available to
3 the public upon request. I'd like to give you some
4 background information concerning the proposed project
5 and the proposed implementation of the project due to
6 some of the funding constraints that we have.

7 We began looking into reconstructing
8 Interstate 820 as far back as 1992. We first brought a
9 plan to the public at a public meeting in June of 19 --
10 1993 to reconstruct IH 820 with express lanes. And
11 during -- upon further development of that plan, it was
12 determined that the projected traffic volumes for the,
13 then, design year, which is, typically, 20 years in the
14 future, but we -- we -- we -- we realized that the
15 projected traffic volumes for that design year could
16 not be accommodated within the lane configuration that
17 we had -- we had -- we had presented to the public. So
18 the Department, in conjunction with the Texas
19 Transportation Institute out of Texas A&M and the
20 Metropolitan Planning Organization or the North Central
21 Texas Council of Government for -- for this area, began
22 studying the facility to accommodate high occupancy
23 vehicles also known as HOV lanes.

24 This study, along with a Value
25 Engineering study that we coordinated with the local

1 governments, long before, in 1997, was well underway
2 when -- when inflation of construction costs beyond --
3 beyond the -- beyond the historical averages really
4 started to rise and -- and -- and -- and cost us to
5 have to relook at our project.

6 These -- these higher construction
7 costs, then, impacted our ability to advance, not just
8 this -- this project, but many of the needed
9 infrastructure improvements. Funding shortfalls, have
10 created the -- an inability for -- for us to -- to fund
11 multiple large freeway projects in a reasonable
12 timeframe.

13 And in recent years, the Texas
14 Transportation Commission worked with the Texas
15 Legislature and Texas voters to adopt funding
16 strategies to help us expedite much needed
17 transportation projects. Some of these funding
18 strategies are -- are, as examples: Creation of
19 regional mobility authorities to fund projects, also,
20 the ability to sell bonds and the ability to enter into
21 public-private partnerships to design, build and
22 maintain some of these transportation facilities.

23 These public-private partnerships a --
24 allow TxDOT to enter into an agreement with a
25 private -- private company called a Comprehensive

1 Development Agreement or CDA. TxDOT has pursued CDA's
2 to help us deliver and maintain proposed highway
3 improvements sooner by helping -- offering our -- our
4 funding sources, our traditional funding sources.

5 The managed lane concept was
6 incorporated into the IH 820 project. The managed
7 lanes are dedicated lanes that users will pay -- pay a
8 fee to use. A managed lane facility is one that
9 increases freeway efficiency by packaging various
10 operational and design actions. Lane management
11 operations may be adjusted at any time to better match
12 regional -- regional goals.

13 This IH 820 segment is part of what we
14 call the North Tarrant Express, that is being developed
15 as a CDA. Other portions of the North Tarrant Express
16 are -- are along the IH 35W corridor, other segments of
17 IH 820 and also along State Highway 121/183, also known
18 as Airport Freeway. The North Tarrant Express project
19 is a 36 mile -- 36-mile project, with a total
20 project -- total project cost approaching about \$4
21 billion.

22 The CDA would be a long-term agreement
23 with all construction, maintenance, operation, design,
24 right of way utilities and other items, such as,
25 inflation borne by the private sector team.

1 It is TxDOT's belief that through the
2 CDA process, projects like IH 820 and others will be
3 able to move forward to construction with
4 implementation coming far sooner than waiting to
5 accumulate enough funding to implement these large
6 corridor projects in a piece meal fashion over many
7 years of construction time.

8 Typical traditional timeframes
9 associated with implementation of a project, such as
10 this section of IH 820, would be completion of the
11 public involvement process similar to where we are
12 today; then, approximately, after public involvement,
13 that you -- then you have, about, two to four years
14 of -- of right of way acquisition, utility relocation
15 and a detailed plan -- plan development or the design
16 of -- of the project. After -- after you complete
17 these items, then, the proposed facility could begin
18 construction, most likely in phases, due to funding
19 constraints.

20 Through the CDA process, the activities
21 associated with implementation are concurrent so that
22 the right of way acquisition, the utility adjustments,
23 the design and construction are continually ongoing,
24 thereby, delivering the project sooner than the
25 traditional sequential methods. It is anticipated that

1 through the CDA process, construction may begin as
2 early as 2009.

3 I will now call on Judy Anderson, our
4 District Programs Administration Engineer, to further
5 outline, for you, the purpose and the procedures for
6 this hearing and to provide you a project -- a project
7 introduction. Judy.

8 MS. ANDERSON: Good evening. I am Judy
9 Anderson, the Programs Administration Engineer for the
10 Texas Department of Transportation Fort Worth District.

11 I want to give you an idea of about how
12 much longer we have of presentation time. We're
13 anticipating it'll be about 30 to 40 minutes more
14 presentation before we get our break.

15 First, I want to emphasize the
16 difference between a public meeting and a public
17 hearing for -- for transportation projects. Meetings
18 are informal in nature, and there's a gathering of
19 information or exchange of information with questions
20 being raised and answered in dialogue during the course
21 of the meeting.

22 Hearings, on the other hand, are formal
23 and are to present information to you, the attendee,
24 about a recommended plan derived from input from
25 previous public involvement activities and design

1 considerations. More specific information about
2 hearings, your rights and your ability to make
3 statements, will be given as -- later as we proceed.

4 The state and federal governments have
5 various laws, regulations and guidelines that outline
6 the processes whereby public awareness of system
7 planning and project planning can be assured. The
8 opportunity for public involvement in these
9 developmental phases can be realized in conjunction
10 with technical, social, economic and environmental
11 conditions.

12 As a part of our public involvement
13 process in developing highway projects, we have public
14 meetings and hearings as a matter of in -- public
15 information for those people who are going to be
16 affected by a project, and for those who have a need to
17 be aware of the project design. In addition, hearings
18 are held to receive formal statements from the public
19 regarding facets of the project that may be of concern
20 to any individual or group. All of the oral
21 statements, written statements and exhibits received
22 will be careful -- will be given careful consideration
23 in the final stage of the development of this project.

24 When TXDOT submits a plan for any
25 project that involves significant right of way

1 acquisition, additional mobility or other potential
2 significant impacts, regulations require that the
3 department certify that it has held a public hearing or
4 has afforded an opportunity for such a hearing; that it
5 has considered the economic and social effects of such
6 a project, its impact on the environment and its
7 consistency with the goals and objectives of planning,
8 promulgated by the communities involved.

9 In accordance with these processes, a
10 notice of public hearing was published on Sunday, June
11 1st, 8th, 15th and 22nd in -- of this year in the Fort
12 Worth Star-Telegram. A Spanish version of the notice
13 was published in La Semana on Friday, June 6th, 13th
14 and 20th of this year, and La Estrella on Sat --
15 Saturday, June 7th, 14th and 21st of this year. In
16 addition, adjoining property owners and public
17 officials were mailed individual notices.

18 Adjoining property owners are identified
19 by using county tax rolls and previous public meeting
20 sign-in sheets; therefore, if the tax rolls are updated
21 after the department receives a list or you did not
22 attend previous meetings held, you may not have been
23 included on the list. Hopefully, everyone interested
24 was made aware through their neighbors or other media
25 notices.

1 As for the agenda today, I will outline
2 procedures for this hearing and provide an introduction
3 to the project. The project design engineer will then
4 discuss the recommended project and bring out various
5 aspects of the proposed plan. Following that, a
6 representative from our District Right of way office
7 will discuss with you the right-of-way acquisition and
8 relocation procedures. Local elected officials
9 attending this evening will then be introduced.

10 We will then take a recess for about 20
11 minutes to allow everyone time to look at the displays
12 in more detail. Several individuals involved in the
13 project, will be on hand at the displays to assist you
14 with questions you may have and to help you understand
15 how the project will affect each abutting property.

16 After the recess, the floor will be open
17 for statements so that we may have the benefit of your
18 concerns about the project. This time will be strictly
19 for statements only, with your stated concerns being
20 responded to only in the written summary and analysis
21 of this hearing.

22 In response to the statements, we may
23 alter the plan, if a feasible and prudent adjustment is
24 possible. If altered, we will meet with the affected
25 property owners to discuss the alterations. Bear in

1 mind that statements should be made to tell us what you
2 like about the project as well as what you don't like.
3 There have been cases where the project was revised in
4 response to negative statements, only to learn that we
5 changed something that others wanted that had not
6 voiced their opinion. Help us to make as balanced of a
7 design as we can, that will accommodate the needs of
8 everyone by telling us about your needs, both pro and
9 con.

10 Written statements will be received
11 through July 14th, 2008 and may be submitted to the
12 address located on the back of the written statement
13 form. This form is located at the registration table.
14 If you did not receive one when you came in, please
15 feel free to get one during the break or after the
16 hearing.

17 If you desire to speak today, please
18 fill out a form at the registration desk before the
19 recess is over. However, if you do not register, the
20 floor will be open for other statements before
21 adjournment.

22 In order to move the hearing along, we
23 ask that all statements be limited to a maximum of
24 three minutes. If your oral statement will exceed
25 three minutes, please furnish us a written statement.

1 You may include any information you feel is necessary
2 to explain your concerns, such as, graphs, charts,
3 tables, drawings or photographs. Please submit all of
4 this information in hard copy.

5 Now I would like to give you a brief
6 introduction to the Interstate 820 proposed project.
7 TxDOT has two concurrent processes underway, the
8 procurement process for the CDA and the process of
9 addressing the enviromental impacts associated with the
10 recommended plan. Regardless of how we ultimately
11 implement the project, all environmental impacts
12 associated with the proposed project must be addressed
13 per state and federal law. Today, we are presenting
14 our findings for the recommended plan of the
15 engineering and environmental studies for the proposed
16 reconstruction and expansion of Interstate 820.

17 Highway planning and construction
18 requires close cooperation among all levels of
19 government. The proposed project is being developed by
20 TxDOT in cooperation with the cities of Fort Worth,
21 Haltom City, North Richland Hills, Tarrant County and
22 the Metropolitan Planning Organization.

23 In 1961, a preliminary geometric layout
24 for existing H -- IH 820 was approved. And in 1968,
25 construction of the facility was complete. The

1 corridor, which remains much the same today, consists
2 of a four-lane freeway with access entrances and exits
3 and inter -- intermittent frontage roads. The existing
4 right of way is, typically, 350 feet wide.

5 After nearly 40 years of service, local
6 growth of surrounding communities has generated
7 transportation demand that exceeds the existing
8 facility's capacity. The freeway, with projected 2010
9 average daily traffic exceeding 214,300 vehicles per
10 day, has become obsolete and in need of updating and
11 expansion to accommodate the current standards and
12 travel demand.

13 Studies began in 1992 to develop a -- a
14 feasible and prudent -- feasible and reasonable plan
15 for roadway improvements along the IH 820 corridor.
16 There have been two previous public meetings. The
17 first was conducted in June -- on June 3rd, 1993 and
18 the second on April 27th, 2006. Yes, this is a large
19 gap in time in which it appears nothing has happened;
20 however, due to the traffic demand and the funding
21 issues previously referred to, during this time, the
22 proposed plan has been significantly altered and TxDOT
23 has been seeking ways to implement the project in a
24 more timely fashion than the traditional methods allow.

25 The projected 2010 traffic volume,

1 again, 214,300 vehicles per day. The traffic volumes
2 for 2030 are projected to be 321,400 vehicles per day,
3 an increase of, approximately, 50 percent. This
4 increase is based on the development in the area as
5 well as an expected population growth in the
6 Dallas/Fort Worth region, which is currently around 5.6
7 million and is expected to exceed 9 million in 2030.

8 Interstate 820 is a regional corridor
9 that impacts not only those adjacent to the facility,
10 but those that use the facility to travel to other
11 regions -- other areas of the region. The need to
12 provide congestion relief by expanding the capacity of
13 the facility and to also provide safety to the users by
14 upgrading the facility are the primary goals of this
15 proposed project, while minimizing the negative social,
16 economic, environmental effects.

17 An environmental document for Interstate
18 820 has been prepared in accordance with the National
19 Environmental Policy Act or NEPA. The document covers
20 the social, economic and environmental effects of the
21 proposed improvements to Interstate I 820 from I 35W to
22 State Highway 121 to Highway 183/State Highway 26 or
23 Northeast Mall interchange. These improvements include
24 the interchange with I 35W, its connections to the
25 north, south and west; the managed lane connections to

1 State Highway 121/183 or Airport Freeway to the east;
2 and the managed lane connections from 121/183 to 820
3 south. The document includes information covering
4 impacts associated with tolls, air quality, noise,
5 water quality, vegetation, archeology, historical
6 properties and other -- and along with other aspects of
7 the project.

8 Tolls for the managed lanes will be
9 based on regional toll policy developed by the Regional
10 Transportation Council, a group of transportation
11 officials from the area, including local governments.
12 As described previously, managed lanes allow for
13 flexibility in pricing to accommodate the traffic
14 demands on the facility. In addition, per federal
15 requirements, these facilities have been identified in
16 the Metropolitan Transportation Plan which was
17 presented to the public in public meetings held in
18 October and November of 2006. In addition, there was a
19 60-day remove period for the Metropolitan
20 Transportation Plan and a 30-day comment period that
21 culminated in the Regional Transportation Council's
22 adoption in June -- January 2007 with the Federal
23 Highway Administration approval received in June 2007.

24 Section 4(f) of the U.S. Department of
25 Transportation Act of 1966 requires that the proposed

1 use of any land from a significant republic -- from a
2 significant publicly owned park or recreation area,
3 wildlife refuge or historic site that is listed in or
4 is eligible for listing in the National Register of
5 Historic Places be given special consideration. Final
6 action requiring the acquisition of such land must
7 document that there are no feasible and prudent
8 alternatives to its use and a full evaluation of
9 measures to minimize harm to that resource must be made
10 and documented.

11 This project will require right of way
12 from two section 4(f) properties. They are North
13 Richland Hills Tennis Center and North Richland Hills
14 Athletic Center. Approximately, 0.58 acre of property
15 is needed from the North Richland Hills Tennis Center;
16 this area will not require the acquisition or
17 displacement of any tennis courts, but will be limited
18 to the green space between the tennis courts and the
19 relocated frontage road. Approximately 0.52 acre from
20 the North Richland Hills Athletic Center is required;
21 this area will not displace the Athletic Center, but
22 will require some reconfiguration of entrances and
23 parking modifications to accommodate the relocated
24 frontage road.

