While the MPO structure is clearly an improvement over purely state and local planning, the actual institutional structure of MPOs and the divorce between their funding and their spending responsibility are likely to lead to inefficient outcomes. Improvements in MPO organizational structures would make them more closely approximate the distribution of transportation dollars' long term effects, which means making them more reflective of the underlying population distribution in the regions they represent (Lewis 1998). Overall, highway finance reform should focus on a geographic scale consistent with project benefits - often the MPO. This will require changes in both highway finance and MPO governance.

VI. Policy Recommendations

The key policy idea to flow from this analysis is that efficient highway spending is most likely in a system where the geographic area that benefits from a project is also financially responsible for building the project.[14] The current structure of United States highway finance creates geographic cross-subsidies that, while once justified based on the national importance of the Interstate Highway network, now often provide opportunities for inefficient allocation of highway resources. The initial step toward reform is to tie highway finance more closely to the areas that benefit.

The localized nature of many modern highway benefits suggests that metropolitan planning organizations often have the appropriate regional scale to internalize highway project effects while potentially balancing shifts of economic activity and externalities within the metropolitan area. One practical effect of matching financial responsibility to the area of benefit would be to empower MPOs to prioritize and finance highway projects. This requires reform of federal and state highway finance and of the institutional structure of many MPOs.

Dealing first with highway finance reform, a maxim that local benefits should be purchased with local funds requires that MPOs have revenue sources that they can use for transportation projects.[15] Currently, MPOs program state and federal funds. Instead of simply expanding the role of MPOs as programmers of state and federal funds, MPOs should be empowered and required to raise local revenues for local highway projects. This would require that MPOs become true regional transportation infrastructure authorities -- something that is rare in United States politics, but which the evidence described above suggests is necessary for efficient allocation of highway resources. Local funds needed to pay for the local benefits of projects could come from many sources. Ideally, tightly targeted user fees would generate those funds, because that would make explicit to voters the link between taxes paid and transportation benefits provided by projects. The tighter and more explicit that link, the more likely the electorate is to carefully consider project costs and benefits.

Such a call for locally financed highway projects is consistent with the trends in some rapidly growing metropolitan areas. Taylor (1995) and Brown et al. (1999) have documented that gasoline tax revenues have failed to keep pace with both vehicle miles traveled and highway construction costs. Faced with a highway "fiscal squeeze," some rapidly growing suburban areas have already pursued ambitious programs of locally funded highway improvements. For example, Orange County, California has built over fifty miles of new highways and expanded capacity and improved interchanges on the existing network during the 1990s. This ambitious program of highway construction is largely locally financed through a combination of dedicated sales tax revenues, private investment, and largely toll-financed roads built by a special purpose public agency. The challenge now is to learn from experiments such as those in Orange County and to devise more

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[14] An alternative viewpoint, put forward by Winston and Shirley (1998), is that special interest politics effectively dooms any prospect for efficient provision of urban transportation services through the public sector and that the best option for reform is to privatize public services. To the extent that Winston and Shirley (1998) highlight and measure the social cost of inefficiencies in transportation policy, we see little conflict between their argument and ours. The primary focus of Winston and Shirley's work is urban mass transit, although they also argue for privatization of highways. We believe that road privatization is consistent with our call for greater local responsibility in highway finance, but that the role of government in highway finance is large enough and entrenched enough that public sector solutions, of the sort we advocate below, must be considered.

[15] Note that this suggestion goes beyond, and is different from, policies that would simply devolve federal highway funds to the metropolitan areas where those funds are collected. Rebating gasoline tax funds directly to MPOs would likely look like a transportation block grant, and it is not at all clear that local MPOs would treat those funds like anything other than grants which should be exhausted. Efficiency under that system would hinge on the unlikely occurrence that federal (and state) gasoline taxes collected within a metropolitan area equal the funds needed to build the projects, and only the projects, that pass a social benefit-cost test.

systematic methods for efficiently splitting highway financial responsibilities across levels of government and funding mechanisms. A start is to shift lead funding responsibility for many projects (those with predominantly local benefits) to the MPO level.

Such a shift necessitates that MPO institutional and voting structures be reformed so that MPO governing bodies more directly reflect the populations they serve. Lewis (1998) notes that the policy of "one government/one vote," while an understandable legacy of the reluctance of local governments to yield authority to regional agencies, often has the effect of disproportionately favoring suburban jurisdictions in MPO voting arrangements. If MPOs were to become more important taxing, financing, and programming bodies, their standard "one government/one vote" institutional structures would be increasingly likely to be viewed as inconsistent with the Fourteenth Amendment's equal protection clause.[16] It is also vital that MPOs reflect in some reasonably proportionate fashion the entire metropolitan area for issues of shifts in economic activity and intrametropolitan externalities to get more fully aired in political debates and technical analyses of highway projects.

In short, we suggest that MPOs complete the transition, started by ISTEA, from advisory bodies to full financing, planning, and programming authorities. The key element of reform, necessary to match local benefits with local costs, is that MPOs raise local revenues for local highway projects.

No suggestion for such reform can be advanced without mentioning the very substantial obstacles to such a regional authority in most United States metropolitan areas. Local jurisdictions guard their powers jealously and voters have traditionally been wary of moving government functions, especially taxing authority, to regional bodies. We suggest three ways that traditional opposition to regional authorities might be lessened:

The revenues for local highway projects should be raised through highway user fees. We suspect that much of the reluctance toward giving regional governments taxing authority has to do with a sense that regional bodies might be less accountable to voters than more local governments. Clear user fees can mitigate that concern by demonstrating a close link between the financing mechanism and the transportation services provided by the funds. Tolls are being used for an increasing number of new highway projects in the United States and appear to be one mechanism that can be used by regional and even private-sector authorities with, at least in some instances, little public opposition.

The role of the federal government in empowering MPOs is vital. Federal transportation legislation has already been used to enhance the role of MPOs, and it might usefully be employed toward that end again to overcome reluctance toward that goal at the local level. While Congress may be very reluctant to relinquish its power to provide localized benefits with federal highway dollars, evidence is mounting that economic growth in parts of metropolitan areas depends on the health of the region as a whole. If this conclusion becomes widely accepted, designing transportation governance to enhance regional growth should increasingly appeal to the enlightened self-interest of each individual jurisdiction (Voith 1993, Haughwout 1999a). *By taking advantage of the highway fiscal squeeze that exists in some rapidly growing urban areas, there*

[16] Lewis (1998) provides a discussion of this and some explanation of why the courts have not invalidated current MPO voting arrangements based on Fourteenth Amendment criteria. In short, the judicial thinking as embodied in the case of *Education/Instruccion, Inc. et. al. v. Moore*, was that MPOs were largely advisory and research-oriented at the time the case was decided and did not exercise governmental powers or perform governmental functions. See Lewis (1998) for a discussion.

might be a political opening to create new highway financing mechanisms and to then attach those funds to regional authorities such as MPOs. Highway benefits that cross regions should continue to be financed by state and federal matching aid. In some instances that might entail substantial state and federal funds. But the evidence on the geographic span of modern highway benefits suggests that current state and federal matching rates are often too high. Again, the geographic span of a project's benefits should, ideally, inform the split of funding responsibilities across metropolitan, state, and federal authorities.

VII. Conclusion

We started this paper with an examination of how highway investments influence metropolitan development. The evidence pointed to two efficiency problems with current highway finance: (1) The current system of large state and federal subsidies does not lead to a correspondence between the geographic area of benefit and the geographic area of financial responsibility for many highway projects, and (2) There is little, if any, consideration of possible within-metropolitan area external costs from highway investment, especially when one focuses on the often neglected issues of central city agglomeration, the social isolation of the poor, and other incompletely understood but highly plausible sources of spatial externalities. The solution to both problems is to better link highway spending to highway costs. This requires both funding and MPO governance reforms.

Overall, we recommend a shift in the federal role from being a major source of highway revenues to encouraging, through the leverage that federal monies provide, states and metropolitan areas to empower MPOs or similar regional governments in transportation planning. Importantly, the focus of highway finance should shift from the state and federal level to metropolitan areas. This implies that future funding increases should more often be at the metropolitan than the state or national level. The federal role in highway transportation will be to preserve the vitality of the portions of the network that provide truly national benefits and provide assistance to poorer regions that might not be able to provide local funding for all of their highway projects. The federal government should continue to cooperate with state agencies and the newly empowered MPOs in setting standards, conducting research, and collecting and analyzing data. Importantly, federal leadership will be vital if any devolution of highway funding responsibility occurs in a manner consistent with the efficiency objectives outlined in this paper. This requires more than simply returning gasoline taxes to the jurisdictions in which they were collected. It requires regional responsibility to raise local revenues for local projects – something that likely will not occur without federal encouragement and possibly requirements. Finally, the federal role in protecting the environment in the transportation planning process should remain, largely because the federal government has, in concert with a few states on particular issues, traditionally played a lead role in environmental issues. Given the decentralization of highway policy that we advocate here, the federal role as it pertains to the environment would be especially (but not solely) useful in funding pilot and other programs intended to encourage local experimentation with solutions to what are often external costs of highway programs.

At the metropolitan level, our reforms imply that MPOs will become true regional infrastructure agencies, with taxing authority to match the planning and programming function already resident in those governmental bodies. This will correct an important shortcoming in transportation planning. Currently, the financing of projects is divorced from project selection and planning. Too often, local governments have incentives to lobby for projects without being forced to consider the cost – either the dollar value or the external costs. Combining the financing, planning, and project selection functions in one agency that is accountable to the population that predominantly benefits from highway projects is essential for encouraging more careful consideration of highway project benefits and costs.

One question remains: what would these reforms imply for the nature of metropolitan growth? Would metropolitan areas grow differently if our reforms were implemented? Despite the fact that an analysis of highways and metropolitan growth led us to our reform suggestions, we are reluctant to speculate in detail on the effect of our reforms on metropolitan development. Recall that urban decentralization is a result of many factors, and it is possible that even with a reformed highway finance and MPO governance system that United States urban areas will continue to decentralize. We

argue that our reforms should be pursued not because they will lead to some clearly identifiable urban form, but because a more efficient matching of highway project costs and benefits will lead to a more efficient allocation of highway investments. That allocation will likely include fewer highway projects, a relative shift in transportation resources from outlying areas toward central cities, and at least a continued examination of how investments in suburban highways affect central cities. Whether any resulting changes in urban form and metropolitan development patterns are large or small is beside the point.

Instead, the important policy point is that the investment in the United States highway system is huge, and the nation has a vital interest in managing, expanding, and maintaining that investment in an economically efficient manner. Federal policy is often at odds with that goal in ways that, among other things, likely lead to less than optimal urban growth patterns. The federal government should use its influence to take the lead in requiring that metropolitan governments pay for highway benefits that are strictly metropolitan in nature. The highway program has long been part of the federal government's hidden urban policy. The reforms suggested here would go a long way toward supporting the efficient allocation of highway resources and thus make the federal highway program one that better supports the vitality of metropolitan areas.

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Petition for the record:

The following petitioners are residents of Park Palisades and members of the Park Palisades Home Owners Association. Park Palisades is in Fort Worth council District 3. The petitioners will support the proposed 121T turnpike but only with the following modifications adjacent to Park Palisades.

1. Move the turnpike to the west edge of the right of way.
2. Medians should be a maximum of 25 feet wide.
3. Turnpike should be kept at grade level from Dutch Branch Road to Dirks Road.
4. Proposed roadway should have a 25 foot high berm at the road way shoulder (east side), to buffer Park Palisades from the turnpike. The berm should begin approximately ¼ mile north of Dutch Branch Road and terminate at Dirks Road. If berm is not feasible then a noise wall should be installed in the same location.
5. The right of way shall in no way encroach upon any residential property of Park Palisades.
6. Turnpike exit should be approximately 1/4-1/2 farther south to allow for future 4 lane expansion of Altamesa/Derks road.

Park Palisades HOA

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Tamara Griffith x_____
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Patricio Eduardo Orozco x_____

x_____

6802 Beverly Glen Drive
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Dean Linch x_____

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Park Palisades HOA

Beverly Glen Drive

~~**MODEL HOME**~~

x Doris E. Fisk

x ~~Carroll D. Fisk~~

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Ft. Worth,TX 76132

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Laura Quenette

x

x

6840 Beverly Glen Drive
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UNDER CONSTRUCTION

x

x

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Ken Byrd

x Kenneth E Byrd

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Park Palisades HOA

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6829 Coldwater Canyon

Ft. Worth,TX 76132 817 3[illegible]

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Angela Swienton x_____

6836 Coldwater Canyon
Ft. Worth,TX 76132

Marc D'Argenzio x [illegible]

Danielle D'Argenzio x Danielle D'Argenzio

6837 Coldwater Canyon
Ft. Worth,TX 76132

Thomas Villars x Thomas L. Villars

Anna Villars x Anna R. Villars

6840 Coldwater Canyon
Ft. Worth,TX 76132

817-263-6301

Curtis Ebling x_____

Elizabeth Ebling x Elizabeth A. Ebling

6841 Coldwater Canyon
Ft. Worth,TX 76132

817 346 7540

Park Palisades HOA

Coldwater Canyon

Chris Cash x

Cathryn Cash x

6845 Coldwater Canyon

Ft. Worth,TX 76132

817-294-0206

Mark Townsend x

Jenny Townsend x

6900 Coldwater Canyon

Ft. Worth,TX 76132

817-361-9791

Todd Hennington x

Karen Hennington x

6901 Coldwater Canyon

Ft. Worth,TX 76132

817-370-0912

Chung-Lin Tseng x

Enrica Tseng x

6904 Coldwater Canyon

Ft. Worth,TX 76132

TEL. 817-292-4032

Kevin Staub x

Mary Staub x

6905 Coldwater Canyon

Ft. Worth,TX 76132

Keith Kline x

Pattie Kline x

6908 Coldwater Canyon

Ft. Worth,TX 76132

Park Palisades HOA

Coldwater Canyon

Greg Hicks x _____

Pattye Hicks x _____

6909 Coldwater Canyon

Ft. Worth,TX 76132 817- 294-0776

Kenneth Henson x _____

Kathy Henson x _____

6912 Coldwater Canyon

Ft. Worth,TX 76132 817-294-7737

Tulecke / Rose

Antony Geller x _____

Jennifer Geller x _____

6913 Coldwater Canyon

Ft. Worth,TX 76132 817-346-7801

Scott Waller x _____

Jonell Waller x _____

6916 Coldwater Canyon

Ft. Worth,TX 76132 (817) 370-1502

David Cavasar x _____

Janine Cavasar x _____

6917 Coldwater Canyon

Ft. Worth,TX 76132

~~**Christopher Johnson**~~ x _____

~~**Christine Johnson**~~ x 817 346-7566

6920 Coldwater Canyon

Ft. Worth,TX 76132

Park Palisades HOA

Coldwater Canyon

James Ray x James Ray

Theresa Ray x Theresa Ray

6924 Coldwater Canyon

Ft. Worth,TX 76132

817-346-6603

Randi Johnston x Randi Johnston

Grant Johnston x 817-292-4299

6925 Coldwater Canyon

Ft. Worth,TX 76132

Betty G. Alexander ~~**Dennis Rigney**~~ x Mrs. Betty G Alexander

~~**Patricia Rigney**~~ x

6928 Coldwater Canyon

817 370 0433

Ft. Worth,TX 76132

Nick Ravelo x Nick Ravelo

Luz Ravelo x Luz Ravelo

6929 Coldwater Canyon

Ft. Worth,TX 76132

817 346 3329

Todd Nalder x Todd Nalder

Kelli Nalder x Kelli Nalder

6933 Coldwater Canyon

817-263-4871

Ft. Worth,TX 76132

Timothy Clevenger x Timothy Clevenger

Margaret Clevenger x Margaret Clevenger

6935 Coldwater Canyon

Ft. Worth,TX 76132

(817) 346-0674

Park Palisades HOA

Descanso Gardens

Ricky Thibodeaux x _____

Sharon Thibodeaux x _____

6801 Descanso Gardens

Ft. Worth,TX 76132

817 263-4681

Andrew Contreras x _____

Lacy Contreras x _____

6805 Descanso Gardens

Ft. Worth,TX 76132

817.292.7285

Kevin McKeown x _____

x _____

6809 Descanso Gardens

Ft. Worth,TX 76132

817-423-0091

James Gordon x _____

Penny Gordon x _____

6813 Descanso Gardens

Ft. Worth,TX 76132

(817) 294-9957

Travis Whisenant x _____

April Whisenant x _____

6817 Descanso Gardens

Ft. Worth,TX 76132

Brad Poynor x _____

Dina Poynor x _____

6821 Descanso Gardens

Ft. Worth,TX 76132

Park Palisades HOA

Descanso Gardens

Ronald Hays x_____

Jo An Hays x_____

6825 Descanso Gardens

Ft. Worth,TX 76132

Park Palisades HOA

Laurel Canyon Terrace

Ricardo Neaves x Ricardo Neaves Jr.

Kathy Neaves x Kathy Neaves

6900 Laurel Canyon Terrace

Ft. Worth,TX 76132 817-370-1891

Renee Bianco x Renee Bianco

x

6904 Laurel Canyon Terrace

Ft. Worth,TX 76132 817-423-0550

Robert Jackson x Robert P. Jackson

Sharon Jackson x Sharon L. Jackson

6905 Laurel Canyon Terrace

Ft. Worth,TX 76132 817-294-1604

Nathan Terry x Nathan W. Terry

Beth Terry x Beth Terry

6908 Laurel Canyon Terrace

Ft. Worth,TX 76132 817-294-9211

Jonathan Kellam x Jonathan M. Kellam

Kristi Kellam x Kristi E. Kellam

6909 Laurel Canyon Terrace

Ft. Worth,TX 76132 817-294-4111

Keith Hughes x

Pamela Hughes x

6912 Laurel Canyon Terrace

Ft. Worth,TX 76132

Park Palisades HOA

Laurel Canyon Terrace

M.H. Herbert Herzfeld x M H Herzfeld 817-292-8887

x

6913 Laurel Canyon Terrace
Ft. Worth,TX 76132

Ernesto Anzaldua x Ernest Anzaldua

Jennifer Anzaldua x Jennifer Anzaldua 817-263-4792

6916 Laurel Canyon Terrace
Ft. Worth,TX 76132

Arturo Chavez x

Cristina Chavez x

6917 Laurel Canyon Terrace
Ft. Worth,TX 76132

Lenny Herzfeld x Lenny Herzfeld 817-292-5920

Cathy Herzfeld x Cathy Herzfeld 817-292-5920

6920 Laurel Canyon Terrace
Ft. Worth,TX 76132

Jennifer Dunlap x Jennifer Dunlap 817370-0368

y

6921 Laurel Canyon Terrace
Ft. Worth,TX 76132

Paul Briscoe x Paul Briscoe 817-263-5096

Jennifer Briscoe x Jenifer Briscoe 817-263-5096

6924 Laurel Canyon Terrace
Ft. Worth,TX 76132

Park Palisades HOA

Lomo Alto Drive

Bill Blackwell x Bill Blackwell

Susan Blackwell x Susan A Blackwell

6900 Lomo Alto Drive

Ft. Worth,TX 76132 817-361-7261

Bobby Cook x Bobby W Cook

Nancy Cook x Nancy B Cook

6904 Lomo Alto Drive

Ft. Worth,TX 76132 817/294-8890

Jeff Markgraf x

Michelle Markgraf x Michelle Markgraf

6908 Lomo Alto Drive

Ft. Worth,TX 76132 817/292-0991

Catherine Alois x Jennifer Cook 1-6-03

x Catherine Alois 1-9-03

6909 Lomo Alto Drive

Ft. Worth,TX 76132 817 361 9920

George Berger x Jackie Berger

x

6912 Lomo Alto Drive

Ft. Worth,TX 76132

Chong Choi x Chong Choi

Kyong Choi x Kyongsun Choi

6913 Lomo Alto Drive

Ft. Worth,TX 76132

Park Palisades HOA

Lomo Alto Drive

Bob Dow x _____

Susan Dow x _____

6916 Lomo Alto Drive

Ft. Worth,TX 76132

817 361 9378

Jeff Kirby x _____

Sheryl Kirby x _____

6917 Lomo Alto Drive

Ft. Worth,TX 76132

817 423 8923

Mike Lutz x _____

Tena Lutz x _____

6920 Lomo Alto Drive

Ft. Worth,TX 76132

(817) 423-0735

David Tatum x _____

Sharon Tatum x _____

6921 Lomo Alto Drive

Ft. Worth,TX 76132

817- 423-2448

Jason Hood x _____

Rhonda Hood x _____

6924 Lomo Alto Drive

Ft. Worth,TX 76132

OUT OF TOWN

J.C. Suire x _____

Cynthia Suire x _____

6925 Lomo Alto Drive

Ft. Worth,TX 76132

817 346-7417

Park Palisades HOA

Lomo Alto Drive

Lawrence Rudat x _____ (OUT OF TOWN)

Corina Rudat x _____

6928 Lomo Alto Drive

Ft. Worth,TX 76132

Ray Villasenor x Ray Villasenor

Christine Villasenor x Christine Villasenor

6932 Lomo Alto Drive (817) 361-5996

Ft. Worth,TX 76132

Cheryl Carleo x Cheryl Carleo

x 817-263-1796

6933 Lomo Alto Drive

Ft. Worth,TX 76132

Scott Kelley x S. Scott Kelley 817-346-7964

Theresa Kelley x Teresa Kelley

6936 Lomo Alto Drive

Ft. Worth,TX 76132

Deb Holland x 817-361-6791

Donna Holland x Donna Holland

6937 Lomo Alto Drive Deb Holland

Ft. Worth,TX 76132

Richie Escovedo x Richie Escovedo

Kristen Escovedo x Kristen Escovedo

6940 Lomo Alto Drive 817.292.9770

Ft. Worth,TX 76132

Park Palisades HOA

Lomo Alto Drive

Linda Suwara x

Hans Walder x

6941 Lomo Alto Drive
Ft. Worth,TX 76132

817 292-3508

Linda Powers x

x

6944 Lomo Alto Drive
Ft. Worth,TX 76132

Bruce Casten x

Diana Casten x

6945 Lomo Alto Drive
Ft. Worth,TX 76132

817-346-6361

Robert Martinjak x

Tabby Martinjak x

6948 Lomo Alto Drive
Ft. Worth,TX 76132

817-346-3186

Walter Allen x

Phyllis Allen x

6949 Lomo Alto Drive
Ft. Worth,TX 76132

817-423-3719

Mike Garvin x

Elaine Garvin x

6952 Lomo Alto Drive
Ft. Worth,TX 76132

817 346-0601

Park Palisades HOA

Lomo Alto Drive

Randall Crabtree x_____

Shannon Crabtree x_____
6956 Lomo Alto Drive
Ft. Worth,TX 76132

Gary Schwartz x_____

Claire Schwartz x_____
6960 Lomo Alto Drive
Ft. Worth,TX 76132

Clinton Price x_____

Cheryl Price x_____
6964 Lomo Alto Drive
Ft. Worth,TX 76132

Reggie Jones x_____

Amy Jones x_____
6968 Lomo Alto Drive
Ft. Worth,TX 76132

William Juenger x William Juenger

Phyllis Juenger x Phyllis Juenger
6972 Lomo Alto Drive
Ft. Worth,TX 76132
(817) 292 - 8649