25 Vegetative impacts associated with this

1 project would be minimal, but would occur due to the
2 proposed right of way for the new facility; however,
3 care will be taken to avoid trees that are outside the
4 areas of conflict with the roadway construction and
5 operation. Air quality may improve due to the
6 reduction in congestion along the corridor; however,
7 because nine counties in the Dallas/Fort Worth area --
8 region are classified as non-attainment for ozone, it
9 is doubtful that the project, in itself, would
10 substantially change the overall status of the air
11 quality in the Dallas/Fort Worth region.

12 A noise analysis for the proposed
13 improvements to Interstate 820 have been conducted.
14 For this project, the model utilizes the 2030 traffic
15 data for determining those noise impacts. The model
16 indicates that there will be impacts associated with
17 the expansion of Interstate 820 and indicates locations
18 where the noise levels are projected to exceed the
19 national -- excuse me -- the Noise Abatement Criteria
20 set by the Federal Highway Administration. At this
21 time, we anticipate use -- utilizing noise barriers.
22 The following locations are proposed for noise
23 abatement: A noise barrier between US 377/Denton
24 Highway and Iron Horse Drive on the north side; a noise
25 barrier between Vance and Holiday Lane on the south

1 side.

2 The final location of noise abatement
3 will be determined during noise workshops that will be
4 conducted during the detailed plan phase of the
5 project. The abutting property owners will be given
6 the opportunity to participate in these workshops.
7 Noise barriers will be implemented during the project
8 construction after all grading operations in the area
9 of the barrier is completed.

10 Based on the studies thus far, the
11 environmental document indicates that the preferred
12 alternative would result in a finding of no significant
13 impacts.

14 Now, I want to introduce our consultant
15 project engineer, Mr. Darrell Thompson, with Jacobs
16 Engineering, who will give you a brief overview of the
17 preferred project improvements.

18 MR. THOMPSON: Good evening. The
19 presentation tonight will cover the proposed
20 improvements to Interstate 820 from 35W to State
21 Highway 121/183 and 26.

22 This project is a portion of the North
23 Tarrant Express. The improvements planned for the
24 North Tarrant Express corridor include continuous
25 managed lane improvements designed to enhance mobility

1 throughout the area.

2 The existing IH 820 facility is a
3 four-lane freeway with discontinuous frontage roads
4 serving commercial and residential properties along the
5 roadway.

6 It is not anticipated that improvements
7 to Interstate 820 would substantially change any
8 existing or future land usage in the project area.

9 The proposed IH 820 facility is a
10 six-lane freeway with four additional managed lanes in
11 the center and two-lane discontinuous frontage roads.
12 There is a traffic barrier separation between the
13 managed lanes and the general purpose lanes indicated
14 by the asterisks.

15 The existing IH 35 facility is a
16 four-lane freeway, again, with discontinuous frontage
17 roads.

18 The proposed IH 35 facility is an
19 eight-lane freeway with four additional managed lanes
20 in the center and two to three lane discontinuous
21 frontage roads. There is a traffic barrier separation
22 between the managed lanes and general purpose lanes.
23 Again, it's indicated by the asterisks on the screen.

24 We will describe access within the
25 facility as we go through a 3-D visualization of the

1 project.

2 Just to orient you as -- as we begin, on
3 the upper, right-hand side of the screen will be a
4 north arrow that adjusts as the visualization changes
5 perspective. This will always let you know which
6 direction the visualization is going. There is also a
7 location map with a red circle that indicates where we
8 are within the corridor. As the 3-D visualization
9 model moves through the project, I will highlight some
10 of the project's geometric design.

11 We start by traveling northbound on
12 Interstate Highway 35W from Meacham Boulevard and the
13 IH 820 interchange is on the horizon. Notice the four
14 managed lanes in the center of IH 35W and three general
15 purpose lanes in this location as we approach the
16 interchange on either side. As you will see shortly,
17 this is the same configuration as is on Interstate
18 Highway 820. As we get closer to the interchange, you
19 can see the direct connectors emerging from the managed
20 lanes and the general purpose lanes to connect to the
21 Interstate Highway 820 facility. You are now getting a
22 bird's eye view of the interchange. The direct
23 connections for the general purpose lanes provide
24 access in every travel direction with conventional
25 ingress and egress from the right. The managed lanes

1 on Interstate Highway 35W go through to the north of
2 the interchange terminating near Eagle Parkway. Within
3 the interchange, IH 35W goes over Interstate Highway
4 820. There are frontage roads in all four interchange
5 quadrants.

6 The colored roadway plaques will
7 indicate the roadway is either Interstate 35W or 820.
8 Starting from Mark IV Parkway, we now travel eastbound
9 and on Interstate Highway 820. There is a conventional
10 diamond interchange serving Mark IV Parkway. The
11 managed lanes begin here. Access into and out of them
12 occurs just west of the interchange through slip ramps.

13 Continuing eastward, you can see the
14 managed lanes in the middle and the direct connectors
15 dropping down to the at grade general purpose lanes.
16 The most outside roadways on either side represent
17 frontage roads. The managed lanes are in the middle,
18 again, the general purpose on both sides, and the
19 frontage roads are on the outside. On the left, is a
20 westbound exit ramp serving the westbound 820 frontage
21 roads and the northbound 35W frontage road.

22 We continue east toward Beach Street
23 which is served, again, by a conventional diamond
24 interchange. IH 820 goes over Beach Street just as it
25 does now. Note the eastbound exit to Haltom Road and

1 the westbound entrance ramp from Haltom Road. You can
2 now see the wishbone ramps that permits managed lane
3 entrance and exits prior to Haltom Road to and from the
4 west. Haltom Road is served by a diamond interchange
5 with jug handle access from the current Haltom Road to
6 the frontage roads as you can see in just a minute, as
7 you can see here. This allows Haltom Road to be
8 grade -- grade separated from the frontage roads.

9 Continuing eastward, you can see the
10 Union Pacific Railroad. The existing frontage roads in
11 this area are discontinuous, but with the project, they
12 will be made continuous under the Union Pacific
13 Railroad ending at the 3 -- US 377/Denton Highway
14 Interchange. Note the retaining walls on the eastbound
15 and westbound frontage roads.

16 The animation will now change directions
17 and proceed from the IH 820/State Highway 121/183
18 interchange and proceed to the west.

19 The first thing you'll notice here is
20 that the four managed lanes are elevated over the
21 existing IH 820 general purpose lanes. The managed
22 lanes will continue through the interchange to 121/183
23 to the east. Managed lane connections have been added
24 to and from the south connecting State Highway 121/183
25 to Interstate Highway 820.

1 On the right side is the westbound State
2 Highway 26 entrance to the general purpose lanes and
3 are -- and next to it is the westbound exit to
4 Holiday -- Holiday Lane. On the left is the eastbound
5 exit to State Highway 26, which is the portion of the
6 State Highway 26 diamond interchange. From this point
7 west, we are reconstructing Interstate Highway 820.

8 You can now see the op -- the managed
9 lanes, again, operating in the middle and the general
10 purpose lanes operating on either side as we approach
11 Holiday Lane. We're now approaching Rufe Snow, which
12 remains a full diamond interchange. There are slip
13 ramps from the managed lanes to the general purpose
14 lanes to and from the east at this location.

15 The existing Rufe Snow bridge will be
16 utilized as it is today. Iron Horse Drive will be
17 served with a diamond -- with a half diamond
18 interchange to and from the east with an eastbound
19 frontage road added between Iron Horse and Rufe Snow
20 Drive.

21 Approaching Iron Horse Drive, you can
22 see the drop ramps coming off the Iron Horse Bridge,
23 allowing access into and out of the managed lanes. In
24 the distance, you can see the Richland Hills Church of
25 Christ, where we are now, the commuter rail line and

1 the Iron Horse Golf Course.

2 We are now passing over the Iron Horse
3 Bridge and through the Iron Horse Golf Course there.
4 You can see the US 377 general purpose and managed lane
5 access. US 377 will be served by a diamond
6 interchange. Approaching US 377, you can see the
7 flyover ramps from the frontage roads that allow access
8 into and out of the managed lanes prior to US 377.
9 West of the US 377 bridges, you can see the half
10 diamond interchange that accesses Haltom Road.

11 I'll now turn it back over to Judy
12 Anderson.

13 MS. ANDERSON: Thank you, Darrell. At
14 this time, we will have our District Right of way
15 Administrator, Scott Hall, explain the right of way
16 acquisition and relocation assistance processes.

17 MR. HALL: Good evening. My name is
18 Scott Hall and I am the Right of Way Administrator for
19 the Fort Worth District. As it has been described, we
20 will need to purchase additional right of way for this
21 project. One of the fundamental rights of our
22 constitution is to guarantee the right of private
23 ownership of property. This right is documented in the
24 first amendment to the constitution.

25 Many years ago, it became apparent that

1 supporting infrastructure would be necessary if our
2 country were to continue to grow and prosper. The land
3 requirements of this infrastructure are what prompted
4 the passage of the eminent domain laws as documented in
5 the fifth amendment to the constitution. These laws
6 provide authority for government entities to acquire
7 property for needed public works projects, provided the
8 owner is properly compensated for the rights he or she
9 is losing.

10 The eminent domain laws apply only to
11 projects with a demonstrated public need. The Texas
12 Department of Transportation demonstrates the need for
13 projects by identifying operational deficiencies
14 through long range planning tools and building
15 compelling community support through public hearings
16 and coordination with local governments. This meeting
17 tonight is a part of that process.

18 To enhance and further ensure compliance
19 to the constitution, Congress passed the Uniform
20 Relocation Assistance and Real Property Acquisition Act
21 of 1970. This law establishes guidelines for the
22 acquisition of property and relocation of displaced
23 individuals and businesses in accordance with the
24 guarantees of our constitution. The first aspect of
25 this law deals with the acquisition of property. Our

1 procedures are structured to comply with all the
2 requirements of this law.

3 The sequence of the acquisition process
4 is as follows: A property owner must be notified in
5 writing of the need for his -- his or her property,
6 this usually is accomplished by one of our staff
7 members who have met with the owner to discuss the need
8 and a letter is sent to follow up the meeting. An
9 independent appraiser is then hired to do a detailed
10 appraisal of the property needed; these are independent
11 business people who provide appraisal services to
12 anyone in the community that has the need. The
13 appraiser must have the experience in appraising
14 properties similar to the subject property. Education,
15 certifications and work experience are reviewed prior
16 to making the work assignment.

17 The property owner will be given the
18 opportunity to accompany the appraiser when the
19 property is inspected. This is the option of the
20 property owner, but is strongly encouraged because no
21 one knows the property better than you. When the
22 appraisal is complete, it will be reviewed by a second
23 equally qualified appraiser who will certify that the
24 standards of the uniform appraisal practice were used
25 in determining the value.

1 A right of way agent will then make an
2 offer to the property owner based on the value
3 determined in the appraisal report. We make no attempt
4 to acquire the property for less than the appraised
5 value. The agent will then explain the impacts the
6 right of way taking will have on the remaining property
7 and try to answer any questions that the owner may have
8 at that time.

9 The owner is given a minimum of 30 days
10 to consider the offer. This can be extended, if
11 needed, and if our project schedule allows it. If the
12 owner -- if the offer is acceptable to the owner, a
13 closing at the title company is arranged. If the
14 property owner considers the offer unacceptable, the
15 landowner will be presented the options available to
16 him or her under the laws of eminent domain.

17 The second part of this law deals with
18 assistance available to occupants of displaced
19 properties. The basic procedures are as follows: At
20 the time of the offer of purchase or shortly
21 thereafter, a relocation assistance agent will meet
22 with the property owner or occupant to explain the
23 benefit of the program. This agent will work with the
24 displacee until the move is complete. Business
25 displacees are entitled to reimbursement of cost to

1 move personal property and inventories. Some business
2 reestablishment expenses are eligible for reimbursement
3 under this program.

4 Tonight, we have brought two brochures
5 that provide additional information concerning the
6 purchase of right of way and the relocation assistance.
7 They're at the back table back here and you can find
8 those pretty easily. In the months ahead, if you will
9 review these brochures, you will have a better
10 understanding of the process.

11 We anticipate that there will be about
12 122 parcels that will need to be acquired. We expect
13 three residences and three businesses will be
14 displaced. The information being presented tonight
15 represents the right of way requirements as near as
16 they can be determined at this time. It is possible
17 minor changes will have to be made as our planning work
18 is finalized. The Texas Department tran -- of
19 Transportation has a policy that individuals impacted
20 by the transportation expansion shall not be denied
21 benefits, excluded from participation or otherwise be
22 subjected to discrimination based on the grounds of
23 race, color, sex, age, handicaps or national origin.

24 In the months ahead, if you have any
25 questions or hear rumors about what's happening with

1 the project and right of way acquisition, please call
2 our office and we will get your questions answered as
3 quickly as possible. Thank you for your time.

4 MS. CHAVEZ: I was actually going to
5 call out and -- and recognize and thank all of the
6 elected officials in -- in various city and -- and
7 county staffs, but in the interest of time, maybe, I
8 won't call all of y'all out.

9 I do very much appreciate all of the
10 representations here today and -- and so let me just
11 thank all of you. And then when we open it back up for
12 public comments, then I'll recognize all of those folks
13 that -- that have asked to speak.

14 Do you want to go ahead and -- and give
15 them the -- the rest of the information, Judy?

16 MS. ANDERSON: All information developed
17 concerning this project, including the environmental
18 documentation is available upon request for -- for
19 public inspection and copying at the TxDOT District
20 Office, located at I20 and McCart Avenue in south Fort
21 Worth, also at the local city offices in Fort Worth,
22 North Richland Hills and in Haltom City. We have also
23 brought us -- a copy with us of the environmental
24 document with us tonight for your viewing during the
25 recess and after the hearing.

1 As a reminder, if you did not sign in
2 when you came in, please do so. This is for our
3 records in determining attendance in the hearing.
4 Also, please register at the registration table during
5 the recess if you desire to make a statement. We
6 will -- when we reconvene, you will be given the
7 opportunity to give your statement.