Doyle Price x_____

Cheryl Price x_____
6974 Lomo Alto Drive
Ft. Worth,TX 76132

Park Palisades HOA

Lomo Alto Drive

Dick Townsend x

Brigitte Townsend x
6976 Lomo Alto Drive
Ft. Worth,TX 76132

Brenda Zimmerman x

x

7000 Lomo Alto Drive
Ft. Worth,TX 76132

David Dwortz x David Dwortz (817 294 8416)
Leslie Dwortz x Leslie Dwortz
7004 Lomo Alto Drive
Ft. Worth,TX 76132

Greg Dobson x

Diana Dobson x
7008 Lomo Alto Drive
Ft. Worth,TX 76132

~~Jay Glitter~~ Justin Whippo x
Vanessa ~~Glitter~~ Hagerty x
7012 Lomo Alto Drive
Ft. Worth,TX 76132

Doug Grady x

x

7016 Lomo Alto Drive
Ft. Worth,TX 76132 817-263-6029

Park Palisades HOA

Lomo Alto Drive

Andrew Whitlock x

Maureen Whitlock x

7020 Lomo Alto Drive

Ft. Worth,TX 76132

LEASE HOME OWNERS OUT OF TOWN

Cory Potts x

Skye Potts x

7024 Lomo Alto Drive

Ft. Worth,TX 76132

817-423-0463

Joel Arredondo x

Sarah Arredondo x

7028 Lomo Alto Drive

Ft. Worth,TX 76132

Joseph Nix x

Jennifer Nix x

7029 Lomo Alto Drive

Ft. Worth,TX 76132

Kenneth Smith x

Kimberly Smith x

7032 Lomo Alto Drive

Ft. Worth,TX 76132

(817)361-7104

Ronald King x

Gentry King x

7033 Lomo Alto Drive

Ft. Worth,TX 76132

817-294-1364

Park Palisades HOA

Lomo Alto Drive

Lorraine Ricotta x Lorraine M. Ricotta
x 817-292-7251

7036 Lomo Alto Drive
Ft. Worth,TX 76132

Berry Stevens x Berry Stevens
Jennifer Stevens x for Berry Stevens
7037 Lomo Alto Drive 817-361-5628
Ft. Worth,TX 76132

Diane Clark x Diane Clark
Michael Pursley x
7040 Lomo Alto Drive
Ft. Worth,TX 76132
817 292-7978

Darryl and Lisa Johnson
~~**Scott Sawyer**~~ x Lisa Johnson
~~**Brandy Sawyer**~~ x Darryl Johnson
7041 Lomo Alto Drive
Ft. Worth,TX 76132
817-263-4485

Henry Nava x Henry & Teresa Nava
Teresa Nava x
7044 Lomo Alto Drive 817-292-2304
Ft. Worth,TX 76132

Damon Marsden x Damon Marsden
Elsa Marsden x Elsa Marsden
7048 Lomo Alto Drive 817-292-2212
Ft. Worth,TX 76132

Park Palisades HOA

Oceano Terrace

Hussain Fawaz x

Kristin Parker x

6900 Oceano Terrace

Ft. Worth,TX 76132

817-361-0969

Sau Tagaloa x

Gina Tagaloa x Virginia Tagaloa

6901 Oceano Terrace

Ft. Worth,TX 76132

817-294-5489

Dessie K. McCall x Dessie K. McCall

x (817) 292-6663

6904 Oceano Terrace

Ft. Worth,TX 76132

Sean x

x

6905 Oceano Terrace

Ft. Worth,TX 76132

Thurman Schweitzer x 817-423-8254

Nancy Schweitzer x "

6909 Oceano Terrace

Ft. Worth,TX 76132

Park Palisades HOA

Topanga Terrace

Craig Judge x for Craig Judge

Terry Judge x Terry Judge
6900 Topanga Terrace
Ft. Worth,TX 76132 817-346-8502

Paul Krebs x

Joy Krebs x
6901 Topanga Terrace
Ft. Worth,TX 76132

Chao-Nien Wang x

Yi-Fang Wang x
6904 Topanga Terrace
Ft. Worth,TX 76132

Bok Hym Bots x

x
6905 Topanga Terrace
Ft. Worth,TX 76132

Keith Wilcox x

Debbie Wilcox x
6908 Topanga Terrace
Ft. Worth,TX 76132

Richard Fernando x Richard Wayne Fernando

Glenda Fernando x Glenda A. Fernando
6909 Topanga Terrace
Ft. Worth,TX 76132 817 292 6931

Park Palisades HOA

Topanga Terrace

Michael Hoover x Michael Hoover

Regina Hoover x Regina Hoover

6912 Topanga Terrace

Ft. Worth,TX 76132 817-346-6084

2217 Harrison Ave
Fort Worth, TX 76110
Feb. 26, 2003

Dear Ms. Chavez,

As a homeowner in Mistletoe Heights, I am writing to express my concerns about Hwy. 121.

I support inclusion of the principles of the Project Development Team in the Environmental Impact Statement relating to Hwy-121

This would mitigate the effects of urban traffic in our area and would give residents what they want, which is a parkway, not an urban expressway.

Thank you for your consideration.

Mrs. Mary E. Peipert

Texas Department of Transportation

STATE HIGHWAY 121
From IH 30 to FM 1187
Tarrant County
Public Hearing
April 22, 2003

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the District Office using this form or by letter postmarked by May 2, 2003. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Thank you for your comments.

OFFICIAL COMMENTS:

As a rower I am concerned with anything that might affect the quality of the water in the river. I am especially concerned with trash that will float down river to the area where we row. As a cyclist and trail user I am concerned with how construction will affect the trail and my ability to pass through that area. Safety will be an issue when the construction is complete because of a lack of light. I also support the issues raised by Streams and Valleys Inc.

Name David Perez

Address 2938 5th Ave
Fort Worth TX 76110

Phone 817-921-0509

CSJ 0504-02-008 &

Texas Department of Transportation

STATE HIGHWAY 121
From IH 30 to FM 1187
Tarrant County
Public Hearing
April 22, 2003

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the District Office using this form or by letter postmarked by May 2, 2003. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Thank you for your comments.

OFFICIAL COMMENTS:

I work in Fort Worth and use the current entrance and exit ramps at I-30 & Forest Park. I have looked at the current A/C Combo Plan for proposed SH 121 Start point of I-30 and want TxDOT to know I support that plan.

Name [illegible]

Address 6012 Calender Road
Arlington, Tx 76001-5442

Phone 817-468-4469

DIST 02 FT WORTH
TXDOT MAILROOM
FEB 27 2003

LYNN AND TEENA PRINCE
5000 River Bluff Drive
Fort Worth, Texas 76132

Ms. Maribel P. Chavez, P.E. - District Engineer
Texas Department of Transportation
P.O. Box 6868
Fort Worth, Texas 76115

Re: SH121T

Dear Ms. Chavez,

I am an advocate in favor of the proposed SH121T (a.k.a. Southwest Parkway).

We have lived in the southwest side of Fort Worth for a number of years and most recently off Bryant Irvin and Oakmont. The traffic in this area has progressively gotten worse to the point that on the weekends we try and find an alternative route to I20 and parts north of Southwest Boulevard. This situation is only going to worsen due to more expansion of both homes and commercial use to the south of us.

Once again as a family of four who all drive we implore each and every person involved in this project to give it their utmost attention so it can be built and built soon.

Thanking you in advance.

Teena Prince

Lynn and Teena Prince
And Family

Lynn Prince

Thomas B. Reynolds
1605 Sunset Terrace
Fort Worth, Texas 76102

April 22, 2003

Maribel Chavez, P.E., District Engineer
Texas Department of Transportation
P. O. Box 6868
Fort Worth, Texas 76115

Dear Ms Chavez and Other Concerned Parities:

I am writing in response to the DEIS document regarding the potential building of the road known as 121. Having read the document, I have been truly surprised by the number of errors and assumptions made. One would think that with a road of this magnitude and expense that there would be no assumptions, but rather plans based on hard fact as the result of rigorous testing.
Although I could comment on several areas of the proposed parkway, my comments are mostly restricted to my neighborhood, Sunset Terrace. Sunset Terrace is a Historic neighborhood just west of the intersection of I-30 and Summit Ave. Rather than comment in narrative style, I will refer to the section and page number of the DEIS document, followed with question or commentary. There will be a summary at the end.

Sec. 1, pg.1-" 121 would provide a needed alternate relief route to the already congested urban arterials serving Southwest Tarrant Co. as well as I-30 and I-35 w. corridors".
How is 121 going to relieve I-30? It is going to add lanes on top of I-30 and bring more traffic to it.
Also on pg.1, " additional improvements north of I-30..."
The city council and PDT have unanimous agreement that phase 2 of the proposed 121 project should not be built, due to what it would do to our city visually and the ensuing expense. This needs to be stricken from all maps and commentary and not be considered further.

Sec.111- 14, #7 – Recommendations regarding " Noise mitigation visual intrusion, etc." does not go far enough. This needs to be amplified to include light pollution, air pollution and traffic flow patterns, particularly in and around the Sunset Terrace neighborhood.

Sec. 111-30. 121 MUST be built as a true Parkway, not a highway, per the PDT and others recommendation. Summit Ave. traffic is so bad now due to the tearing down of the Ballinger St. bridge, tying Summit into 8th Ave. and forcing all the traffic that used to have alternate arterials onto Summit. With additional planned growth, such as the new Pier 1 campus that is under construction down Summit and the new Tandy complex which will also impact Summit to a large extent, the numbers of vehicles generated will be backed up far worse than what has already been created. Relieving the congestion that the "improvements"of the last 5 years has created at Summit/ 8th Ave. and I-30 needs to be a high priority, NOT adding to it.

Sec. V-3. " In addition, it encourages major employers, business and apartment complexes to locate at proposed entryways and stops of the proposed Southwest parkway facility and single family residential housing to generate between points".
How is this possible? I live at the proposed entryway and I own a small apartment complex. For the first time ever, in the last 6 months we have had 3 nice, potential renters say they liked the units, but the noise was too much, (I-30 noise).
Also, our neighborhood has had to petition the city to stripe across Summit Ave. at Jarvis Street and put up "Do not block intersection" signs because of the volume of traffic that has been created at I-30 and Summit. It sometimes works.

Sec. V-9. " From the Northern terminus, west of Summit Avenue..."
The description of the northern terminus is inconsistent throughout the DEIS. Some reference the terminus at Summit. Where is it? As I have indicated, it is important for traffic flow that the terminus is NOT at Summit.
Sec. V22- mentions Summit as the northern terminus.

Sec. V 13. ".... The route would not permanently impact any existing public park or recreation area..."
Harrold Park is immediately north of I30 on Summit Ave. 4 (f) considerations need to be taken into account here, as well as the Cobb- Burney house which is mentioned as being within .25 miles of the ROW. The park is even closer. Air quality issues need to be addressed as well.

Sec. V-34. Section 4 (f) impacts- Public parks and Historic sites- regards additional scrutiny and taking only if " no feasible and prudent alternative to the use of the resource" and b.) " All possible planning has been taken to minimize harm to the resource".
Since section 4 (f) came into law in 1966, our neighborhood has been consistently and methodically overlooked regarding these provisions. Forty years of highway/roadway changes to I30, I35, Summit Ave. 8th Ave. and Ballinger street have produced adverse effects that could be construed as an indirect taking.

Sec. V-35. " Other than the Trinity bicycle/ pedestrian trail, there no publicly owned lands for parks, recreation areas, wildlife (waterfowl) refuge that could be classified as Sec. 4 (f) lands within the project area".
This is complete nonsense! See comment on V-34.

Sec. V-36. "Alternative B and D.... would require Section 4 (f) evaluation".
Why wouldn't alternatives A and C, with the impacts on Sunset Terrace/ Harrold Park?

Sec. V-39. Microscale analysis- " A monitoring site located on Ross Ave. near downtown Fort Worth records 1 hour CO concentrations in ppm for the area".
Would a site closer to the source provide a more accurate reading, such as I30 at Summit?

Sec. V-82." The peak hour for this project has been determined during a previous study performed in 1992. Traffic patterns have not changed to a measurable degree and as such the peak hour developed from the '92 study was utilized".
This is an incredible statement. Traffic patterns have changed dramatically around I30 and Summit Ave. as well as other sites within the project development. Within the last 9 years, I35 has been widened, with the end of that project letting at Summit, I30 has been widened, Summit has been widened and tied into 8th Ave. and the Ballinger street bridge has been razed. There is no resemblance to the traffic patterns of nine years ago to today. All monitoring/ modeling must be completely re-evaluated using traffic patterns as they exist currently. It is astounding that a DEIS could make an erroneous assumption like this.

Sec. V-139. On several pages regards " Historic buildings and Structures", once again our area is completely ignored. Sunset Terrace is eligible for listing in the National Register of Historic Places, as is evidenced by a copy of a letter from the Texas Historical Commission that is included in the Appendices section of the DEIS.

Sec. V-150. " NEPA requires agencies of the Federal government to consider effects of their actions on " the human environment"...Cultural resources are defined as any prehistoric or historic district, building, structure, object or archeological site included in, or eligible for inclusion in the National Register of Historic Places".
As mentioned above, Sunset Terrace is eligible for listing in the National Register, as evidenced by the letter from the Texas Historical Commission included in the appendices of the DEIS.

Sec. V-150. ".....Historic structures/archeological sites determined eligible for listing in the National Register of Historic Places by the State Historic Preservation Officer, (SHPO)... are subject to evaluation under Sec. 4 (f)... Sec. 4(f) requires that the agency show that all planning to minimize harm to any NRHP property resulting from the proposed action was considered and that all feasible or prudent alternatives to avoid adverse impacts to the NRHP properties have been explored".
Also." require the agency to consult with the SHPO concerning the potential effects that a proposed project may have on NRHP properties located within the project area of potential effects".

Sec. V-185. Secondary and Cumulative Project Impacts-
"By definition, secondary effects are those that are "caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable".
Cumulative effects which are even less defined are "impacts which result from the incremental consequences of an action when added to other past and reasonably foreseeable future actions".
Again, I must point out the substantial cumulative effects of the widening and reconstruction of I35, I30, Summit Ave./8th Ave. and the razing of the Ballinger street bridge have had on our neighborhood with no thought given to the long lasting impacts. Cut through traffic in our neighborhood has been another negative impact resulting from the closure of certain arteries such as Ballinger street, which has forced all the traffic onto Summit Ave. where before, there were other means of disbursing traffic. The non-existent traffic planning that has created office, school and church traffic to cut through our neighborhood has been an ongoing and increasing problem over the past few years.

Sec. V-186. " In addition to traditional transportation goals, i.e. enhanced mobility, balanced multimodal systems, improved air quality, etc. equal consideration was given early in the process to other issues such as quality of life and financial goals".
Quality of life is all-important, but if you create a truly bad situation for some people, quality of life has hardly been considered. All the weight in this almost six hundred-page document has been given over to the wonderful things 121 will do for the southwest portion of Tarrant County. What about those of us who live and work in the inner city? This should absolutely NOT be a zero sum game whereby one group gets the benefits at the expense of another. Also, as I have mentioned before, I own an apartment complex and nearly two acres of land in my neighborhood that I wish to develop for town houses. My financial goals will be better met without the increasing difficulty my neighbors and I have with ingress and egress to and from our neighborhood, the increase in cut through traffic, noise pollution, air pollution and light pollution.

Appendices- Mayor and Council Communication- dated 12/8/98.
" Council supports it, (121), if feasibility can be established and.... The assumption of a design of two lanes in each direction".
The DEIS consistently describes road as ultimately 6 lanes.

Appendix C- Letter from the Texas Historical Commission to TXDOT;
" We CONDITIONALLY agree that the project as proposed will have no adverse effect on historic resources, provided that public testimony and design alternatives are given consideration".

From page 2 of TXDOT's letter in response-
" Thank you for your concurrence with our determination that this project poses no adverse effect to historic properties".
Clearly, that is NOT what the State Historic Preservation Officer said.

Sec. 1V-26. Regulatory compliance.
" Under section 106 of the National Historic Preservation Act of 1966, Federal agencies are required to take into account the effects that an undertaking will have on historic properties. Historic properties are those included in or eligible for inclusion in the NRHP".
" Under 36 CRF 800.4 of the ACHP reg. Pertaining to the protection of historic properties, Federal agencies are required to locate, evaluate and assess the effects an undertaking will have on such properties".

"This report focuses on the preliminary identification of potential historic properties within the PSC". This report has completely missed far more of the historic property inventory than it has begun to identify.

Sec. 1V 28. " Of the sites surveyed, the city of Fort Worth Holly Water Treatment plant and the Lancaster Street Bridge are the only two potentially eligible NRHP sites that are a concern".
Nonsense! Again, I reference the letter from the Texas Historical Commission.

Sec. 1V 29. " One registered THL, the Cobb- Burney house is located within .25 miles of the proposed new roadway".
MANY more National Register eligible properties and parks are located within .25 miles as well.

To summarize a few points:

1. No cumulative impacts have been considered in the DEIS. No 4 (f) considerations are represented in the document, only direct takings of property.
2. This proposed new roadway, 121, should not be a zero sum game whereby the "efficiencies" created in the southwestern part of Fort Worth are offset by the traffic jams, noise, pollution and general inefficiencies created in the inner city.
3. Sunset Terrace was on the fringe of the mixmaster work and did not get the proper NEPA attention, as evidenced by the high mast lighting and no noise mitigation and no attention given to traffic flow patterns. We are once again on the fringe and WE WILL NOT STAND for any project that does not include full and appropriate documentation.

Sincerely,

Thomas B. Reynolds

Cc: Gary Jackson, City Manager-City of Fort Worth
Jerry Hiebert, Executive Director-North Texas Tollway Authority
Scott Polikov-Prime Strategies
The Honorable Kay Granger
I-Care

BETH J. RIVERS
301 COMMERCE, SUITE 1900
FORT WORTH, TEXAS 76102-4119

April 22, 2003

Maribel Chavez
District Engineer
Texas Department of Transportation
PO Box 6868
Fort Worth, Texas 76115

Dear Ms. Chavez:

Our neighborhood, Overton Woods, is just south of the West Fort of the Trinity River. Homes in our subdivision back up to the trails along the south bank, and many homes overlook the river, the north bank, and the area where the extension of SH121-T will cross the river and be elevated to the north as it heads toward town between the river and Vickery Boulevard. The river and its trail system are amenities to our neighborhood and add to the individual values of our homes. Realtors tout our neighborhood as one that is heavily wooded and accessible to the extensive Trinity River trail system. Fellow residents hike, bike, bird watch, fish and enjoy the serenity of this natural resource within the loop of our city.

The Draft Environmental Impact Statement (DEIS) for SH121-T states there will be no permanent impact to the trail system. We disagree. The bridge, which will cross the West Fork, will be viewed from not only the trail system but also our homes. Unless the design of the bridge is attractive, elevated and open in design, so that the safety of the trails and the health of the vegetation underneath are preserved, there could be permanent negative consequences.

We support mitigations for those negative impacts as suggested by Streams and Valleys, Inc., and the Trinity River Vision. We also support the additional amenities suggested, such as improvements to the trail system, additional pedestrian access, splitting the bridge spans, open railings on the bridges, no pillars in the river but a span design for the bridge(s), enhancing the landscaping, and adequate parking for any additional trailheads.

We request that these mitigations be added to the FEIS and that we be included in the approval process for the schematic designs for the parkway as it crosses the river near our neighborhood.

The DEIS does state there will be a long-term negative aesthetic impact on the scenic nature within the project corridor. We agree. Including the mitigations and amenities listed above will go a long way toward mitigating those negative aesthetic impacts. Particular attention to the bridge design and the use of extensive landscaping are the most critical issues in preserving the scenic nature. Please include these items in the FEIS.

Thank you for your consideration,

Beth J. Rivers

2. Allow current parking on access roads on Sundays and holidays.
3. Provide sound abatement for continued (and increasing) noise impacts on the sanctuary.
4. Retain the continued free left turn loop (existing at the railroad bridge) for eastbound egress under I-30. The loop will benefit all development (west of the church between the church and Forest Park Blvd.) by reducing downstream congestion.
5. Work with St. Paul Lutheran Church and its neighbors to resolve circulation issues emanating from the Summit intersection and new ramp configurations.

Please enter these concerns and requests into the record on behalf of the St. Paul Lutheran Church. We look forward to working with all parties for the continued benefit of the entire community.

Sincerely,

John A. Messmann
Senior Pastor

Chuck Wendt
Administrator

Gerald Cox
Congregation President

St. Paul Lutheran Church & School

Sharing New Life in Christ

1800 West Freeway • Fort Worth, Texas 76102 • 817-332-2281 • (Fax) 817-332-2640 • E-mail: stpaul@stplcfw.org
The Lutheran Church Missouri Synod

April 22, 2003

Ms. Maribel P. Chavez, P.E. -- District Engineer
Texas Department of Transportation
P. O. Box 6868
Fort Worth, TX 76115

Dear Ms. Chavez,

God has been transforming lives through the St. Paul ministry for 110 years. St. Paul Lutheran Church has been serving the greater Fort Worth community from its West Freeway location since 1954. As the city has grown, so has the landmark facility in central Fort Worth.

The current location has seen St. Paul's membership continue to expand and diversify. Its members come to St. Paul from all over Tarrant County and the metroplex. The members come for the services, a growing 1st through 8th grade school, an innovative youth ministry and an initial ministry to immigrant populations (including a thriving Sudanese ministry). The church has grown and prospered while rebuilding from storm damage and enduring encroachment from an expanding city fabric. As the city has matured, the increasing pressure on the freeway has caused both physical and acoustical encroachment on the St. Paul Lutheran site.

St. Paul Lutheran Church still believes in the vital mission it serves as a central city congregation. Continued growth of its program requires the appropriate facility development on the site. St. Paul has continued to strategically acquire properties and work with its neighbors in its quest to respond to the ministerial needs of the community.