8 Before we recess, I would like to
9 introduce personnel from our staff and our consultant
10 staff that will be available at the display and in
11 selected areas to assist with orientation on the
12 drawings and to answer other questions in regard to
13 this project.

14 with the design staff, we have -- and
15 I'm going to have you guys wave your hand so folks can
16 see you, and I'll try and point them out. Curtis
17 Hanan, he's our TxDOT Transportation -- Advance Tran --
18 Transportation Planning Director. He's over there on
19 the far wall. John Tillinghast, he is our TxDOT
20 Project Manager. Darrell Thompson, who was up here
21 earlier, he's our Consultant Project Manager with
22 Jacobs Engineering. Rodger Clements. Rodger's way
23 back in the back over here and he is Consultant Project
24 Engineer with Jacobs Engineering. We have Maged Ghaly,
25 he's our Consultant Project Engineer from Jacobs

1 Engineering, he's over here in the far corner. And
2 Chris Hoff, where's Chris? Chris is right here on the
3 front row. He's also with our Consultant Project
4 Engineer from Jacobs Engineering.

5 From our right of way staff, we have:
6 Mr. Scott Hall, who was, also, up here earlier and --
7 our TxDOT Right of way Administrator. We have Frank
8 Burroughs, they're -- our -- our right of way staff,
9 these folks, are right back there in that corner.
10 Frank is with TxDOT right of way staff. We have Jeny
11 Houdman, she's also with right of way staff. And
12 Jeremy Tyson. Our right of way folks will probably be
13 located along that area. But most of y'all are
14 probably wanting to point out some things on the maps.
15 So they'll -- they'll go with you over to the maps,
16 where ever you want to go so they can address any of
17 your questions.

18 For the environmental side of the
19 project, I have -- we have myself, and I'll be back
20 there at this table right back in that -- right back
21 over there (indicating). We have Sandy Wesch-Schulze,
22 she's our Consultant Environmental Project Manager with
23 Jacobs Engineering. Sandy's back over in the corner.
24 And we have Nathan Drozd and he's also with the
25 consultant -- Jacobs Consulting Engineering.

1 we'll now take about a 20-minute recess
2 and, based on that clock back there, will put us about
3 three minutes after 8:00 p.m. to reconvene.

4 (Recess from 7:42 p.m. to 8:07 p.m.)

5 PUBLIC COMMENTS

6 MS. CHAVEZ: Okay. At this time -- at
7 this time, I'd like to go ahead and reconvene our --
8 our public -- public hearing. And -- and how I'd like
9 to start the -- the public comment part is by
10 recognizing and calling upon the public and -- and
11 elected officials or their representatives who have
12 requested to make comments.

13 MS. CHATHAM: That's not really
14 very fair --

15 MS. CHAVEZ: So I would like to start --
16 first of all, the -- the microphone is up here, if you
17 could please, if you will come, if you will state your
18 name and your -- your position, and the city or county
19 that you represent. The first --

20 MS. CHATHAM: The public officials have
21 spoken --

22 MS. CHAVEZ: -- the first --

23 MS. CHATHAM: -- first before --

24 MS. CHAVEZ: -- speakers who have
25 requested --

1 MS. CHATHAM: -- the public --

2 MS. CHAVEZ: Pardon me, ma'am --

3 MS. CHATHAM: -- officials have --

4 MS. CHAVEZ: -- I -- I am --

5 MS. CHATHAM: -- spoken first before --

6 MS. CHAVEZ: -- conducting this public
7 hearing --

8 MS. CHATHAM: -- and we never get a
9 chance, they never stay and listen to what the citizens
10 say --

11 MS. CHAVEZ: Ma'am --

12 MS. CHATHAM: -- that happened last
13 time.

14 MS. CHAVEZ: Everyone has an opportunity
15 to speak and I am going to try my best to give everyone
16 that time. And I will stay here as long as it takes to
17 hear you and everyone else.

18 MS. CHATHAM: But the public officials
19 have --

20 MS. CHAVEZ: Let me -- let me start
21 first with the Tarrant County Judge, Judge Glen Whitley
22 from Tarrant County.

23 Ⓟ JUDGE WHITLEY: I'm Glen Whitley, I'm
24 Tarrant County Judge. And come out here to speak
25 tonight in favor of this project. You know, I would

1 have to say that this is the last part of 820 to be
2 improved and it probably really should have been the
3 first part of it. While we've actually been
4 planning -- I know that it was mentioned that we
5 started this process in '92. It's probably quadrupled
6 in cost since that point in time, and the longer we
7 wait, the more those costs continue to go up.

8 None of us are excited about paying
9 tolls, but at the same time, we realize that we don't
10 have very many options. We're not -- there's not
11 enough funds either at the state or the federal level
12 to make all the improvements that we need. And so that
13 really leaves us with few options, tolls being one,
14 taxes being another or really doing nothing. And doing
15 nothing is certainly not the option.

16 We all probably sat in traffic tonight
17 just to get here. The thing that I want to compliment
18 on the project is the fact that we are adding three
19 lanes at the same time that we are adding a managed
20 toll lane. They're -- they're also improving the
21 access roads. So that is at least in -- in my opinion
22 something that we're -- we're not saying we're going to
23 reduce in any way, shape or form the free access that
24 we had before the project began, and we're moving
25 forward.

1 This project right now, this road area
2 right now is crippling our region, it's crippling it
3 from an air quality standpoint, it's crippling it from
4 an economic development and it's crippling it from a
5 quality of life. We've really got to stop discussing
6 this and we really need to move on as quickly as we can
7 to get this portion finished and complete so that we
8 can, then, move to the next portion, which is the
9 121/183 portion. Again, thank you very much. And,
10 please, let's move forward as rapidly as we can.

11 MS. CHAVEZ: Thank you, Judge. The next
12 speaker is Commissioner Fickes, Commissioner Fickes.

13 MR. FICKES: Thank you, Ms. Chavez, I
14 appreciate the opportunity to be here. When you
15 arrived tonight, did you notice anything different?
16 I'm telling you, you didn't. It's the same congested
17 freeway that we've had in Northeast Tarrant County for
18 the past 20 years. The only real difference is it's
19 getting worse every month. For the past 30 years, the
20 population of Texas has doubled to 25 million. In the
21 next 30 years, it'll double again to 50 million.

22 During that time, we have only added
23 15 percent of new lane miles. Each one of you here
24 tonight spends 57 hours a year in congested traffic,
25 this is over and beyond your normal drive time. This

1 equals almost one and a half weeks of work time, time
2 that you could be spending with your friends and
3 family. In the D.F.W. region, that congested cost is
4 over 5 billion dollars a year.

5 This project, the North Tarrant
6 Expressway is about drivers' choice. It offers hope to
7 the 450,000 residents of Northeast Tarrant County that
8 congested relief, and congested relief is on the way.
9 The 820 portion of this project takes the second most
10 congested area in the entire Dallas/Fort Worth region
11 and expands the open three lane capacity by 50 percent
12 to six free lanes with the additional four managed
13 lanes, the entire capacity is increased by 150 percent.
14 It's drivers' choice is what we're talking about.

15 If you choose to use the managed lanes,
16 you free up more capacity in the free lanes. Again,
17 it's your choice. We know the traditional funding
18 methods for expansion are no longer an option. It
19 would mean lining up against all the other projects
20 where TxDOT actually can only complete one in every
21 three projects that they get for funding and approved.
22 Yes, that's only one third of projects actually get
23 done in any kind of timely fashion.

24 In Texas, we only get 70 cents back for
25 every dollar we send in on our gas tax. On a state

1 level, funding is limited for new construction because
2 of the overwhelming cost to maintain the existing
3 roadways due to congestion and overcrowding. The
4 affect it has on you and your childrens' health and the
5 annual cost from your budget in dollars and more
6 importantly your time.

7 To say no to this project, is a slap in
8 the face to the citizens of Hurst, Euless, Bedford,
9 North Richland Hills, Richland Hills, Haltom City and
10 Fort Worth. These citizens have been promised relief
11 for decades. If we say no, we'll wait another couple
12 decades. It's about drivers' choice and it's about
13 time to do it now. Thank you.

14 MS. CHAVEZ: Next person that I'm going
15 to call on is the Mayor of -- of the City of North
16 Richland Hills, Mayor Oscar Trevino.

17 ③ MAYOR TREVINO: Good evening. I'm Oscar
18 Trevino, and I'm the Mayor of the City of North
19 Richland Hills. I want to first thank the Richland
20 Hills Church of Christ for, again, hosting this event
21 as they do very -- very many other events.

22 Since I was first elected to sit as city
23 council member back in 1999, I've heard residents
24 complain about traffic on Northeast Loop 820. And they
25 ask, when will something be done? I have consistently

1 told them, It's in the works and to be patient, it's
2 coming. Well, to be very honest, they're tired of
3 waiting.

4 we've talked -- we've been talking about
5 widening North Loop 820 since the early '90s. This
6 project is long overdue and it's time we stop talking
7 and start acting. We understand -- we understand that
8 there's a funding issue that TxDOT is facing, but we
9 cannot continue to accept the level of congestion that
10 we see everyday on the North Tarrant Express
11 (inaudible). The congestion from D.F.W. Airport from
12 35W and then north and south of 35W is in -- horrible.
13 And the citizens of this section of the region deserve
14 and demand better.

15 we've been working with so many and have
16 the support of so many officials, just to name a few,
17 Senator Kim Brimer, Senator Jane Nelson, Representative
18 Hancock, Truitt and Smith, County Judge Whitley,
19 Commissioner Fickes and the rest of the Commissioners,
20 Mayor Mike Moncrief, the Fort Worth Council on the
21 west, Mayor Saleh and her council to the east and all
22 those in between to come up with help and address the
23 needs of this congested artery.

24 we have solicited the support for this
25 from throughout the region and have to -- have full

1 support of the Regional Transportation Council on
2 getting this problem addressed and resolved. The
3 widening of Loop 820 through North Richland Hills and
4 the successful implementation of the North Tarrant
5 Express is essential to protecting the economy, the
6 quality of life and the air for the residents and
7 businesses in this region.

8 If we fail to move forward with -- with
9 this project, we'll spend even more time in gridlock
10 and we'll have less time with our families. And as
11 time goes on, the cost will -- the cost of relief
12 continues to increase. We'll waste more fuel and force
13 more emissions into our already polluted air. If the
14 gridlock continues, fewer and fewer people and
15 businesses will consider moving to this region, which
16 will hurt us all economically. It is also very likely
17 that some current residents will move away because they
18 can't stand the traffic.

19 Two to three years ago, we were here in
20 this very room talking about the same thing. The time
21 for talk is over, we need action. On behalf of the
22 65,750 residents of North Richland Hills and hundreds
23 of thousands of residents who travel through our
24 community, I urge you to please move forward without
25 further delay. This project is essential to protecting

1 the economy and the quality of life of North Richland
2 Hills and all of Northeast Tarrant County. Thank you.

3 MS. CHAVEZ: Next we have Mayor Pro Tem
4 of the City of North Richland Hills, Scott Turnage,
5 Mayor Turnage.

6 @ MAYOR TURNAGE: I'm Scott Turnage, I'm
7 Mayor of Pro Tem with the City of North Richland Hills.
8 In my regular job, I travel throughout the Dallas/Fort
9 Worth metroplex on pretty much a daily basis. People
10 say to me, gee, I feel sorry for you having to drive to
11 Dallas all the time. Well, I tell you, Dallas is a
12 piece of cake compared to driving on Northeast Loop
13 820.

14 Sitting in traffic is no way to live.
15 Our families deserve better, they deserve more time
16 together, they deserve less time waiting on the highway
17 in route to both their jobs and their homes. We
18 deserve clean air to breathe, we deserve quality
19 infrastructure that supports and sustains our
20 communities.

21 I am in strong support of the widening
22 of Loop 820. This project is necessary to keep our
23 roads moving smoothly, to protect our local air quality
24 and preserve our quality of life. I urge the state to
25 complete this project as quickly as feasible. Thank

1 you.

2 MS. CHAVEZ: Next we have councilman
3 with the City of North Richland Hills, Councilman Dr.
4 Tim Barth, Councilman Barth.

5 (B) MR. BARTH: It's a pleasure to be here
6 this evening and have an opportunity to speak to y'all.
7 I am Tim Barth the council member for the City of North
8 Richland Hills. As much as I hate gridlock and sitting
9 in traffic, I hate -- I hate even more all -- what all
10 the traffic is doing to our air quality and our health.
11 Other than in the Houston area, Tarrant and Denton
12 County suffer from the worst air pollution in Texas,
13 the rest of the metroplex is not far behind.

14 Prolonged exposure to ozone can damage
15 the respiratory and immune systems, leading to lung
16 disease, heart attacks and premature death. North
17 Texas residents are constantly fighting this by the
18 chronic exposure to high levels of ozone.

19 More than 55 percent of the increases to
20 ozone pollution in North Texas are admitted from cars
21 and trucks. In order to improve our air quality, we
22 have to keep long overdue highway improvements moving
23 forward. We have to eliminate the amount of time cars
24 and trucks are stuck in traffic on 820, as well as 183,
25 121, 114 and I35. These improvements will result in

1 better air quality and better health. I am in strong
2 support of the Loop 820 project and urge you to move
3 forward. Thank you.

4 MS. CHAVEZ: The next speaker is
5 councilman from the City of North Richland Hills,
6 Councilman David Whitson, Councilman Whitson.
7 Councilman Whitman -- Whitson. Yes, sir.

8 (6) MR. WHITSON: Hi.

9 MS. CHAVEZ: Microphone's right up here.

10 MR. WHITSON: Thank you. Some people
11 call me Tiny, that's why it takes a little bit longer
12 to get to the mike, I apologize.

13 My name's David Whitson, I'm a city
14 council member, City of North Richland Hills. I'm a
15 hometown boy. I was raised in Haltom City and
16 eventually ended up in North Richland Hills, and proud
17 to be a resident of this city.

18 When I was growing up in Haltom City, I
19 saw a lot of pastures, a lot of cows, a lot of
20 livestock, a lot of animals. Guess what is in place
21 now? Loop 820. And guess what, we're not moving too
22 quickly either there. As a resident of -- of and city
23 council member of City of North Richland Hills, I
24 strongly support the swift implementation of the Loop
25 820 widening project.

1 This project has been on the drawing
2 boards for many years, it's time for action. Our
3 residents are tired of waiting for these improvements.
4 We have already delayed this critical project too long.
5 If this project is delayed any longer it will only cost
6 us more in terms of actual construction cost.

7 Additional delays will also negatively
8 impact our economy, the air we breathe and our quality
9 of life. The Dallas/Fort worth region has added
10 1.5 billion people in the last ten years, that's more
11 than all of the people in the entire State of New
12 Hampshire. We have every reason to believe that the
13 growth will continue at a steady pace over the next
14 several years, and more people means more cars on the
15 road.

16 With our population growth expected in
17 our region over the next 20 years, our existing
18 transportation infrastructure will, without question,
19 fail the people of this region. Moving forward with
20 the Loop 820 widening project will help to relieve the
21 gridlock we are already experiencing and it will help
22 prepare us for the continued growth this region is
23 facing. I strongly encourage you to make this project
24 a top priority and move forward as quickly as possible.
25 Thank you.

1 MS. CHAVEZ: Next with the City of North
2 Richland Hills, Councilman Tim Welch, Councilman Welch.

3 ① MR. WELCH: Thank you very much. I've
4 got two comments here. First off, my name is Tim Welch
5 with the City of North Richland Hills. As you're well
6 aware, the cost of gasoline is at a all-time high.
7 When you combine the high price of gas and traffic
8 congestion and -- and -- in Tarrant County, we are
9 simply throwing money out the window. We are in
10 desperate need of relief. Many of us have cut down on
11 the number of trips we have made and switched to more
12 fuel efficient vehicles.

13 If we can get from point A to point B in
14 a reasonable amount of time, instead of spending hours
15 tied up in traffic, it would be a tremendous help for
16 all of us. The widening of 8 -- 820 would help --
17 being suggested, reduce the overall traffic travel
18 time, improve our fuel efficiency. I strongly urge you
19 to move forward with this project.

20 My second letter right here is from the
21 ② Mayor of Roanoke who cannot be here tonight. The
22 letter says: Dear Ms. Chavez, I regret that I am
23 unable to attend the public hearing this evening, but I
24 would like to express my support of the expansion of
25 IH820/IH35/State Highway 121/State Highway 183/State

1 Highway 26.

2 with the high cost of fuel today and the
3 traffic congestion so bad and numerous delays so
4 extensive, it's imperative the travel times improve for
5 this area. The conditions in this corridor have be --
6 become intolerable for citizens traveling to and from
7 work and business travelers to (inaudible) their
8 commodities. It is our responsibility to help sustain
9 the quality of life for our citizens and starting out
10 with our regional state. We require that passing the
11 improvements of IH 20 -- 820, which are vital to this
12 corridor, we ask that this be initiated without further
13 delay. We fully support proceeding with this
14 improvements project immediately.

15 Please enter this letter into the
16 official record of July 1st public hearing of this
17 project. Thank you, Carl Gierisch, Jr., Mayor of
18 Roanoke. In full support. Thank you.

19 MS. CHAVEZ: For the City of North
20 Richland Hills, Councilman Ken Sapp, Councilman Sapp.

21 ⑨ MR. SAPP: Thanks for the opportunity to
22 speak. I am Ken Sapp councilman for the city -- City
23 of North Richland Hills. You know, in the past months,
24 we've seen articles in the Dallas Business Journal and
25 the Fort Worth Star-Telegram. They have now reported

1 that Dallas/Fort Worth is the fifth most congested
2 region in the country, this is worse than San
3 Francisco, Houston, Boston, Seattle and Atlanta. Even
4 more significant is that among all of the cities here
5 in North Texas, these statistics show that 820 is the
6 worst bottleneck in Texas. Topping the list with most
7 terrible connection -- congestion in D.F.W., is Loop
8 820 at Highway 26, worst in Texas, number two, 820 at
9 Denton Highway, number three, 820 at Rufe Snow Drive,
10 number 6, 820 at Holiday Lane, number 9, 820 at Haltom
11 Road. If you've been keeping count, you will see that
12 five of the most congested areas in Texas are right
13 here in North Tarrant County.

14 The worst congestion in Texas is not on
15 the North Central Expressway, it's not on the Dallas
16 North Tollway, it's not on 635, it's right here on Loop
17 820. Northeast Tarrant County is a great place to
18 live. In North Richland Hills, we count ourselves as
19 leaders in many areas. Leaders in congestion is not
20 one which we are proud of. We have a plan, the
21 citizens deserve it, let's build it and let's build it
22 now. Thank you.

23 MS. CHAVEZ: With the City of North
24 Richland Hills, Councilwoman Compton, Councilwoman
25 Compton.

1 (10) MS. COMPTON: Good evening. I'm Suzanne
2 Compton, North Richland Hills City Council as well as
3 Public School Administrator in the Birdville
4 Independent School District.

5 In 1987, my husband and I moved into an
6 apartment complex across the street on the north side
7 of Northeast Loop 820 behind Wal-Mart. Sitting in that
8 apartment one evening, more than 20 years ago, that
9 evening news report said unless something was done, we
10 would be experiencing gridlock on stretches of Loop 820
11 and Interstate 35 West. I remember this news report
12 vividly as the news station showed -- showed footage of
13 cars sitting in traffic.

14 Twenty years later, the relief is still
15 in just the talking stages with no visible street
16 action of anything being done to create relief for our
17 citizens, residents, visitors and travelers through our
18 wonderful community.

19 North Texas -- north Texas area is a
20 wonderful area for people to live, work and play. Our
21 city is in the heart of this area and so taunted by the
22 traffic that remains at a stand still right in the
23 middle of our community. Additionally, one of the
24 finest school districts in the state of Texas, the
25 Birdville Independent School District is nestled right

1 in the middle of the traffic gridlock.

2 As a public school administrator, who
3 recruits teachers to our school district, it will
4 become harder to convince potential employees that this
5 is a great place to live when their first experience is
6 nothing but traffic at a stand still. Not only that,
7 but we are short-changing our students, our future, if
8 we are not able to provide, for them, the best teachers
9 because traffic jams turn them away from interviews.

10 Currently, our district enjoys the
11 luxury of being very selective in who we hire. As this
12 year alone, we have already had more than nine -- more
13 than 9,000 teachers -- potential teachers apply with
14 our district, and currently, as of today, less than 168
15 openings.

16 we have already -- we have -- have
17 already delayed our most critical transportation
18 projects too long and we cannot afford to delay them
19 any longer. Our transportation infrastructure will no
20 doubt fail the people of this region, negatively
21 impacting our economy, the air we breathe and our
22 quality of life.

23 In fact, our current transportation
24 infrastructure already fails the people of this region.
25 By actively beginning the Loop 820 widening project,

1 will help relieve the gridlock we experience daily and
2 will help prepare us for the continued growth this
3 region is facing. Not only that, the quality of life
4 will increase as citizens will have easier access to
5 get to and from their destination with less stress and
6 emotional turmoil.

7 I strongly encourage you to make this
8 project a very much top priority and to move forward as
9 quickly as possible. Thank you.

10 MS. CHAVEZ: Mary Saleh, Mary Saleh,
11 Mary Saleh. With the City of Fort Worth, City
12 Councilman Sal Espino, Councilman Espino.

13 MR. ESPINO: I'm going to keep my
14 remarks very short, then, I do have a letter from the
15 Mayor of City of Fort Worth, Mike Moncrief that I would
16 like to read into the record.

17 Good evening. My name is Sal Espino.
18 I'm the City of Fort Worth Council Member for District
19 2 North Fort Worth, which stretches from north of
20 downtown through some of Fort Worth's historic
21 neighborhoods, Meacham Airport, the stockyards area,
22 enclose north of Loop 820 right by this 35/820
23 interchange, all the way up to the Texas Motor Speedway
24 and one of the Alliance corridors. Represent over
25 90,000 residents in the city that is the fastest

1 growing city with a population of over half a million.
2 The City of Fort Worth now as 700,000 residents. And
3 we know, just coming here today, about the congestion.

4 A trip that should have taken me ten
5 minutes from where I was along I35, took me 35 minutes.
6 I got off I35, came up North Beach, then, I hit traffic
7 on Beach, traffic on 820 and then exited Rufe Snow. I
8 am also the chairman of our city council's
9 Infrastructure and Transportation Committee and also
10 one of three city board representatives for the
11 Regional Transportation Council, which is our regional
12 entity in moving forward regional improvements through
13 our transportation system.

14 And this project, the North Tarrant
15 Express, the segment one, is the number one priority
16 for my constituents and along with the Southwest
17 Parkway is the number one improvement in the City of
18 Fort Worth. If we cannot move goods and services in
19 our city and in our region, we're going to choke
20 economic development. We will hurt developments along
21 the lines of corridor. I am blessed to represent many
22 wonderful new communities that are north of Loop 820.
23 And the number one calls that I get from those citizens
24 is the lack of being able to move around in our city,
25 and this is just one part of the puzzle. We are

1 looking at the commuter rail, we're looking at
2 streetcar light rail system.

3 And so I urge that TxDOT move forward
4 with this project, this is very critical to the
5 vitality of our region. I want to thank our state
6 representatives for fighting for this project in
7 Austin, I want to thank TxDOT, I want to thank the --
8 the Regional Transportation Council, COG, I want to
9 thank Mayor Trevino, County Judge Whitley for fighting
10 hard for this project because this is so critical to
11 our city and to North Tarrant County.

12 And now I will read a letter from the
13 Mayor of the City of Fort Worth, The Honorable Mike
14 Moncrief: These comments are intended to provide you
15 with my support of the North Tarrant Express, a project
16 that I, and my fellow city council members, believe is
17 critical to the continued success for our city, our
18 county and our region.

19 The North Tarrant Express is by far the
20 most critically needed transportation improvement.
21 Time is of the essence and we must complete this
22 planning process, approve these environmental documents
23 and turn dirt as soon as humanly possible.

24 We indeed favor this plan for which this
25 hearing was called. We simply cannot wait any longer

1 to move forward with this project in its entirety. I
2 cannot overstate how much this project affects Fort
3 Worth's quality of life, economic vitality and safety.
4 From the very beginning, we, our commercial leaders,
5 our resident groups and our surrounding local
6 government partners have been united. And we continue
7 to speak with one voice about our frustrations with the
8 current roadways and our desire to fix a broken highway
9 system.

10 We in Tarrant County are literally
11 choking, choking from pollution resulting from traffic
12 congestion. It's frustrating, it's costly to
13 commuters, to commerce and it's dangerous. I don't
14 have to tell you all the reasons we need this project
15 to you as you have documented them well. Keeping up
16 with those ever increasing population numbers in Fort
17 Worth and the surrounding cities to the north and east,
18 have proven difficult at best. I know you and our
19 transportation colleagues understand that our
20 metropolitan region is the fifth most congested in the
21 country. And there's no question that Fort Worth and
22 Tarrant County, a large reason why, the (inaudible)
23 word bottlenecks for a region as alluded to earlier are
24 in the North Tarrant Express system.

25 The message I leave for you is quite

1 simple: we support moving quickly as much possible of
2 this project and support quick implementation. We and
3 our residents have waited a long time and we cannot
4 afford to wait any longer. Let's keep 820 moving and
5 let's keep I 35W moving north. Thank you very much.

6 MS. CHAVEZ: With the City of Fort
7 Worth, City Council Member, Danny Scarth, Council
8 Member Scarth.

9 (13) MR. SCARTH: My name is Danny Scarth,
10 Fort Worth City Council District 4. I represent the
11 northeast part of Fort Worth that wraps around many of
12 the cities of council members who have already spoken
13 here tonight. I also sit on the Board of the Area
14 Metropolitan Ambulance Authority, MedStar. And the
15 Metropolitan Ambulance Authority provides ambulance
16 service for 15 neighboring cities, almost a million
17 people.

18 I have sat in a conference room with a
19 young mother who was asking me as a -- as a member of
20 the City Council as a member of the Area Metropolitan
21 Ambulance Authority, why did it take so long for an
22 ambulance to come see my daughter. Thankfully, that
23 little girl was okay. But when her mother called at
24 4:30 in the afternoon, on a Thursday, it happened to be
25 a very busy day for ambulance calls. And that

1 ambulance had to work through the traffic that we all
2 sit through everyday.

3 It brings a much different perspective
4 to me than -- than simply -- many of the -- the quality
5 of life issues that we've talked about, certainly,
6 commuting through that is not fun, air quality is an
7 issue, economic development. But I just would ask you,
8 how would you like to be holding a loved one in your
9 arms with a telephone in your hand, waiting on an
10 ambulance and knowing that they have to get through the
11 intersection of State Highway 35 and 820 and go east?

12 All of the citizens, the many people
13 that are represented by the ambulance authority, as
14 well as the City of Fort Worth, really deserve to know
15 that we are doing everything we can to keep them safe
16 and to make sure that our emergency vehicles, fire,
17 police, ambulance can respond to them in a method
18 and -- and in a means that -- that they have put their
19 trust in us to provide.

20 And -- and I'm not a huge fan of tolls
21 either, and I understand the prospective that many
22 people bring when they have a problem with -- with
23 paying for a road, but they are user fees that help pay
24 us for other lanes that will not cost us anything to be
25 in.

1 And I don't want to have to sit across a
2 conference room from another mother who might tell me
3 that the ambulance didn't get there in time for her
4 little girl. And say that I didn't do everything that
5 I could have to provide the transportation that she
6 needed. And so I, like so many others before me, urge
7 everyone who has an opportunity to push this project
8 forward and make it possible just as soon as we can.
9 Thank you.

10 MS. CHAVEZ: With the City of Haltom
11 City, Mayor Bill Lanford, Mayor Lanford.

12 MAYOR LANFORD: Good evening. My name
13 is Bill Lanford. As Mayor of Haltom City, I'm speaking
14 today on behalf of the 40,000 residents and 1700
15 businesses that make Haltom City home. I'd like to
16 take a moment now to recognize members of the city
17 council, city boards as well as any Haltom City
18 citizens and owners of property or business in
19 attendance by asking them to stand, please. Stand,
20 if -- if you live in Haltom City, work in Haltom City,
21 whatever, thank you, thank you.