Recent freeway revisions have concentrated traffic from the near south side at the Summit intersection, severely impacting access and the use of the eastern part of the property. Even with the reopening of downtown access, Summit will continue to be a major entrance into downtown from the west. Ramp configurations have had significant impacts on arrival, departure, school car pool and parking on the church campus. The eastern end of the campus has been severely limited in its ability to be utilized for future development. Site encroachment and years of increased traffic volumes have had dramatic impact on the acoustical quality of the iconic sanctuary.

While St. Paul understands the importance of the facilitation of traffic into and through the downtown area, the church must be able to continue to perform its missions at this site. To limit site access and egress discourages facility use. Parking, as currently configured, is essential for adequate distribution around the facilities. Appropriate access is crucial for the church's seniors and those members with physical disabilities due to the site's extreme physical characteristics.

Therefore, St. Paul Lutheran Church requests the following:

1. Maintain current ingress and egress.

FORT WORTH SOUTH, INC.

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President

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Gyna Bivens-Mathis
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Russell Tolman
Ed Vanston
Philip Williamson

Executive Committee *

April 22, 2003

Maribel P. Chavez, P.E.
District Engineer
Texas Department of Transportation
P.O. Box 6868
Fort Worth, Texas 76115-0868

Subject: SH-121T - Southwest Parkway

Dear Ms. Chavez:

Fort Worth South, Inc. is a private, member funded, non-profit organization created in 1996 by the businesses and property owners of the Fort Worth Medical District to serve as a catalyst for the revitalization of Fort Worth's near Southside.

We have participated in the ongoing discussions about proposed SH-121T. Our organization has been especially interested in ensuring access/egress to and from the medical district, and encouraging design elements that make the highway more of a "parkway" and less a freeway.

Fort Worth South, Inc. endorses the recommendation of the Fort Worth City Council's "Locally Preferred Alternative," and encourages the implementation of that proposal. We also encourage continued community involvement during the upcoming design phase of the project.

Sincerely,

Don Scott

bcc:

Barclay Berdan	Fort Worth South, Inc., Chair-Board of Directors
David Motheral	Fort Worth South, Inc., Chair-Development Committee
Ray Boothe	Fort Worth South, Inc., Chair-Transportation Committee
John Freese, M.D.	Fort Worth South, Inc.
Wendy Davis	Fort Worth City Council
Ralph McCloud	Fort Worth City Council
Joe Ternus	City of Fort Worth
Marty Craddock	I-Care

Fort Worth Southside Development District, Inc., 1606 Mistletoe Boulevard, Fort Worth, Texas 76104
Phone (817) 923-1649, Fax 923-1658, don@fortworthsouth.org

Texas Department of Transportation

STATE HIGHWAY 121
From IH 30 to FM 1187
Tarrant County
Public Hearing
April 22, 2003

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the District Office using this form or by letter postmarked by May 2, 2003. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Thank you for your comments.

OFFICIAL COMMENTS:

See attached documents.

Name Streams & Valleys

Address P.O. Box 171373
Ft. Worth, TX 76185

Phone

Streams and Valleys, Inc.

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April 24, 2003

Ms. Maribel Chavez
Texas Department of Transportation
P.O. Box 6868
Fort Worth, TX 76115-6868

Dear Ms. Chavez:

Streams & Valleys has continued to work closely with the City of Fort Worth staff and the City's Consultant Prime Strategies in order to ensure that the impact on the Trinity River Corridor from the proposed Southwest Parkway can be completely mitigated.

With the publication of the Draft Environmental Impact Statement (DEIS) on January 10, 2003, it is clear that the Texas Department of Transportation (TXDOT) has failed to fully consider the impacts of SH 121 T on the river corridor and its associated recreational and transportation-related amenities. The DEIS states that the river corridor will not be permanently affected. The DEIS is deficient in that it only acknowledges a singular negative impact which is the temporary closure of the trail during the construction process. It goes further to state that:

> "Elevated bridge structures would cross the river and would not affect the existing facilities. Site investigation of the proposed route corridor and coordination of information with applicable public agencies indicate that the route would not permanently impact any existing public park or recreation area."

This statement in the DEIS shows a clear lack of understanding by TXDOT of the value of the Trinity River Corridor and an incomplete site investigation and a lack of coordination with affected public agencies.

The purpose of this letter is to reiterate the concerns of Streams & Valleys, Inc. that the intrusion of the SH 121T on the River does, in fact, have long term permanent negative impacts on the river corridor and associated open space and amenities. These impacts include:

1. The Bridges spanning the river :
   - 1.1. cause the loss of the view to the sky and the subsequent loss of natural light along the trail. This loss of light will
   - 1.2. cause a loss of vegetation along the banks and within the river,
   - 1.3. cause the extension of the tunnel like quality experienced by the bicyclist, walker, runner and casual trail user. The darkness created by decking the River in this area totally diminishes the quality of experience of the trail and open space user.
   - 1.4. near I-30 expands the coverage area of the River to approximately ¼ of a mile. This area below SH121 T will receive little rainfall and will be susceptible to the additional concentrated drainage run off from SH 121 T. This is likely to cause erosion and destabilization of the banks of the river in this area.
     - 1.4.1. The run-off is also likely to contain hydrocarbons and derivatives, which will increase the pollution in the river and diminish water quality.

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1.5. and the associated daily volumes of traffic will cause exhaust emissions that will further diminish the air quality.

2. The addition of bridge support structures within the adjacent greenspace will cause the interruption of trail continuity.
3. The addition of the spans for the Bridge also creates additional visual barriers at both locations that precludes views to and from the river. This limits the users and neighbors from understanding the legibility of the trail and river corridor.

The DEIS also fails to identify alternate modes of transportation as they may relate to minimizing future congestion on 121T.

To mitigate the areas of impact caused by the Southwest Parkway, the following design elements must be in the final schematic plans approved by the Texas Department of Transportation, North Texas Tollway Authority and the City of Fort Worth:

- Provide lighting and painting under new and existing bridges to offset the loss of natural light caused by adding the bridge structure in an area where there is currently no overhead structure.
- Trailheads and parking to encourage multiple modes of transportation and lengthen the life of the proposed parkway. This will limit congestion on the parkway and preserve capacity of the roadway over the long term.
- Provide trail continuity and looped trails to insure accessibility to the parks, open space and neighborhoods. These additions will reduce the number of local trips on the Parkway.
- These bridges also afford the opportunity to provide integrated pedestrian and bicycle crossings as alternative modes of transportation.
- Provide enhanced pedestrian access including trails and bridges linking neighborhoods, businesses and opens spaces to the cultural district the river parks.
- Insure that a view of the river corridor from the bridges is provided. Enhanced visibility of the River from the bridges will increase awareness of the legibility, value and character of the Clear Fork of the Trinity River.
- Splitting bridge spans separating east and west bound traffic lanes will minimize the visual impact of a multi-lane bridge on the River Corridor and allow natural light to penetrate to the River level between the bridges.
- The two river crossings also afford the opportunity to place signature landmark crossings, which mark, acknowledge and celebrate the Trinity River in Fort Worth and help road and river users orient themselves in the City.
- Enhanced landscaping of the area of the two roadway river crossings and existing railroad bridge embankments at University Drive will serve to soften the impact of the necessary superstructure of the 121T bridges and will also serve to remove particulate and other forms of air pollution from the air.
- Open Railings to allow views to and from the River.

Streams & Valleys believes that these critical components should be included as integral costs to mitigate the impact of the roadway project on the River Corridor. These costs should be included in the base funding provided by TxDOT and NTTA and matched by

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local City funding. These components are crucial to the basic success of the 121T project and are not elements that can be delayed to future enhancement plans for the project.

The preservation of open spaces along the river corridor, the linkage to neighborhoods, the improvements to the trail amenities and maintaining the integrity of the view corridor provided by the River encompass the key elements within our recently completed master plan, the Trinity River Vision. This plan reflects the values of all previously adopted plans for the River Corridor. City officials and the public have overwhelmingly endorsed these plans as we have moved forward with our inclusive community process. It is our sincere hope that this support from the City continues through the design and construction of the Southwest Parkway.

The attached document provides a range of preliminary costs for the needed design mitigation components as outlined above. We have been assured in previous meetings with TxDOT and NTTA that bridge designs allowing for open railings, supports outside of the riverbanks, and splitting of bridge spans can be accommodated with no additional costs to the sponsoring agencies.

We respectfully request that the City ensure that these impacts be formally stated in the public record so as to be identified in the Final Environmental Impact Statement. We also request to be included in the approval process of the schematic designs for the Southwest Parkway as it crosses the river. It is also our desire to see that the necessary design elements will be incorporated into the final schematic plans for the Southwest Parkway and that the needed funding will be incorporated into the cost of the project.

We appreciate your stated support of the Streams and Valleys, Inc. and the Trinity River. We are confidant that the spirit of partnership, commitment to quality and the thirty years of cooperation between the City, Tarrant Regional Water District and Streams and Valleys will serve as the foundation for the construction of an outstanding parkway.

Sincerely,

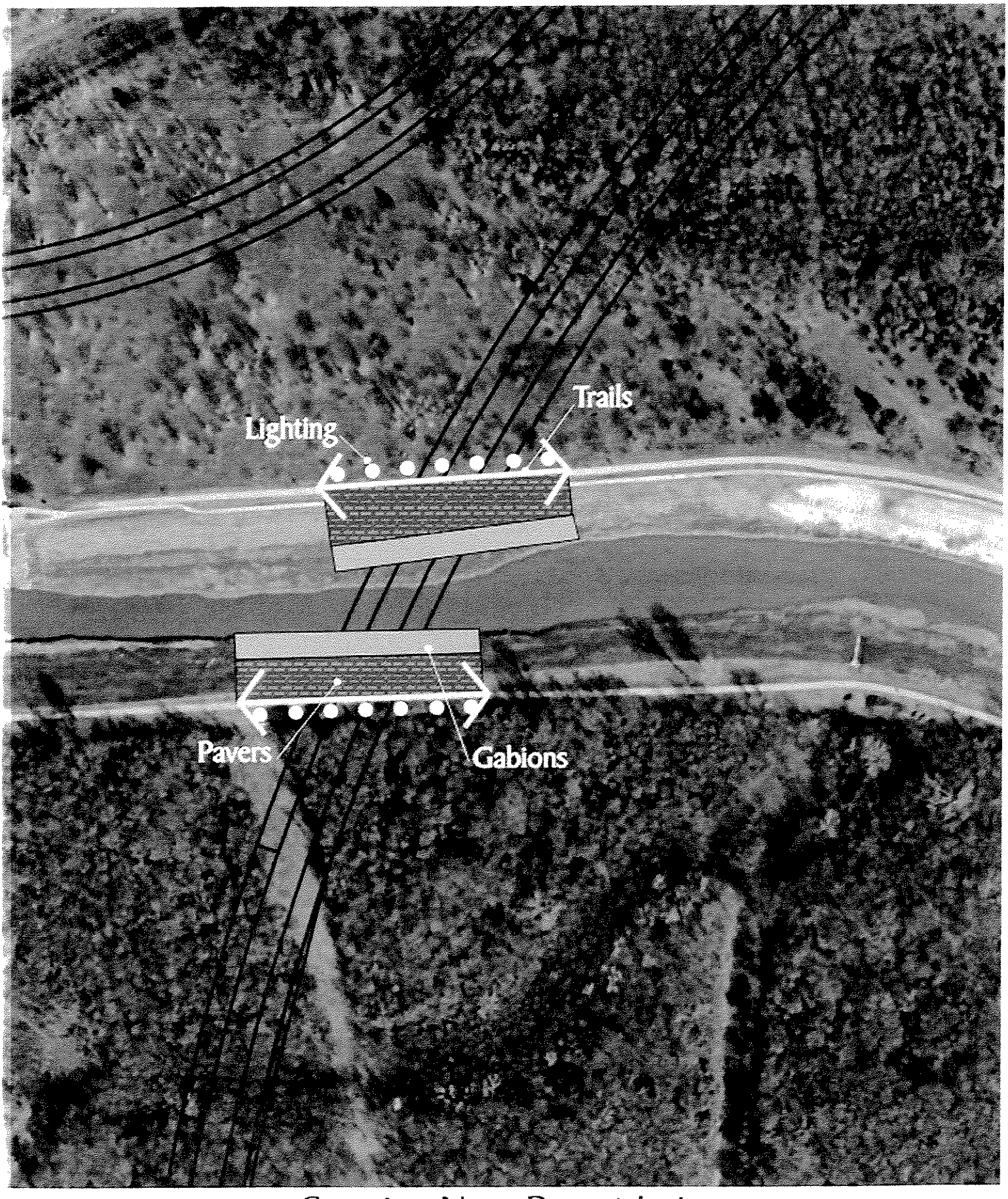
Tom Purvis
Tom Purvis, III
Chairman
Streams & Valleys