22 Let me first say I acknowledge the very
23 difficult task before you, as you strive to promise all
24 kinds of tugs and pulls and roadways very much needed,
25 North Texas Express the stakes are high. In

1 recognition to that, Haltom City has worked diligently
2 for the last three years with TxDOT, Tarrant County on
3 the North Central Texas COG in ongoing collaborate
4 efforts to balance local and regional access needs
5 along 820 and Haltom City.

6 Throughout these efforts, COG has led
7 the way in development of collaborative plan -- plans
8 to build a backage road system in Haltom City in order
9 to accommodate managed lanes, on and off ramps, that
10 then locate in Haltom City, and request neighboring
11 cities who desire to be linked to the managed lanes in
12 I35 via the managed lanes in I -- in 820, so their
13 citizens can travel to and from the last corridor in
14 Downtown Fort Worth entirely on managed lanes.

15 The current TxDOT plan was proposed
16 based on traffic volume numbers that were changed in
17 late 2006 and made available to Haltom City in March of
18 2007. At which time, we first raised the issue of the
19 need for a different access approach. Since then we
20 have faithfully worked to restore appropriate and
21 balanced access.

22 The resulting collaborative plan
23 incorporates connection solutions to link the proposed
24 backage roads to 820 in such a way as to compliment
25 managed lanes con -- connectivity and better serve

1 traffic volumes, access and Haltom Road.

2 These connections have no negative
3 impact on TxDOT's proposal to consolidate main lane
4 ramps and grade separate -- grade separate frontage
5 roads to give proper access to managed lanes. Without
6 provision of the current plan -- proposed plan,
7 however, the City of Haltom City must oppose the
8 current TxDOT plan as a detriment to the people and
9 welfare of our city.

10 Haltom City, therefore, requests that
11 TxDOT responds to our comments by entering into an
12 agreement with us to revise the preliminary schematics
13 to incorporate the access connections proposed in our
14 collaborative plans presented to TxDOT on June 21st.

15 We will extend our comments and provide
16 additional plan documentation prior to July 14th.
17 Thank you.

18 MS. CHAVEZ: For the City of Haltom
19 City, Tom Muir.

20 MR. MUIR: Thank you. My mayor --
21 council -- Mayor Lanford said it very well and the --
22 and the council members who were here tonight,
23 certainly echoed it. The similar concerns that have
24 been voiced by other people, preceding council members.

25 Again, my name is Tom Muir, as the city

1 manager of Haltom City during the last four years, it's
2 been my responsibility to evaluate the impact of
3 TxDOT's planned improvements on the future access needs
4 of Haltom City. About a year ago, TxDOT relocated the
5 jug handle connectors that had previously been proposed
6 for Haltom Road.

7 These planned provisions caused several
8 concerns, free of conflict with plans of the city and
9 affected the property owners that made based on the
10 previous location that TxDOT had established for these
11 vital connectors a year and a half earlier.

12 The city and affected property owners
13 relied on TxDOT to use jug handle locations to plan and
14 hear developments to compliment these connector
15 locations. Also, we're -- we're concerned to learn
16 that TxDOT had projected new traffic volumes that --
17 that raise serious concerns regarding the feasibility
18 and safety of TxDOT to rely on forcing all of Haltom
19 City traffic -- Haltom -- Haltom Road, rather -- rather
20 to use single two-way, two-lane jug handles on each
21 side of IH820. Complementary, we asked for COG to
22 assist us in the evaluation of the new TxDOT traffic
23 projections and developments of appropriate access
24 solutions to accommodate these new traffic volumes.
25 Collaboration, mainly, mentioned solutions that we have

1 incorporated in the collaborative plan referred to by
2 Mayor -- Mayor Lanford and submitted to TxDOT last
3 week.

4 This collaborative plan connection
5 solutions responds to our concerns and objections to
6 the TxDOT plan in the following ways: collaborative
7 plan is -- is consistent with these Haltom City
8 (unintelligible) plan and ensures community profusion.
9 It does not change proposed access in the main lane or
10 the managed lanes, nor does it negatively impact the
11 design of the main lane or managed lanes.

12 However, the plan also provides better
13 access to Haltom Road and it provides better access to
14 westbound managed lanes. And, finally, it -- it also
15 has multi-jurisdictional support, (unintelligible)
16 funding of \$15 million for Northeast cities, Haltom
17 City and Tarrant County.

18 We are opposed, but yet very supportive
19 of the North Tarrant Express project and the managed
20 lanes connectivity. But at this point, Haltom City
21 cannot support the proposed TxDOT schematic due to the
22 rule of nature of the jug handle design at Haltom Road.
23 As -- as I stated, collaborative effort has developed a
24 plan that maintains the integrity of the IH 820
25 schematic and at the same time approves the access to

1 and from Haltom Road to, both, one, the public as well
2 as emergency vehicles.

3 In conclusion, the bad news for Haltom
4 City is that our city is the only city along the brink
5 of the North Tarrant Express that has been asked to
6 give up four existing ramps, two Texas U-turns and
7 allow us frontage roads to be grade separated from this
8 main thoroughfare in order to accommodate managed lane
9 on and off ramps.

10 The good news for TxDOT is that Haltom
11 City is willing to employ four engineering firms over
12 the -- over a period of three years to investigate a
13 plan, constructive access solutions and collaborative
14 efforts to balance the local and regional access needs
15 along IH820.

16 Haltom City respectfully requests that
17 TxDOT partner with us in these solutions by agreeing to
18 provide this plan that access for -- to Haltom Road and
19 the RTC supportive of the backage roads to incorporate
20 connection solutions of the collaborative plan that we
21 presented to TxDOT on June 24th. We will provide a
22 complete package of -- of the plans and data on or
23 before July 14th. Thank you for the consideration on
24 our request.

25 MS. CHAVEZ: For the City of Hurst,

1 Richard Ward.

2 MR. WARD: Ms. Chavez and your staff,
3 thank you very much for allowing us to speak tonight
4 and for the time that you've put into this project.

5 One of the real advantages of growing
6 old, as I am, as you can all see is I don't have to put
7 up with this traffic very much longer. But the real
8 disadvantage is I'm probably not going to get to see it
9 finished unless we get started now. So I'm hoping
10 that -- and -- and pleading with you to get this
11 started as quickly as possible.

12 On behalf of the Hurst City Council, I
13 would like to express our support for the Loop 820
14 expansion project, projects not stop at Highway 26,
15 however, but must be funded and expedited through
16 Hurst, Euless and Bedford (inaudible). Congestion is
17 at an all-time high in this area and will only get
18 worse as our region grows. 820 is a start let's make
19 it -- let's make sure we continue the rest of it. And,
20 again, thank you very much.

21 MS. CHAVEZ: For the City of Fort Worth,
22 Cinde Gilliland.

23 MS. GILLILAND: Good evening. I am
24 Cynthia Weatherby Gilliland, and I've been the Regional
25 Transportation Coordinator for the City of Fort Worth,

1 a position that serves the city manager as a special
2 assistant for transportation.

3 When hiring me and North Tarrant Express
4 improvements were the top priorities on the list of
5 transportation issues that the mayor and the manager
6 gave me, in fact, this project was the primary reason
7 that the city created this new position in the
8 manager's office. While we are also very interested in
9 other major regional projects, as councilman has
10 alluded to Southwest Parkway being one of them, this
11 project remains my top priority.

12 I happen to know that our municipal
13 staff has worked diligently, along with our citizens
14 and community, business community to perfect these
15 project plans. Our elected leaders have been briefed
16 often on the progress underway on the transportation
17 project, they have been very actively engaged in all
18 levels of review and interactions with the constituency
19 being this corridor. The con -- constituencies are
20 active, organized, well-informed and at the point of
21 not taking excuses for this project implementation not
22 being underway.

23 The Fort Worth Mayor and council
24 provided leadership and supported our area's state
25 senators and representatives when fighting for our

1 ability to continue on this project. The entire
2 region, west, north, south and east pulled together and
3 took our message to Austin and that message was heard.
4 And today, we're at another critical juncture and
5 there's no question that the City of Fort Worth
6 endorses these plans provided tonight, and request
7 approval of the environmental documentation by TxDOT
8 and the Federal Highway Administration.

9 We pledge our continued assistance in
10 getting these interstate improvements completed as soon
11 as possible.

12 MS. CHAVEZ: (Inaudible) Larry Hodge,
13 Mr. Hodge.

14 ^{Re} MR. HODGE: I'm Jerry Hodge and I'm
15 Director of Transportation projects for the City of
16 Grapevine. The city -- city manager and mayor and
17 council asked me to come tonight to support your
18 project.

19 You know, for many years, Grapevine has
20 been a big supporter of transportation projects. Over
21 about a 20-year period, they spent \$250 million
22 building thoroughfares in the community to be able to
23 handle city traffic.

24 when highways developed and they're
25 congested, as this section of the highway is, what you

1 get into is all those thoroughfares are taken up from
2 the -- the cut-through traffic from the highway system.
3 The neighborhoods are full of traffic, the
4 thoroughfares are full of traffic, the economic
5 development starts to slow down because you can't get
6 there, ergo, the 635 scenario in Dallas where you got
7 all the empty buildings today because of traffic, the
8 people can't get there.

9 It's important that we keep moving
10 ahead. This project is one of many projects that needs
11 to be carried through in a timely manner. And we need
12 to look at our air quality because the air quality is
13 not good in this region, in the metroplex, and it's
14 never going to be good if we don't get rid of all this
15 congestion and the bottlenecks that we have in this
16 area.

17 The traffic safety is a big issue. Any
18 time you drive the highways like we do, my family, you,
19 you see many accidents on the highways. The way this
20 road has been designed and -- and the schematic has
21 been laid out, traffic safety is going to be enhanced
22 tremendously.

23 But it makes a difference to people that
24 have to work everyday, that have to travel these
25 corridors and that sit in the traffic. When you look

1 at how many hours they're sitting in -- in -- sitting
2 in traffic congestion and what they're being paid,
3 their salary goes down per hour because of congestion.
4 We -- we wholeheartedly support this project and ask
5 you to move forward.

6 MS. CHAVEZ: The Mayor of Trophy Club,
7 Mayor Nick Sanders, Mayor Sanders. Representing the
8 City of Keller, Keith Fisher, Mr. Fisher.

9 (17) MR. FISHER: Good evening. My name is
10 Keith Fisher, and I'm the city engineer for the City of
11 Keller. I'm here tonight representing Mayor Pat
12 McGrail and Dan O'Leary, our City Manager, both were
13 unable to be here tonight because of schedules with
14 councilman. I'll keep this brief. We'd just like to
15 go on the record of being in full support of the
16 expansion of 820 corridor as presented and move forward
17 with the project. Thank you.

18 MS. CHAVEZ: (Inaudible) Council of
19 Governments, Barrien Barks, Mr. Barks.

20 (20) MR. BARKS: Good evening. I'm Barrien
21 Barks here. And I'm here this evening representing
22 Regional Transportation Council and the North Central
23 Texas Council of Governments, together serving as the
24 Metropolitan Planning Organization for the Dallas/Fort
25 Worth Area.

1 The North Texas region continues to
2 experience significant growth, and this trend is -- is
3 expected to cont -- to continue into the future. A
4 significant share of the regional growth is occurring
5 right here in northern Tarrant County, aggravating the
6 already intolerable congestion on area roadways.
7 Needed improvements on -- on Loop 820, Interstate 35W
8 and State Highway 183, known collectively as the North
9 Tarrant Express has been identified for several
10 decades.

11 The recommended improvements to this
12 section of Loop 820, including the addition of general
13 purpose lanes and tolled managed lanes, are consistent
14 with Mobility 2030, the region's Metropolitan
15 Transportation Plan. Mobility 2030 recognizes that
16 active management of regional transportation corridors
17 through auto occupancy and tolls is critical in
18 combating congestion.

19 In addition -- in addition, toll revenue
20 can help offset -- offset maintenance and --
21 maintenance operations cost for the entire corridor.
22 The addition of general purpose and managed lanes in
23 this corridor will work in conjunction with other modes
24 of transportation planned for the northern Tarrant
25 County, including the proposed commuter rail line from

1 Dallas/Fort Worth to DFW Airport and beyond.

2 Because of the critical nature of this
3 project, the North Central Texas Council of Governments
4 is willing to provide any assistance in the planning,
5 design, funding and implementation of this project.

6 Thank you.

7 MS. CHAVEZ: I'm going to ask
8 Ms. Anderson to come up and -- and help me with -- with
9 continuing the public comment and continuing to call on
10 you, as -- everyone that has signed up to -- to speak.
11 So, please, Judy, if you'll continue calling on --
12 on -- on everyone that has signed up.

13 MS. ANDERSON: I'm going to call on the
14 ones that have signed up. And, again, like I said
15 earlier, if there's any -- somebody that did not sign
16 up, the floor will be open before we adjourned. First
17 one I have on the list is Brinton Payne.

18 Please state your name and address.

19 MR. PAYNE: Hi, I'm Brinton Payne. With
20 the Fort Worth Chamber of Commerce and I'd like to just
21 paraphrase the letter from Ben Loughry, our chairman
22 and Bill Thornton our President and CEO. Fort Worth
23 Chamb -- Chamber of Commerce would like to thank Texas
24 Department of Transportation for your attention to the
25 need for added capacity along 820 and supports TxDOT --

1 TxDOT's efforts to move forward with this plan to
2 achieve this additional capacity.

3 As you know, increasing mobility in Fort
4 Worth/Dallas regions through improvements to the
5 region's surface transportation infrastructure is a top
6 priority -- priority of the Fort Worth Chamber of
7 Commerce. The efficient movement of people and goods,
8 both within and through the metroplex, is essential to
9 support the continued economic growth through the North
10 Texas Region.

11 We actively support your efforts to
12 engage all of these state holders in the planning,
13 financing, development of critically needed facility
14 improvements throughout the region. Sincerely, Ben
15 Loughry and Bill Thornton.

16 MS. ANDERSON: Mac Churchill.

17 MR. CHURCHILL: Hi, I'm Mac Churchill,
18 I'm the chairman of the I35 Coalition and 820. Let me
19 read a quick letter that we'd like to enter into the
20 book. On behalf of the I35 Coalition Board of
21 Directors, we would like to strongly urge TxDOT to move
22 forward with the immediate implementation of the North
23 Texas Express project.

24 As you know, the 35W Coalition is made
25 up of more than one hundred businesses, business

1 leaders, owners, affected citizens, city organizations
2 and elected officials along the I35 corridor. TxDOT
3 must provide for the effective movement of the people
4 and goods throughout our region in order for us to
5 remain competitive, and for our region to continue to
6 attract new business. Congestion has a huge impact on
7 our employees whose commutes are becoming unbearable.

8 Worsening congestion levels also delay
9 deliveries and increase the overall cost of operations
10 in terms of lost productivity and wasted fuel. In
11 addition, as the Tarrant County area continues to
12 experience tremendous growth without alleviation of the
13 traffic problems, traffic delays become a huge quality
14 of life issue for our residents.

15 Our region has remained strong
16 economically despite the conditions elsewhere in the
17 United States. However, without self-immediate
18 congestion relief, we will see a precipitous drop in
19 economic development as companies choose to locate
20 their offices and distribution centers in other regions
21 where there are fewer transportation challenges.

22 The successful implementation of the
23 North Tarrant Express is an important step towards
24 solving the looming mobility prices. For the good of
25 our region and our business, we must move forward on

1 this project without further delay.

2 As a personal note, I have 17,000
3 customers that must try to do business with me and they
4 constantly are complaining about how they're getting
5 caught in traffic, unable to make kids' soccer games,
6 how my employees -- I only have 60 of them, but
7 countrywide has 3,000, BNSF has several thousand,
8 American Airlines has several thousand. All of these
9 people must travel and live their lives. So for the
10 effort of quality of life for business, let's make the
11 project go.

12 MS. ANDERSON: Next I have Russell
13 Laughlin.

14 MR. LAUGHLIN: Good evening. Thank you
15 very much. My name is Russell Laughlin, I'm the senior
16 Vice President of Hillwood -- Hillwood Development
17 Corporation. I'm here this evening speaking on behalf
18 of the 35W Corridor Coalition and the Alliance Texas
19 Community.

20 As Mac just indicated, the 35W Coalition
21 represents over 100 business owners. Those business
22 owners are located up and down, along 35 and the 820
23 corridor. The very reason they located along these
24 corridors are for all the reasons Mac just outlined for
25 you. It's mobility, it's region mobility, most

1 importantly, it's region mobility throughout the
2 metroplex. We forget that because we're talking about
3 a local project that is some 70 miles in length. You
4 need to think about region mobility.

5 35W Coalition was formed over three
6 years ago, and today we have over a hundred business
7 owners and elected officials and land owners coming to
8 our meetings on a regular basis saying to us, This is
9 your number one job, get it done. And I'm reminded of
10 a mentor of mine who once told me that if you're early,
11 you're probably on time, if you're early, you're
12 probably on time, if you're late, you're just dead in
13 the water. And I'm suggesting to you that we're dead
14 in the water on this project if we do not make a move
15 now.

16 Now, I'd like to step back and speak
17 about the Alliance Texas corridor. We can talk to the
18 economic prosperity with some authority. I've been
19 with Hillwood Development for over 17 years, region
20 mobility, State Highway 170, 35 and 820, are the very
21 reason that Burlington Northern Santa Fe, City of Fort
22 Worth, FAA, Department of Transportation and our
23 Federal Department of Transportation located the
24 Alliance Texas Program for the Alliance Texas Airport,
25 The Burlington Northern Santa Fe Railroad. Today that

1 economic prosperity has generated over seven and a half
2 billion dollars of private investment, created over
3 28,000 jobs and created 28 million square feet. That
4 region mobility that I'm talking about drove that
5 economic investment.

6 If we do not solve this transportation
7 facility today, the first segment, then, the second
8 segment and then the third segment, 35 North, we will
9 stop our economic prosperity and growth for this
10 region.

11 I submit to you today, we're late, it is
12 time to go. I was struck by the -- the screen earlier
13 that said we began planning this in 1992, that's 14
14 years ago. It is our duty and our obligation, folks,
15 to make this project happen now. Thank you for much.

16 MS. ANDERSON: Next I have Gail Cooksey.

17 MS. COOKSEY: I'm Gail Cooksey, I'm a
18 resident of Colleyville and I'm a small business owner
19 who drives these parts everyday and there's one part
20 that I won't drive and that's 820 and 35W because of
21 the traffic. And I can't drive it and my employees
22 cannot drive it. I applaud you all, TXDOT, for the
23 proposal that you've come up with, it's a combination
24 of tolls and un-tolls. We all have a choice now. We
25 can choose to pay a toll and move faster or we can not

1 pay a toll and -- and -- and go a little bit slower,
2 but get there without having to pay the tolls.

3 I, personally, will pay whatever it
4 takes to get to my (inaudible), my place of business,
5 my home or where ever I'm going. We must move forward
6 with these projects now. The time is now. We just
7 cannot wait one more moment. Thank you.

8 MS. ANDERSON: Next I have Chris
9 Utchell.

10 MR. UTCHELL: Hi, I'm Chris Utchell.
11 I'm -- I -- I live in Watauga and I'm currently a
12 candidate for State Rep for District 91. I am all for
13 expanding 820, but I'm opposed to any new toll roads.
14 It comes out to be a toll tax, to me it's an unfair
15 toll tax. When you figure it out, the Star-Telegram
16 print, published the proposal for the toll tax for \$4
17 for one way. If you add that up, \$8 a day, round trip,
18 you're looking at \$40 a week, over the course of the
19 year, you're looking at over \$2,000. What that does is
20 for two thirds of the lanes, four out of the six
21 proposed lanes, only the privileged few are going to be
22 able to drive on it. Most of us cannot afford an extra
23 \$40 a week to drive on -- on our highways. On top of
24 that, if this is built, I've got a question, why the
25 companies that are being proposed to manage it or the

1 partners are foreign companies? You'd think that if
2 nothing else, they can be Native American companies and
3 if worse comes to worse, I don't see why we can't have
4 Native Texas. Thank you very much.

5 MS. ANDERSON: Next I have Byron Sibbet.

6 MR. SIBBET: I'm Byron Sibbet, I live at
7 7620 Beaver Drive, North Richland Hills. From 1988 to
8 1998 I was on the City Council of North Richland Hills,
9 three of those years was Mayor of Pro Tem.

10 If TXDOT had started this project in
11 1996, after several years of supposed engineering, we
12 would probably be -- and I believe Tommy Brown, the
13 Mayor, while I was there, we'd probably be out of here
14 before (unintelligible), unfortunately, we're not even
15 anywhere near that. This area is the 800-pound gorilla
16 that is waiting to be released and it needs to have
17 this -- this highway completed immediately, somewhat,
18 like we did on the schedule to complete west I30 in
19 Fort Worth, that got done in record time. And this
20 needs to be done in record time.

21 The only concern that I really have with
22 this project is the funding, and it's the toll roads
23 and the way that this -- this was done. I pulled up a
24 guide book for Identifying, Measuring and Mitigating
25 Environmental Justice Impacts of Toll Roads. It was

1 produced by the Center for Transportation Research,
2 University of Texas, it's sponsored by TxDOT. This
3 number is 0-5208-P2.

4 In that, it gives the description of how
5 a house bill for the Texas legislator in 2003, House
6 Bill 3588 was provided and then some of the concerns
7 that it had in there the conversion of existing
8 non-toll roads to toll roads, the conversion of a
9 planned non-toll roads to toll roads. This was done
10 by -- the author was Mike Prozzi, Republican out of
11 District 92 Little Rock, Thornton area.

12 This type of -- of funding and
13 especially if Mr. Utchell is correct, \$4 per trip is
14 excessive for the majority of people that -- that
15 travel 820. I did that as a senior systems engineer,
16 before I retired from a large aircraft manufacturer on
17 the west side that will go unnamed. But the problem
18 is: Is that I drove that thing everyday with a lot of
19 my friends that work out there and each of us had the
20 same complaints: Traffic, traffic, traffic,
21 congestion, congestion, congestion.

22 we have got to get this thing stopped,
23 we have got to get it resolved and we've got to build
24 this thing fast. Thank you.

25 MS. ANDERSON: Next I have David Nelson.

1 MR. NELSON: My name is David Nelson and
2 I'm a citizen and business owner of North Richland
3 Hills. The -- the point was brought up about the --
4 the money that we might pay in the toll tax, well, the
5 money we're spending sitting around waiting to move two
6 miles an hour through 820 is a lot more than what
7 you're talking about in this toll tax. We call, in my
8 family, sarcastically and -- and fondly that's an idiot
9 zone between Rufe Snow and 820 and 35W because you have
10 to be an idiot to drive it and you have to be an idiot
11 to -- to let it stay the way it is. There's no way
12 that it's wise to allow this to stay the way it is.
13 It's better for our businesses, I'm a former member of
14 the Board of Directors and Chairman of Northeast
15 Tarrant Chamber of Commerce.

16 Our members need good mobility. We need
17 to be able to get around Northeast Tarrant County. Our
18 customers need to be able to get around Northeast
19 Tarrant County. We can't do it now. We bring in
20 commercial (inaudible) to our area to try to get them
21 to move their businesses here, we won't drive them on
22 820, we have to work around that, to try to hide the
23 fact that when you bring your business here, you're not
24 going to be able to move anybody.

25 We've got to get this done, we've got to

1 get it done now. You have a choice, Mr. Fickes
2 mentioned that, you have a choice. We'd expand it --
3 we will expand the free lanes. You have a choice, stay
4 on those free lanes, you're an idiot, if you do, but
5 stay there. I want to get where I want to get and I'm
6 willing to pay the money. And the money I'm spending
7 in gas is a lot less than the money y'all spend on
8 those tolls.

9 MS. ANDERSON: Next we have Bill Speer.

10 MR. SPEER: Good evening, I'm Bill
11 Speer. I'm the National Director of Facilities
12 Planning and Real Estate for TTI Incorporated a
13 Berkshire Hathaway Company, we're located at 2441
14 Northeast Parkway in Fort Worth. We have three
15 facilities that provide over 500,000 square feet of
16 warehouse and office space, and we employ over 700
17 employees within these facilities, and they're located
18 within one and a half miles of I 35W and 820.

19 We appreciate all the efforts of the
20 TxDOT employees and other government employees who were
21 involved in this project. It's a critical project and
22 it must be done. It's at least 15 years past due, it's
23 greatly needed by the community and specifically by TTI
24 employees. So we urge you to continue with the project
25 as quickly as possible.

1 I've only been actively involved in the
2 project for about 18 months so I'll admit some
3 ignorance of details and fully understanding the
4 process including the funding and the -- and the CDA,
5 but I have learned a little bit during this time.

6 Again, we fully support the project, it
7 needs to be done. We urge you to consider adjusting
8 the Meacham exit so the commuters coming from -- from
9 the east on westbound 820 can merge on I 35 south and
10 then exit Meacham.

11 And we also oppose the managed lanes
12 and -- and the toll, and really we should call them
13 toll lanes. But as -- but as I'm here tonight, I --
14 you know, I'm continuing to learn that it's probably a
15 critical part and -- and, you know, perhaps this
16 project can't move as -- as -- as quickly if that is
17 opposed. We think selling the lanes or -- or leasing
18 them long-term to a private corporation is
19 fundamentally wrong and we think that the additional
20 entrances and exits create a lot of unnecessary cost
21 for the project.

22 If -- if -- if the lanes have to be
23 done, could there be technology taken advantage of,
24 such as, toll tags to monitor the moving of -- of the
25 vehicles (inaudible) these lanes instead of having them

1 been divided. In -- in general, we're okay with --
2 with toll lanes that are controlled by the North Texas
3 Transportation Authority, but we -- we just find it --
4 it's hard to believe that -- that foreign companies
5 need to own -- own the lanes or -- or lease them long
6 term.

7 We also have no issue with private
8 companies building the roads and being incentivised to
9 get done ahead of schedule. We know that's been done
10 throughout the country, California, San Francisco is an
11 example where following the '89 earth -- earthquake
12 where those roads were finished much quick -- quicker
13 because the contractors were incentivised for every day
14 that they finished early. Thank you so much, we
15 appreciate your work.

16 MS. ANDERSON: Next I have Faith
17 Chatham.

18 MS. CHATHAM: I'm Faith Chatham, and I'm
19 co-founder of DFW Regional Concerned Citizens. And
20 with Hank Gilbert, I co-founded the Transportation and
21 Public Infrastructure Caucus (inaudible) 2008
22 Democratic Convention. We call it a Pork Barrel
23 Caucus. And those of you with TxDOT, I would like to
24 acknowledge that many of y'all are receiving grief for
25 projects that originated before many of you even went

1 to college. Y'all have come in, like, many of our
2 elected officials and y'all have inherited a disaster.
3 And you have made the best that you can. There's some
4 people with TxDOT who have not done good enough. But
5 I'm not necessarily saying that would be the situation
6 here.

7 The citizens of this region deserve
8 timely, efficient, economical, appropriate
9 transportation solutions. And it is obvious that this
10 project doesn't meet that category. If it were timely,
11 it would have been built at least 20 to 30 years ago.
12 I feel your pain, even though I do not commute in this
13 part of town regionally, but I used to. And I know how
14 bad it was ten years ago. But my big problem with this
15 project is that for years, during the -- the
16 administration of George Bush as governor and during
17 our current governor, we have had government officials
18 transfer transportation dollars out of the budget to
19 create artificial surpluses so they could justify
20 spending the money on non-transportation projects.
21 This is the reason that people in this region are going
22 to be asked to pay for tolls, and this is not fair,
23 it's not fair.

24 There's some of you who say I can afford
25 the HOV lanes. But there are many mothers, working

1 people, that need to get to their children after
2 school, they shouldn't have to be stuck in the traffic
3 on the free lane because some people can't afford them.

4 The other big problem is the funding
5 acknowledgement. The funding plan for tolls, it means
6 that your grandchildren and your great-grandchildren,
7 who aren't in this room, who are not being able to
8 participate in this dialogue will pay the highest tolls
9 when they're using the oldest most (inaudible)
10 infrastructure.