Elaine Petrus
Elaine Petrus
Co-Chairman
Trinity River Vision

Steve Berry
Steve Berry
Co-Chairman
Trinity River Vision

Enclosures

STREAMS AND VALLEYS, INC P. O. BOX 101373 FORT WORTH, TEXAS 76185 PH (817) 926-0006 FAX (817) 926-1790

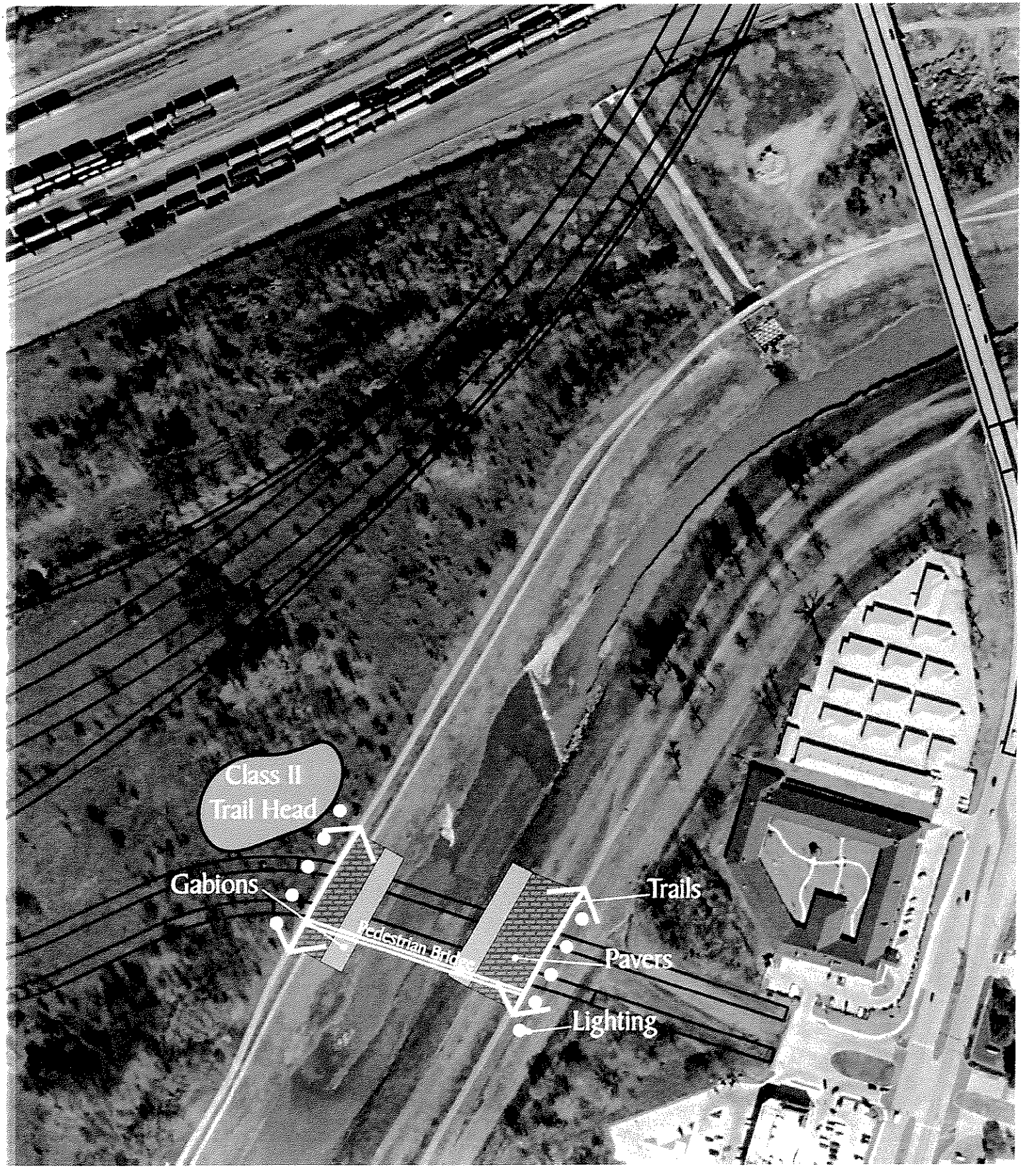


Streams and Valleys, Inc.

Crossing Near Bryant Irvin: River and Trail Improvements

0 50 100 200

GideonToal

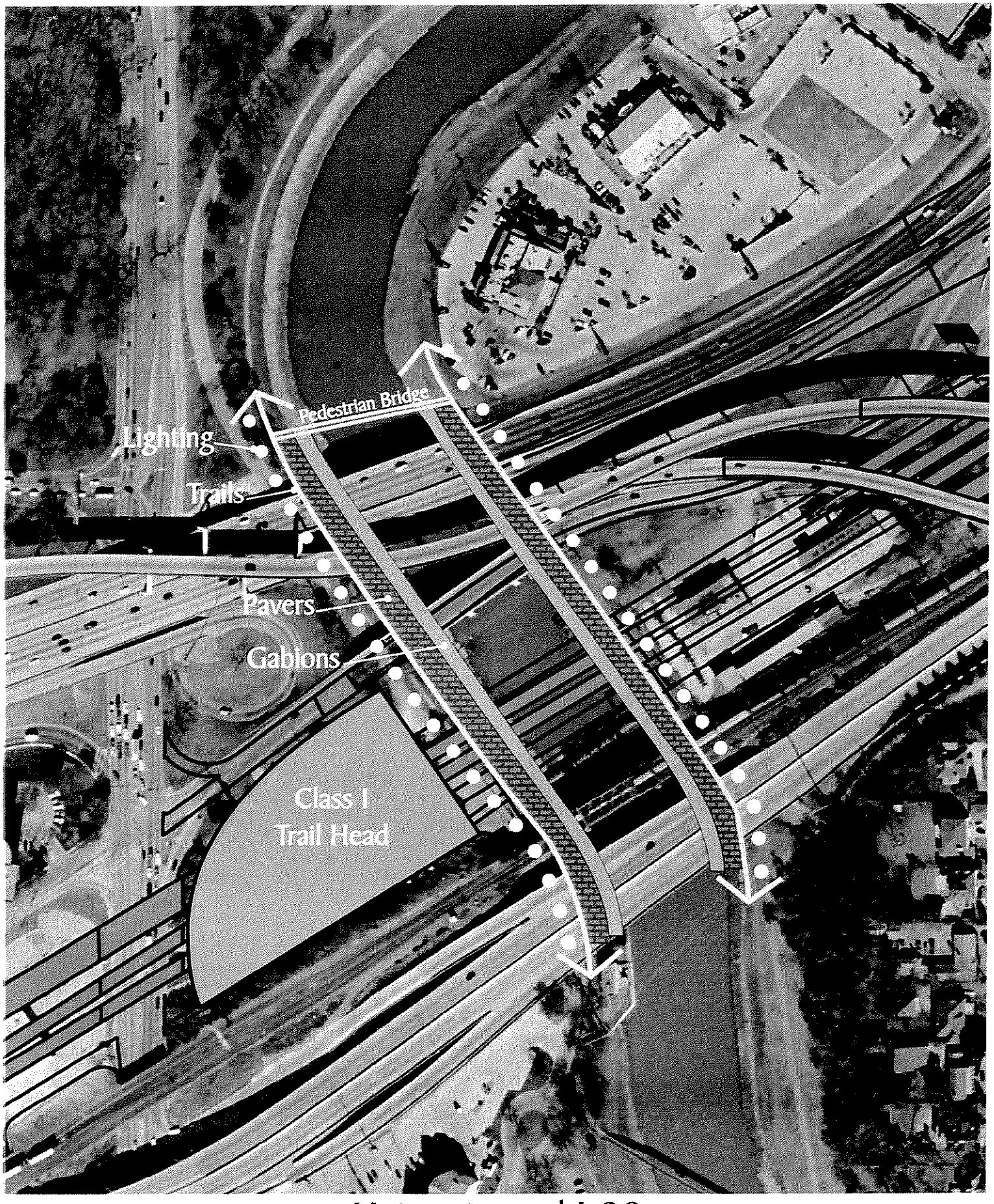


Streams and Valleys, Inc.

Stonegate Crossing: River and Trail Improvements

0 50 100 200

GideonToal



Streams and Valleys, Inc.

University and I-30: River and Trail Improvements

0 50 100 200

GideonToal

SH 121T - River and Trail Improvements
January 28, 2003
Projected Costs

University Drive

100 Class I Trail Head with user amenities, space for 100 vehicles	$250,000
Pedestrian Bridge across river for looped trail and neighborhood access	$100,000
Riverbank Stabilization and Development *(2000 lineal ft @ $300/lineal ft)*	$60,000
Trail Lighting *(to provide for security and aesthetics)*	$40,000
Paving and Landscaping	$50,000
Trail *(apprx 1mile in length including replacement of existing trail, looped trail, neighborhood connections)*	$450,000 – 1,000,000
Planning & Design	25%
Contingency	25%
Total Estimated Cost	***$1,500,000 - $2,300,000***

121 Crossing Near Bryant-Irvin

Lighting	$20,000
Trail Construction	$250,000
Riverbanks (gabion mats)	$300,000 - 400,000
Landscape Enhancements	$50,000
Pedestrian Bridge	$100,000
Planning & Design	25%
Contingency	25%
Total Estimated Cost	***$1,100,000 - $1,300,000***

Note: If service roads are part of Parkway design, a Class II trailhead would need to be included in the design

SH 121T - River and Trail Improvements
January 28, 2003
Projected Costs

Stonegate Crossing	
Lighting	$10,000
Trail Construction	$150,000
Riverbanks (gabion mats)	$150,000 - 200,000
Class II Trail Head	$100,000
Planning & Design	25%
Contingency	25%
Total Estimated Cost	***$640,000 – 720,000***

The Stonegate Drive bridge is to be constructed to accommodate pedestrian crossing as stated in Trinity River Vision

Total cost estimate for river and trail improvements: $3,240,000 - $4,320,000

GideonToal

FAX TRANSMITTAL

To:	Steve Berry	Re:	SH 121 Letter
From:	Mary Swofford		
Date:	April 21, 2003	**Pages:**	12
Fax No.:	(817) 332-2120	**CC:**	

Attached per Elaine's request.