11 I commend everyone who has worked to
12 move this project forward and I especially commend the
13 elected officials who remain here tonight to hear the
14 people, because that hasn't happened at previous
15 hearings. It is important to solve the problem. I do
16 not think that a CDA is the answer. A CDA is the most
17 expensive way you can build a public infrastructure.

18 we have proven in Texas that Texans
19 habitually will pay, will vote for bond issues, we will
20 vote for -- for transportation because we know we have
21 to pay for it. And we also know that some of the
22 premises on which we have been told, Mr. Trevino, Judge
23 whitley, y'all have had it pounded in your head, that
24 you wouldn't get any transportation solutions unless
25 you bought the public-private partnership CDA, swallow,

1 and unless you agree that market valuation was
2 appropriate. We have to hold our state legislators
3 accountable. We had more of the Texas Transportation
4 Code change from 2002 to 2006 than was enacted in 50
5 years. And a lot of those changes were not in the best
6 interest.

7 675 miles of more toll roads in the
8 Dallas/Fort Worth metroplex between now and 2030 is
9 a sat -- oversaturation. That means that when we shop,
10 we'll be paying tolls to get there, it means when we
11 ship goods and services, they will be having tolls
12 added to it. It means that we will become less
13 dependent. We need to go back to the old way of doing
14 things and look at the responsible grade and hold our
15 elected officials accountable. And I'm not talking
16 about our local officials, but I'm talking about we
17 have to get by our elected officials locally and hold
18 the state and the federal accountable because this is
19 just not fair. Thank you.

20 MS. ANDERSON: Next I have Harriet Irby.

21 MS. IRBY: My name is Harriet Irby and I
22 live in Pantego, Texas. And -- now, I knew 820 was
23 congested, but I also read the newspaper this morning
24 and, I don't know, it's kind of funny that there are a
25 bunch of people here from Fort worth and Sal Espino was

1 here and he did say some magic words, he was the only
2 elected official who even used the term mass transit,
3 but I thank him for that because our future is really
4 involving -- evolving around mass transit because we
5 can't rely on the automobile forever. We just simply
6 can't afford it.

7 I want to submit my remarks tonight in
8 two parts. There been a lot of developers here who --
9 that said we need this road for business, we've got
10 traffic congestion. If we build a lot of land -- if we
11 build it, they will come. And they'll drive a little
12 faster and the air will get better because they're
13 moving faster, even though there's much more cars on
14 the road. Well, the logic of that one escapes me
15 totally, but back to that later.

16 I'm a small business owner and I set up
17 my business so I didn't have to drive, because I knew,
18 20 years ago, transportation was expensive. So my
19 business is close to my house, I don't hit the
20 highways, I avoid them whenever possible because
21 automobile maintenance, payments, insurance, gasoline
22 has, actually, always been expensive.

23 Now, will I come to North Richland Hills
24 to do business? No, actually, I won't. Because I've
25 got to pay too much to get here. I'm probably the only

1 person in this room who has tickets to mass transit in
2 their purse. This is over 65 mass transits that a
3 friend of mine put in for folks over 65, who live in
4 Arlington, Texas. It's called Handy Trans, two bucks a
5 trip. I can take this, go to Centre Port and I can
6 take the train to Dallas for a buck and a half. And I
7 can come back from Dallas on the same pass. Why would
8 I come here? I'm not paying an \$8 toll here and back.
9 I don't have that kind of money, and even if I did, I
10 wouldn't spend it anyway, because once it's gone, it's
11 gone. I don't have anything to show for it. So I'm
12 going to Dallas because there is a transportation
13 option that the citizens of Dallas and the public
14 leaders came up with.

15 The editorial in today's star telegram
16 says they're having conversations about transportation
17 in Tarrant County, but they're 30 years too late.
18 Thirty years ago, they should have been talking mass
19 transit and why didn't they do it? It was a failure of
20 their elected political leadership. Amen. The only
21 elected official here that said the magic words was Sal
22 Espino and I thank him for that.

23 Okay. The second half of my remarks,
24 air quality. There's been a lot of, oh, if we get the
25 cars going faster, it doesn't matter we've got a

1 hundred thousand more cars on the road, our air quality
2 is going to improve. Come on, now. I don't have
3 enough money to buy the Brooklyn Bridge. Come on.

4 People who have congestive obstructive
5 pulmonary disease of the type that I have, get it
6 because they're overexposed to, A, ozone, B,
7 particulates, particularly the type found in diesel
8 diesel (unintelligible). Now, I look at your
9 schematics, oh, boy, hallelujah, we're going from eight
10 lanes to twelve and we're gonna charge the rich people
11 who go barreling down the center. What you doing
12 about the diesel trucks? They're still on the
13 schematic, they're still belching the diesel, the air
14 is still bad, we're still out of a payment. Old folks
15 are getting COPD in droves and there's a huge childhood
16 asthma epidemic.

17 Our automobile, today's transportation
18 system, does not well serve us. Folks like me who have
19 mass transit where we live, we're not coming here,
20 we're not going to use your toll booths because we
21 don't have to. We're not gonna use your business,
22 we're not even coming through this part. So, please,
23 look at alternative options, do it quickly, yes, you
24 probably need this, but you're 30 years too late on the
25 other options.

1 MS. ANDERSON: Next I have Juanita Adam.

2 MS. ADAM: I decided not to speak.

3 Thank you.

4 MS. ANDERSON: Thank you. Next, Don
5 Holloway.

6 MR. HOLLOWAY: My name is Don Holloway.
7 And I've lived in Haltom City for the last 24 years.
8 And for the last 24 years, there have been promises
9 they're gonna get the freeway fixed. They keep moving
10 more and more businesses into Haltom City, more and
11 more residents moving in. And I got in an argument a
12 while ago with a -- with a -- with a judge, which I
13 never thought I'd do. And told him that I didn't -- I
14 didn't go for the -- the tolls and all this. But all I
15 got to say now is: Get 'er done. Thank you.

16 MS. ANDERSON: Next I have John McCrish.

17 MR. MCCRISH: My name's John McCrish,
18 I'm from Austin. I'm a lawyer who represents land
19 owners and (inaudible). And I want to applaud and
20 congratulate you all for getting after this project. I
21 don't know if you remember, but the first acquisition
22 for what was Mr. Pack Ford Dealership next door, that
23 acquisition was initiated eight or nine years ago. And
24 from what I've heard here today and what I've read, the
25 congestion has gotten almost twice as bad in that eight

1 or nine years since the -- since this began. So I urge
2 you, on behalf of a number of land owners along the
3 road that -- that I represent, to get the project done,
4 whatever you have to do to pay for it, get it done.

5 I'm speaking tonight to ask you to
6 address a specific right of way concern that I have
7 in -- in the -- in the report. It appears to me that
8 there is almost universal denial of access between the
9 frontage roads and the remaining properties that are
10 going to be left after the takings. There's a lot of
11 access denial where there's no design criteria that
12 would require -- as far as I can see, there's no safety
13 concern that would be addressed on behalf of my clients
14 and other land owners along the road. (Inaudible) I
15 would like to ask you to reconsider those denials of
16 access that are not an -- an exit ramp or an entrance
17 ramp (unintelligible) Haltom City. Thank you.

18 MS. ANDERSON: Next I have Pat Coyle.

19 MR. COYLE: My name's Pat Coyle. I was
20 born here in Fort Worth, I live in North Richland
21 Hills, Texas. I travel the State of Texas. I've
22 traveled Dallas, Houston, (inaudible), El Paso,
23 Amarillo, down south, every where. I know what a
24 problem is. I know what free roads are. And I have
25 several problems tonight, and number one is: we need

1 help. It is an embarrassment. I'm from Fort Worth,
2 and I'm proud. And tonight everybody is begging for
3 help. We're the worst spot in the State of Texas as
4 far as congestion and we're begging our own State for
5 help, that's an embarrassment. And I'm embarrassed to
6 say that I'm having to come up here tonight and say,
7 would you, please, help us?

8 TXDOT, you should be ashamed. I travel
9 Texas, I know what the roads are. And a neglect that
10 has been done in Tarrant County is an embarrassment.
11 And to say that I can travel all over Dallas, I can go
12 to Houston and not pay a toll unless I want to get on
13 certain (inaudible), but in my own neighborhood, and
14 every where else in 820 that I need to go somewhere, if
15 it's gonna get improved, it's gonna have to be a
16 tollway. I don't like that, because I can go elsewhere
17 in the state without doing that. I don't understand
18 that. I don't understand why my own backyard is being
19 targeted for tollways. And tonight, on behalf of
20 everybody else here, yes, we need help, but your help
21 is giving one free lane. And you're gonna double the
22 capacity for one free lane. I'm not a business owner,
23 I'm a citizen and I'm embarrassed tonight. But we need
24 your help. Thank you.

25 MS. ANDERSON: Next I have Jared Miller.

1 MR. MILLER: My name's Jared Miller. I
2 live at 7933 Spring Run in North Richland Hills. I
3 want to make a couple of quick notes real quick before
4 I read a couple statements. The Fort Worth Council
5 Member John (inaudible) and County Judge Glen Whitley,
6 Commissioner Fickes and Mayor Trevino are all working
7 on Railroad Texas, just to talk about the -- the
8 necessity of rail.

9 Actually, I rode on -- on the TRE today
10 to Dallas. The developer is -- as far as
11 public-private partnerships, the developer is not gonna
12 own the project. It's going to continue to be a state
13 asset, just like any other TxDOT highway. And if you
14 can't tell, I'm in favor -- much in favor of the
15 project. There's going to be six free lanes, six free
16 lanes, four managed lanes, four lanes where a toll's
17 going to be paid.

18 The toll rates are gonna be adjusted by
19 the (unintelligible) only in accordance with guidelines
20 of TxDOT, which is consistent with guidelines set by
21 the Regional Transportation Council. Tolls are also --
22 important to note -- that it's going to be 50 percent
23 off during peak periods if you have more than one
24 occupant in the vehicle. I think that's an important
25 thing to note, it hasn't been mentioned tonight. The

1 developer must meet the maintenance standards set by
2 TXDOT, failure to do so is gonna be a contractual
3 default, the developer could his rights and his
4 investment.

5 The public-private partnerships for
6 infrastructure are relatively new in the United States,
7 but they've been common in Europe and Australia for
8 decades. Once they become more established here, which
9 is beginning to happen, then United States' companies
10 will become active with infrastructure PPP's,
11 public-private partnerships, just like European and
12 Australian companies are now.

13 And, finally, the PPP's are necessary to
14 provide the supplemental funding to move forward now
15 with projects like IH 20 -- IH 820. Because
16 traditional highway funding sources, gas tax, vehicle
17 registration, they're no longer sufficient to generate
18 enough funding to both maintain and build these highway
19 projects. Thank you.

20 MS. ANDERSON: Next I have John
21 Schleeter, John Schleeter. Nick Milakovic.

22 MR. MILAKOVIC: My name is Nick
23 Milakovic. I live at 7525 Brentwood Court, North
24 Richland Hills, I've lived there for 16 years, I've
25 been in North Tarrant County for 24. I think the meat

1 of this has been well established and I want to address
2 a small part of that.

3 This traffic goes seven days a week,
4 it's not just Monday through Friday, rush hour, it's
5 not only Saturday rush hour, it's on Sunday, coming
6 home from church. And people -- there -- I'm sure
7 there are people here who attend one of the churches
8 along Northeast 820. And by 12:20, it's bumper to
9 bumper from Rufe Snow to Beach Street and it continues
10 afterwards.

11 I'd like to address some other issues.
12 I -- with HOV lanes, what is the objective? Is it the
13 benefit of (unintelligible) or is it to reduce
14 congestion. I think the issue is here is to reduce
15 congestion, and that's the number one (inaudible) been
16 addressed here tonight. As far as managed lanes, I
17 oppose it. They require ship lanes, right of way land
18 and man (inaudible), additional ramps, materials,
19 labor, all this raises cost and all this increases the
20 time to construct this project.

21 As far as the tolls, it's not just for
22 some people one way to work and then coming back home.
23 There are schools along here, there are business owners
24 that -- and business users that have to make multiple
25 trips, that can multiply several times during the day.

1 If you have all free access facilities, this would
2 alleviate Haltom City's concerns.

3 I look at this as a less is more, it
4 would facilitate an earlier project completion. This
5 is an existing roadway, it's not like the George Bush
6 Turnpike, the 121 toll, where there's new land and more
7 construction. This is just an expansion of an existing
8 facility. I do understand that (unintelligible)
9 materials.

10 Last month, Texas added 16,000 jobs,
11 NAFTA is growing in this area. There's a
12 populationship in Texas, not just -- we're increasing
13 population, there is increase in a relative
14 percentage -- relative to other states, this in --
15 increases the congressional representation, it
16 increase -- increases our electoral votes in
17 presidential elections. We've got political muscle and
18 we have increasing political muscle.

19 If there's money for Iraq and there's
20 money for Alaska to build Bridge Snow there and that's
21 in the neighborhood of \$475 million in a state we know
22 is larger in terms of (inaudible) land area compels in
23 comparison of Texas. So I think Texas can get federal
24 money. And I think we need to use our political muscle
25 to get the money required to build this road. Thank

1 you for your time.

2 MS. ANDERSON: Next I have Mike Curtis.

3 MIKE CURTIS: Good evening. My name's
4 Mike Curtis. I live in the City of Arlington and work
5 in North Richland Hills. So five days a week, I must
6 travel along Loop 820, sometimes six days, depending on
7 how much work I get done during those five. But I have
8 no choice as to how I get to work, but I like this
9 project and I'm in support of it. Because I do have a
10 choice if I want to take the managed lane or if I'm
11 wanting to take one of the general purpose lanes. I
12 like this plan.

13 Currently, Loop 820 has four general
14 purpose lanes, this plan will add two additional. So
15 we will have six, we'll have more general purpose
16 lanes. And if for those days that I'm running a little
17 late and I need to get to work a little quicker, I've
18 got the choice of managed lanes.

19 I also have a little toddler in
20 preschool or -- or daycare, and I -- I know that for
21 those of you out there that have your child in daycare,
22 you know, what these late fees can amount to. So on
23 those days that I'm running late and I really need
24 to -- to -- to get to -- to -- to the place to pick up
25 my child, I know I'm not having to pay five dollars a

1 minute for that late fee, when I can pay and -- and
2 I've got the choice, again, for the managed lanes to
3 get to where I'm needing to get to quicker.

4 Anyway, I'm in support of the project, I
5 also play golf at the Iron Horse Golf Course every now
6 and then and I know that the access underneath Loop 820
7 is the access to the northern part of the golf course,
8 so I certainly don't want to interrupt my golf game the
9 one or two times that I go a year. So I (inaudible)
10 with construction. Thank you.

11 MS. ANDERSON: That is all the names
12 that I have that have previously signed up to make a --
13 make a statement. However, if there is anybody that
14 has not at this time, if you would like to step
15 forward, give us your name, address, make a statement,
16 we'll be happy to take that. One at a time.

17 MR. CHANDLER: John Chandler, Fort
18 Worth, business owner. I think the issue is real
19 clear. I think the -- the thing that strikes me is
20 after -- I don't know, Bob, how many years together
21 partners in mobility to TxDOT to implore them to fix
22 this. And it feels like it's largely been ignored,
23 this is -- this is a decent solution, but we can't
24 ignore what it does to our friends. You know, you've
25 actually pitted neighbors against neighbors because

1 whether they know or not, of all the -- the worse that
2 goes along with this, it actually -- it actually hurts
3 our neighbors in Haltom City, we need to fix that and
4 you guys can do that.

5 And so, you know, on a broad spectrum,
6 you want to support this, but you can't fully so I
7 would request that you address the issues of our
8 friends, but, again, move quickly on this and quickly
9 is not fast enough. We needed this for a long time,
10 and you know that. So thank you.

11 MS. ANDERSON: Next.

12 MR. THOMPSON: Good evening. I'm
13 Stewart Thompson, I'm southern manager for Pension Wide
14 Financial's Peach Tree Facility. And as Mac and
15 Russell have said before, we have just under 3,000
16 daily commuters to the Beach Street area. And this
17 project is critical to continue mobility in this area.

18 I'm also here as a resident of Northeast
19 Tarrant County. My commute from Grapevine, which
20 should take about 20, 25 minutes on the highway is 45
21 to 50 on North Tarrant. I'm also here as a member of
22 the 35 W Coalition, and as they stated previously, it's
23 a regional transportation issue. We can inform
24 coalitions, we can sit in board meetings, we can vote
25 on bonds, we can do all of the above, we cannot please

1 everybody, we can please most people, we can solve
2 these problems, but we need to do it now. It's been,
3 obviously, way too long.

4 I'm coming from San Antonio, working in
5 San Antonio and Houston. And moving to the metroplex
6 five years ago, I do have to tell you that the biggest
7 disappointment is the highways, it's pretty bad.
8 Compared to those cities, that's saying something. We
9 really need to get this done. The point I would like
10 to emphasize tonight is that, if I'm not mistaken, this
11 is phase one of a multi-phase project. How long is it
12 going to take to get the rest done? Thank you.

13 MS. ANDERSON: Next.

14 MR. SUTTON: Thank you, ma'am. I'm Jim
15 Sutton, Haltom City Councilman. By all accounts, we
16 need to do it. I've listened to the testimony tonight.
17 I grew up in Chicago area, where they also faced this
18 back in the 1960's and '70's. And that was whenever
19 the 1994 Tri State tollway was implemented where you
20 would put in 30 cents to go about five miles. And that
21 was because they could do it at that cost because back
22 then it's cheaper to build than it is now. The cost is
23 going up extremely so because of the economic situation
24 we face in this world.

25 I think that we could have done it a

1 long time ago, but I think that our leaders exercise
2 prudence, temperance and they wanted to have the best
3 plan in mind whenever they implemented this and for
4 that I applaud them.

5 The (inaudible) had their chance, they
6 have had their chance for the last 13, 14 years, it's
7 time to go ahead with this project. It's time to get
8 this on the -- on the books, set down in place, the
9 engineers get their job done and it's time to start
10 construction.

11 I wish that we could allocate more money
12 from the state to help with this so that we could do it
13 without managed lanes, but there are things in the
14 state budget that I wish we could have changed also.
15 For instance, in public welfare, from 2004 to 2006, our
16 state legislator increased that number by 22 percent,
17 11 million. Streets and highways in that same period
18 were only increased 11.7 percent at 5.7 million. I
19 believe that for Texas and for this area, those
20 priorities should have been shifted. But I appreciate
21 the legislator and I respect the compromises that they
22 make in -- in doing that. And I will respect that and
23 go with that. And it's the same thing with the managed
24 lanes, it's the best compromise for the situation we
25 need to fund this. So I'd like to close with -- with

1 Don Holloway said, let's just do it and do it right for
2 Haltom City too. Thank you.

3 MS. ANDERSON: Okay. Next.

4 MR. WEBB: My name is Roger Webb. And
5 I'd like to present a little bit of re -- respect
6 because I'm a retired teacher from Birdville School
7 District that taught in the district 28 years and also
8 drove the school bus. Has been more than eight years
9 since retirement, so it's 36 years driving the school
10 bus. My desire, my hope is to spend 14 more years
11 (unintelligible). I -- I probably can get those 14
12 years in sitting out there on the freeways waiting, you
13 know, might -- that might take care of that.

14 But, seriously, I think we all know the
15 school bus transportation is one of the safest forms of
16 transportation in the nation, fewer fatalities and --
17 and -- for the number of people that's transported.
18 However, it's getting more and more dangerous
19 each year. On -- on -- in all of our schools basically
20 have to go either 35 or 820 or whatever
21 (unintelligible).

22 Mainly, I drive after school activities,
23 those are athletics and fine arts. Some people may not
24 think those are important. Because as an academic
25 teacher, I taught English for 28 years and I,

1 obviously, think academics are extremely important.
2 But it's a know fact also that students involved in --
3 in an extra curricular activity, fine arts, athletics,
4 are much more successful in school.

5 And I don't -- and I'm also a fan of --
6 of -- of mass transit, I'll say that right off but I
7 don't know too many mass transit trains that stop at
8 different schools, you know, they're ready to get from
9 point A to point B. But as far as taking students to
10 different locations, it's just not practical. So I
11 would -- I could say, generally, what (inaudible) said,
12 let's just get 'er done as fast as possible.

13 MR. MARTEL: Okay. I'm Jim Brusca
14 Martel [phonetic]. I live at 6921 Victoria, North
15 Richland Hills. I was going to tell a story about the
16 whole thing. In 1972, I had the privilege of bringing
17 in 3,500 head of Mexican steers from Mexico. We worked
18 those cattle for six hours trying to get them through
19 this 12-foot gate. So we thought, well, we're here
20 sucking up all this dust, our air quality is not very
21 good and we're having problems. So, anyway, I had a
22 Mexican young man -- cowboy -- Mexican cowboy, you
23 know, he said, let me go rope that post over there and
24 I'll open this gate a little wider. Okay. He did
25 that, we got those cattle in in four hours instead of

1 six. If a Mexican cowboy has enough sense to take out
2 the (inaudible) we ought to be able to do the same
3 thing.

4 MS. ANDERSON: Is there anyone else that
5 would like to make a statement?

6 UNIDENTIFIED SPEAKER: Who's gonna
7 follow that?

8 UNIDENTIFIED SPEAKER: (Inaudible). The
9 thing I was disappointed about when I looked at the
10 film was the dislocation of service roads that goes
11 over parts of (unintelligible). And I looked at it and
12 said, well, they're going to build a bottleneck there.

13 And that's interesting the word he just
14 used, because at 4:30, when they start coming off 377
15 and coming down there and putting into both the -- the
16 toll road and into the other roads, right off of 377 at
17 4:30, the side road fills up, guess where they're
18 going, they're gonna pile up the toll road too.

19 So it's okay if you don't build it now,
20 but right up there is the dark rail, if you don't build
21 it now, where they can add it on later, you'll never
22 put a service road there. So I would like for you to
23 think about that, at least make the bridge or the dark
24 rail along that (inaudible) put in a continuous lane.

25 MR. PHILLIPS: Hi, I'm Jerry Lee

1 Phillips. I live at 245 West Willow Drive in Hurst,
2 Texas. I'm a candidate for County Commissioner
3 Precinct 3. I had a comment about the video that we
4 saw earlier this evening. What I noticed was the
5 little cartoon cars that were going down the free lanes
6 were going about as fast, in fact, as fast as the cars
7 going on the toll lanes. And there was a guy who spoke
8 earlier and said that if you were stuck in a free lane
9 at a stand still, and if you didn't get into a toll
10 lane, you're an idiot. Well, that little cartoon, if
11 you were in a toll lane and you could go just as quick
12 in a free lane, maybe, he would say that he was an
13 idiot, I don't know.

14 But it appears as though the whole idea
15 that all the cars would be going the same speed doesn't
16 make sense to me. It seems to me like the idea is that
17 at some point, probably at rush hour, the free lanes
18 would load up with cars and then the toll lane begins
19 to build with traffic and the fees on those toll lanes
20 would begin to increase. So the question is: when
21 will the toll lanes be used, at peak hours, probably
22 for high dollars. And to me that doesn't seem right.

23 We can go to northwest of 820 and all
24 those lanes are free, we can go to southwest Loop 820
25 and all those lanes are free, we can go southeast Loop

1 820 and all those lanes are free. It seems to me like
2 something is fundamentally unfair about the lanes in
3 Northeast Tarrant County having toll lanes.

4 So I'll appeal TxDOT and our local
5 leaders to appeal to Austin. The state is running a
6 budget surplus and, perhaps, this project could be
7 implemented quicker if Austin were to dip into the
8 state's surplus to fund the project instead of using
9 toll roads. Thank you.

10 MR. LEWIS: Hi, I'm Dan Lewis. I live
11 at 4812 String View Court, Haltom City, Texas. I'm the
12 President of the Haltom City Economic Development
13 Corporation. And I -- my main point is: I object to
14 the way Haltom City basically has been stranded from
15 access to the improvement. Having said that, I fully
16 support the get 'er done statements from Jim and Don
17 and the Vaquero, can't follow his eloquence, but I'd
18 like to say -- and for the record, please note that all
19 that get 'er done stuff is, in my view, in support of
20 the toll.

21 Now, with those speakers that have
22 spoken against the toll have suggested other people pay
23 for it. But I -- I don't see anybody here with an open
24 checkbook waiting to pay to make this over -- long
25 overdue improvement.

1 So the toll is -- is, I think,
2 necessary. I have philosophical objections to getting
3 funding from the federal government. But according to
4 Mr. Fickes, we're paying a dollar into D.C. and getting
5 70 cents back. So we're not really going there with
6 hat in hand begging, we pay our -- our share of money
7 in -- in tolls, in Texas, that is.

8 And if we can get it done with tolls,
9 which is a sure usage of (inaudible), I think that's an
10 important thing to do. But please reconsider the
11 stranding and isolation of Haltom City exits. Thank
12 you.

13 UNIDENTIFIED SPEAKER: All right. One
14 last thing, I'm (inaudible) I live in Bedford. Thank
15 God I don't have to drive over here very often, but I
16 had to today. So I do occasionally get stuck in this.
17 I would submit to the last gentleman that spoke that
18 every time you buy a gallon of gasoline, you are paying
19 a gasoline tax to build and maintain roads. Tarrant
20 County is not giving its fair share back to build and
21 maintain our roads.

22 And -- and Councilman Sapp, I believe it
23 was, of North Richland Hills was talking about the
24 worst congestion in Texas. Cited the most congested
25 areas in Texas are Northeast Tarrant County and TxDOT

1 won't do anything about it.

2 And I would like to know from Judge
3 whitley, but I think he's already left, how much of a
4 toll --

5 UNIDENTIFIED SPEAKER: He's right here.

6 UNIDENTIFIED SPEAKER: -- do they have
7 to pay --

8 UNIDENTIFIED SPEAKER: He's still here.

9 UNIDENTIFIED SPEAKER: -- how much of a
10 toll do they have to pay around other parts of 820
11 and -- and --

12 JUDGE WHITLEY: Same amount I told you
13 earlier, none.

14 UNIDENTIFIED SPEAKER: None. But
15 Northeast Tarrant County is going to have to have a
16 toll to get improvements.

17 MS. ANDERSON: I think that's everyone.
18 If you didn't get a chance, please provide us with
19 written comments. Each statement made at this hearing
20 and each written statement received on or before
21 July 14th, 2008, will be carefully analyzed in writing
22 in the Summary and Analysis. Where appropriate,
23 changes will be incorporated in the project design, and
24 the analysis will be attached to the environmental
25 document. In addition, property owners that are in the

1 area that may have a change made -- made will be
2 contacted and coordinated with concerning proposed
3 changes.

4 After review of the transcript of these
5 proceedings and addressing of all concerns and concepts
6 contained in the statements, environmental approval is
7 anticipated. Once approval is received, the
8 acquisition of right of way and utility relocation may
9 begin. Construction can begin when right of way has
10 been obtained, detailed plans are completed and
11 utilities are relocated and funding is available.

12 MS. CHAVEZ: I'd like to thank everyone
13 for coming out and again your -- your comment is
14 important to us. If you did not make a public comment
15 or oral comment, we are taking your written comments
16 and that is very important for us. So, please, if you
17 did not provide a comment, and you want to make a
18 comment, please do so by writing us. We have the
19 addresses and the information in the -- in the -- out
20 in the foyer in (inaudible), if you would like some
21 particular information. Again, thank you very much for
22 (inaudible) the most important part of any -- any
23 public project is the public involvement process.
24 Thank you very much for coming out tonight. And I now
25 call this meeting to order. Thank you.

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(Proceedings concluded at 9:51 p.m.)

1 STATE OF TEXAS)
2 COUNTY OF TARRANT)

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This is to certify that I, ROBYN WARD, a Certified Shorthand Reporter in and for the State of Texas, reported in shorthand the proceedings had at the time and place set forth in the caption hereof, and that the above and foregoing 107 pages contain a full, true and correct transcript of the said proceedings to the best of my ability.

Certified to on this the 8th day of July, 2008.

Robyn Ward, CSR
Texas CSR 8290
Expiration: 12/31/2009
DOLORES STEWART & ASSOCIATES
1701 Pennsylvania Avenue
Fort Worth, Texas 76104
(817) 810-0244

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