Architecture • Engineering • Planning • Interiors • Landscape Architecture

500 West Seventh Street, Suite 1400 Fort Worth, Texas 76102 Phone 817.335.4991 Fax 817.877.1861

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January 28, 2003

Mayor Kenneth Barr
Mr. Gary Jackson
City of Fort Worth
1000 Throckmorton
Fort Worth, TX 76102

Dear Mayor Barr & Mr. Jackson:

Streams & Valleys has continued to work closely with the City of Fort Worth staff and the City's Consultant Prime Strategies in order to ensure that the impact on the Trinity River Corridor from the proposed Southwest Parkway can be completely mitigated.

With the publication of the Draft Environmental Impact Statement (DEIS) on January 10, 2003, it is clear that the Texas Department of Transportation (TXDOT) has failed to fully consider the impacts of SH 121 T on the river corridor and its associated recreational and transportation-related amenities. The DEIS states that the river corridor will not be permanently affected. The DEIS is deficient in that it only acknowledges a singular negative impact which is the temporary closure of the trail during the construction process. It goes further to state that:

> "Elevated bridge structures would cross the river and would not affect the existing facilities. Site investigation of the proposed route corridor and coordination of information with applicable public agencies indicate that the route would not permanently impact any existing public park or recreation area."

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The purpose of this letter is to reiterate the concerns of Streams & Valleys, Inc. that the intrusion of the SH 121T on the River does, in fact, have long term permanent negative impacts on the river corridor and associated open space and amenities. These impacts include:

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   - 1.5. and the associated daily volumes of traffic will cause exhaust emissions that will further diminish the air quality.

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3. The addition of the spans for the Bridge also creates additional visual barriers at both locations that precludes views to and from the river. This limits the users and neighbors from understanding the legibility of the trail and river corridor.

The DEIS also fails to identify alternate modes of transportation as they may relate to minimizing future congestion on 121T.

To mitigate the areas of impact caused by the Southwest Parkway, the following design elements must be in the final schematic plans approved by the Texas Department of Transportation, North Texas Tollway Authority and the City of Fort Worth:

- Provide lighting and painting under new and existing bridges to offset the loss of natural light caused by adding the bridge structure in an area where there is currently no overhead structure.
- Trailheads and parking to encourage multiple modes of transportation and lengthen the life of the proposed parkway. This will limit congestion on the parkway and preserve capacity of the roadway over the long term.
- Provide trail continuity and looped trails to insure accessibility to the parks, open space and neighborhoods. These additions will reduce the number of local trips on the Parkway.
- These bridges also afford the opportunity to provide integrated pedestrian and bicycle crossings as alternative modes of transportation.
- Provide enhanced pedestrian access including trails and bridges linking neighborhoods, businesses and opens spaces to the cultural district the river parks.
- Insure that a view of the river corridor from the bridges is provided. Enhanced visibility of the River from the bridges will increase awareness of the legibility, value and character of the Clear Fork of the Trinity River.
- Splitting bridge spans separating east and west bound traffic lanes will minimize the visual impact of a multi-lane bridge on the River Corridor and allow natural light to penetrate to the River level between the bridges.
- The two river crossings also afford the opportunity to place signature landmark crossings, which mark, acknowledge and celebrate the Trinity River in Fort Worth and help road and river users orient themselves in the City.
- Enhanced landscaping of the area of the two roadway river crossings and existing railroad bridge embankments at University Drive will serve to soften the impact of the necessary superstructure of the 121T bridges and will also serve to remove particulate and other forms of air pollution from the air.
- Open Railings to allow views to and from the River.

Streams & Valleys believes that these critical components should be included as integral costs to mitigate the impact of the roadway project on the River Corridor. These costs should be included in the base funding provided by TxDOT and NTTA and matched by local City funding. These components are crucial to the basic success of the 121T project and are not elements that can be delayed to future enhancement plans for the project.

STREAMS AND VALLEYS, INC P. O. BOX 101373 FORT WORTH, TEXAS 76185 PH (817) 926-0006 FAX (817) 926-1790

Streams and Valleys, Inc.

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The preservation of open spaces along the river corridor, the linkage to neighborhoods, the improvements to the trail amenities and maintaining the integrity of the view corridor provided by the River encompass the key elements within our recently completed master plan, the Trinity River Vision. This plan reflects the values of all previously adopted plans for the River Corridor. City officials and the public have overwhelmingly endorsed these plans as we have moved forward with our inclusive community process. It is our sincere hope that this support from the City continues through the design and construction of the Southwest Parkway.

The attached document provides a range of preliminary costs for the needed design mitigation components as outlined above. We have been assured in previous meetings with TxDOT and NTTA that bridge designs allowing for open railings, supports outside of the riverbanks, and splitting of bridge spans can be accommodated with no additional costs to the sponsoring agencies.

We respectfully request that the City ensure that these impacts be formally stated in the public record so as to be identified in the Final Environmental Impact Statement. We also request to be included in the approval process of the schematic designs for the Southwest Parkway as it crosses the river. It is also our desire to see that the necessary design elements will be incorporated into the final schematic plans for the Southwest Parkway and that the needed funding will be incorporated into the cost of the project.

We appreciate your past and continued support of the Streams and Valleys, Inc. and the Trinity River. We are confidant that the spirit of partnership, commitment to quality and the thirty years of cooperation between the City, Tarrant Regional Water District and Streams and Valleys, Inc will serve as the foundation for the construction of an outstanding parkway.

Sincerely,

Tom Purvis, III Chairman Streams & Valleys	Elaine Petrus Co-Chairman Trinity River Vision	Steve Berry Co-Chairman Trinity River Vision

Enclosures

cc: North Texas Tollway Authority
Tarrant Regional Water District
Prime Strategies

STREAMS AND VALLEYS, INC P. O. BOX 101373 FORT WORTH, TEXAS 76185 PH (817) 926-0006 FAX (817) 926-1790

SH 121T - River and Trail Improvements
January 28, 2003
Projected Costs

University Drive

100 Class I Trail Head with user amenities, space for 100 vehicles	$250,000
Pedestrian Bridge across river for looped trail and neighborhood access	$100,000
Riverbank Stabilization and Development *(2000 lineal ft @ $300/lineal ft)*	$60,000
Trail Lighting *(to provide for security and aesthetics)*	$40,000
Paving and Landscaping	$50,000
Trail *(apprx 1mile in length including replacement of existing trail, looped trail, neighborhood connections)*	$450,000 – 1,000,000
Planning & Design	25%
Contingency	25%
Total Estimated Cost	***$1,500,000 - $2,300,000***

121 Crossing Near Bryant-Irvin

Lighting	$20,000
Trail Construction	$250,000
Riverbanks (gabion mats)	$300,000 - 400,000
Landscape Enhancements	$50,000
Pedestrian Bridge	$100,000
Planning & Design	25%
Contingency	25%
Total Estimated Cost	***$1,100,000 - $1,300,000***

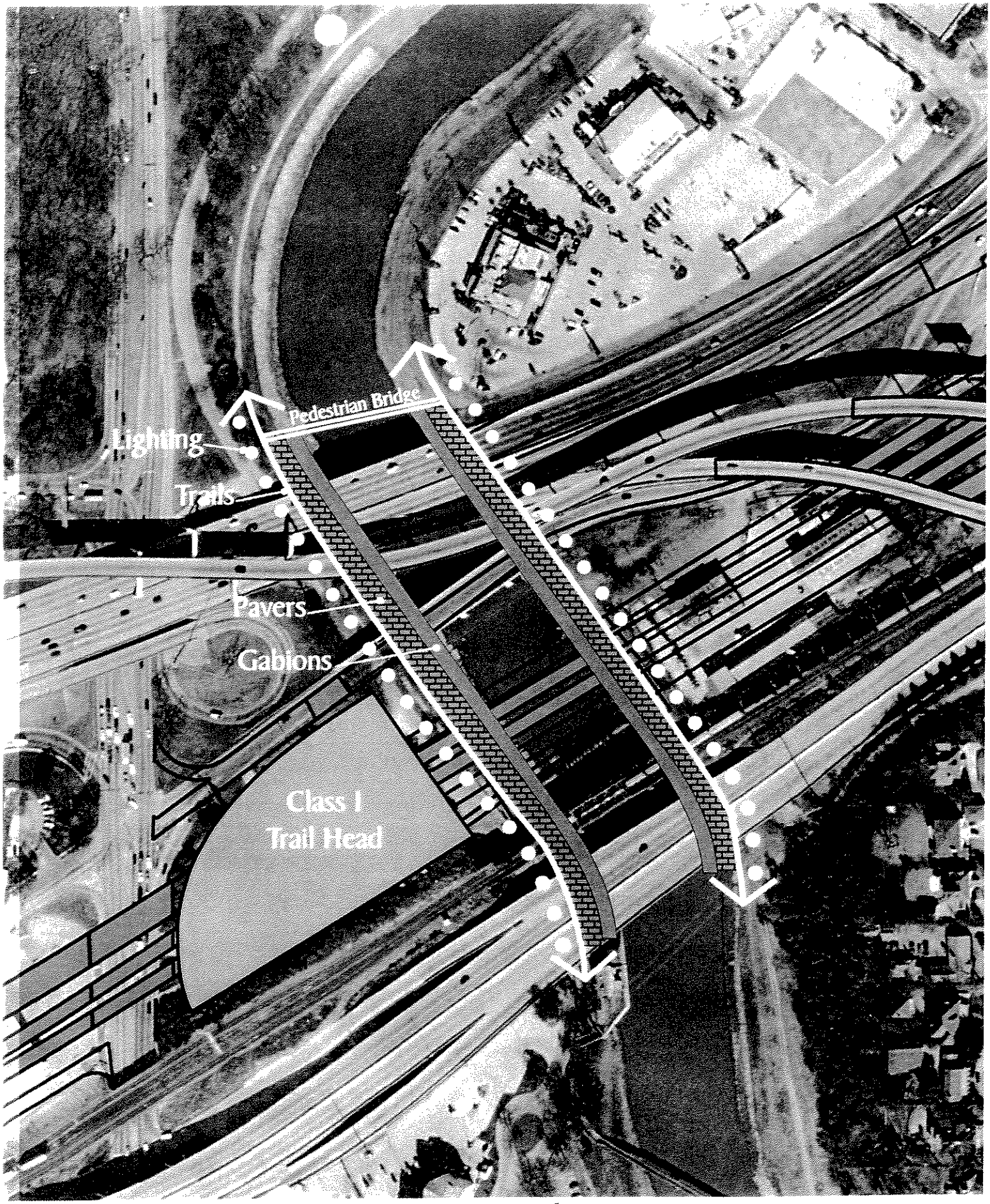
Note: If service roads are part of Parkway design, a Class II trailhead would need to be included in the design

SH 121T - River and Trail Improvements
January 28, 2003
Projected Costs

Stonegate Crossing	
Lighting	$10,000
Trail Construction	$150,000
Riverbanks (gabion mats)	$150,000 - 200,000
Class II Trail Head	$100,000
Planning & Design	25%
Contingency	25%
Total Estimated Cost	***$640,000 – 720,000***

The Stonegate Drive bridge is to be constructed to accommodate pedestrian crossing as stated in Trinity River Vision

Total cost estimate for river and trail improvements: $3,240,000 - $4,320,000



Streams and Valleys, Inc.

University and I-30: River and Trail Improvements

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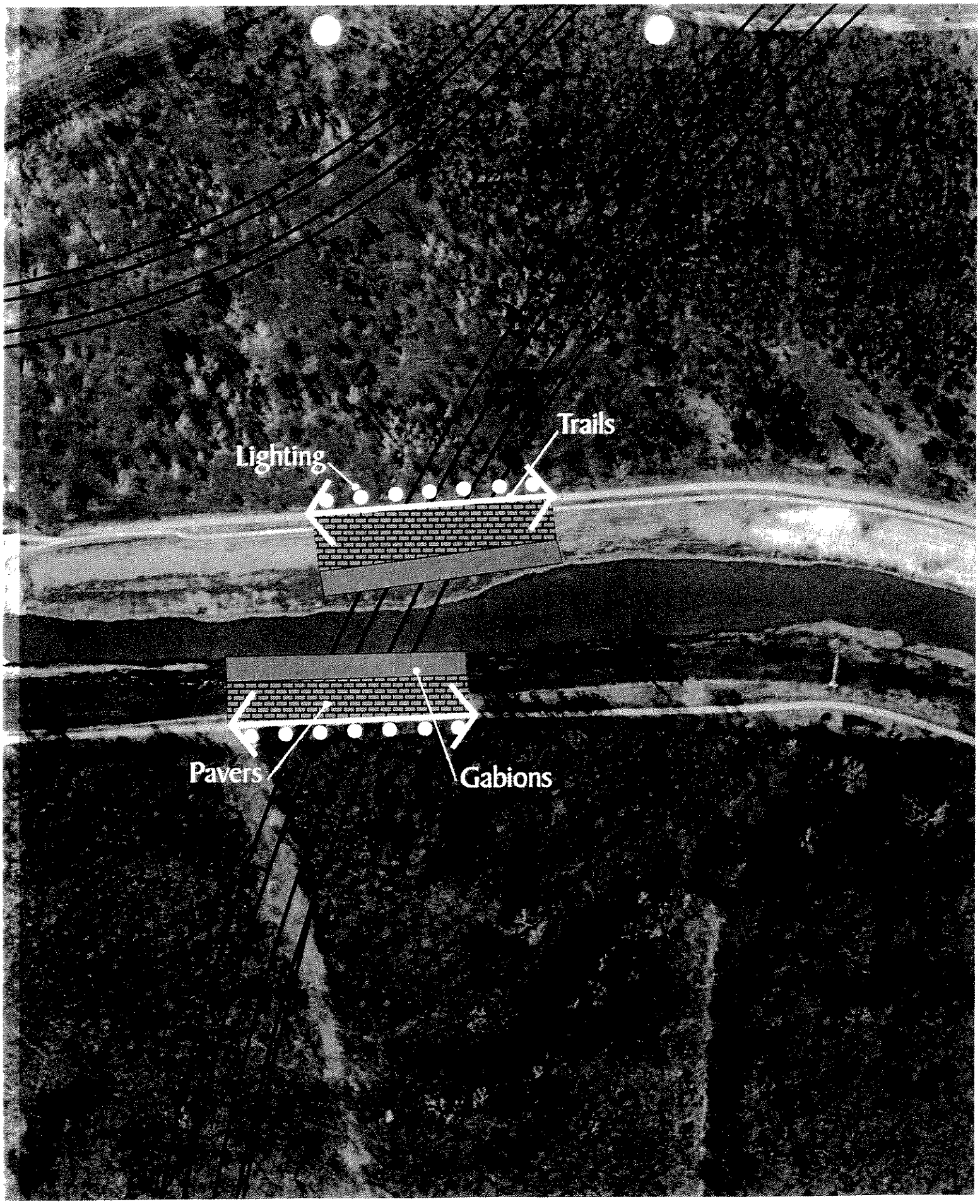

Streams and Valleys, Inc.

Crossing Near Bryant Irvin: River and Trail Improvements

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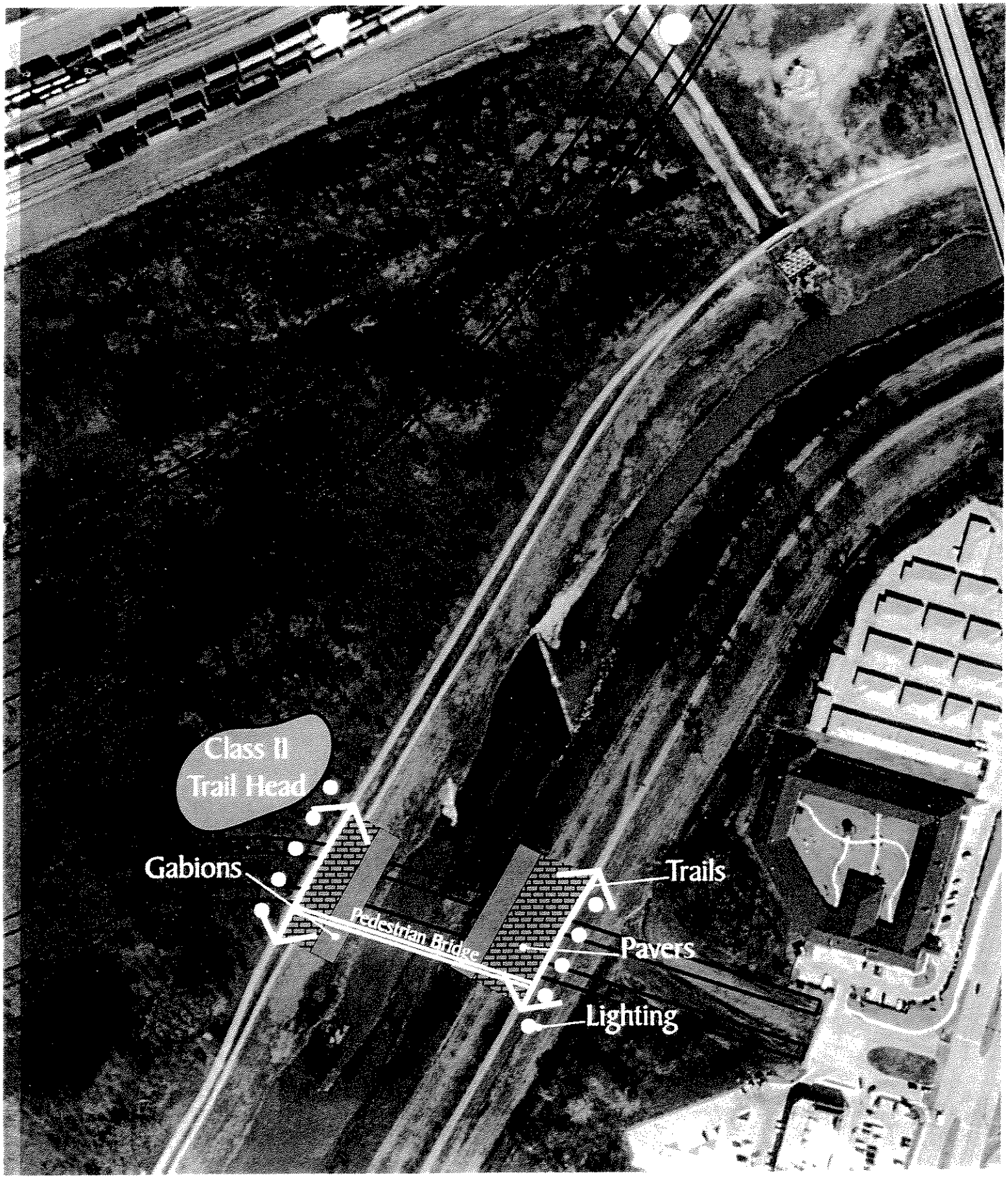

Streams and Valleys, Inc.

Stonegate Crossing: River and Trail Improvements

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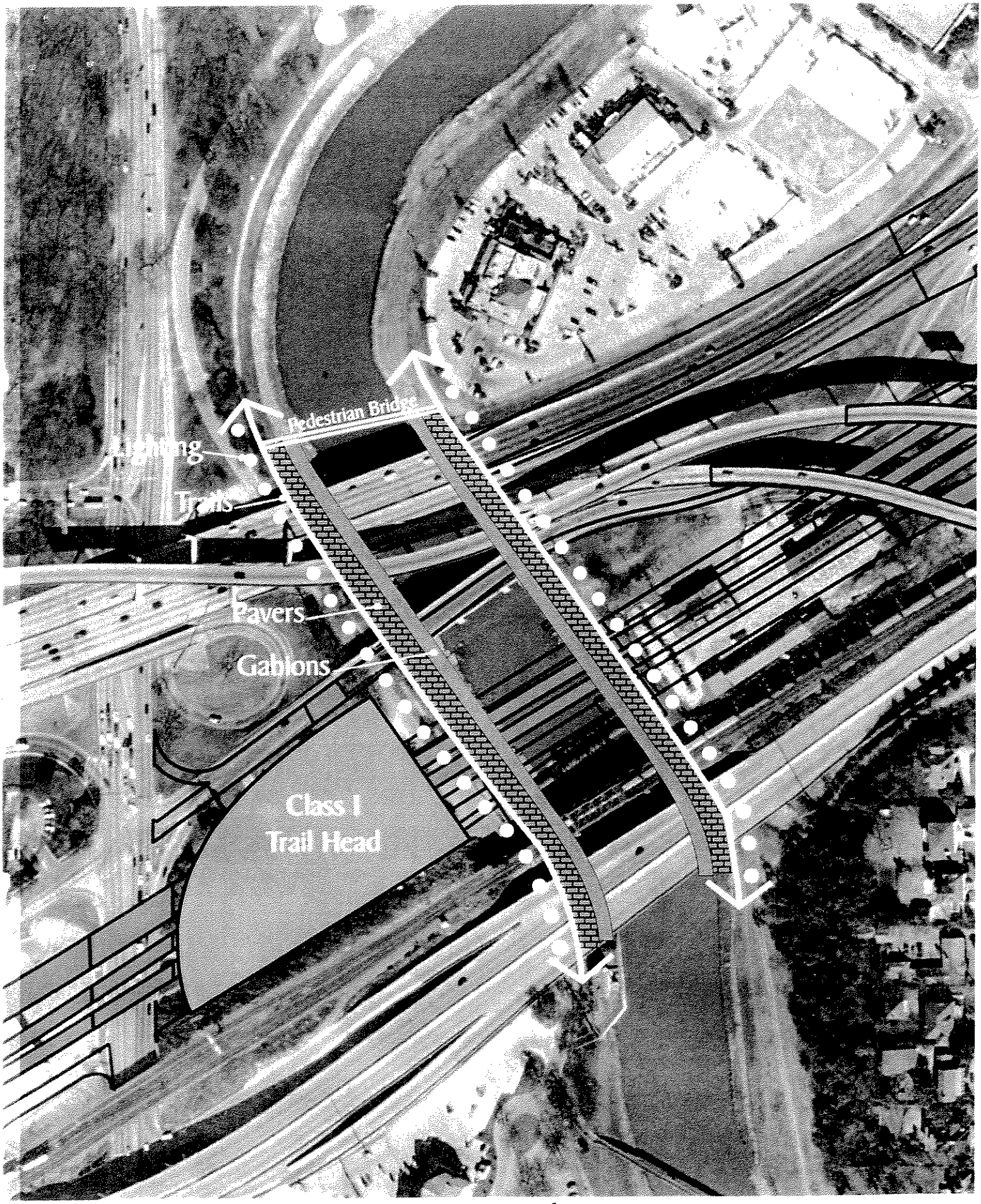

University and I-30:
River and Trail Improvements

Streams and Valleys, Inc.

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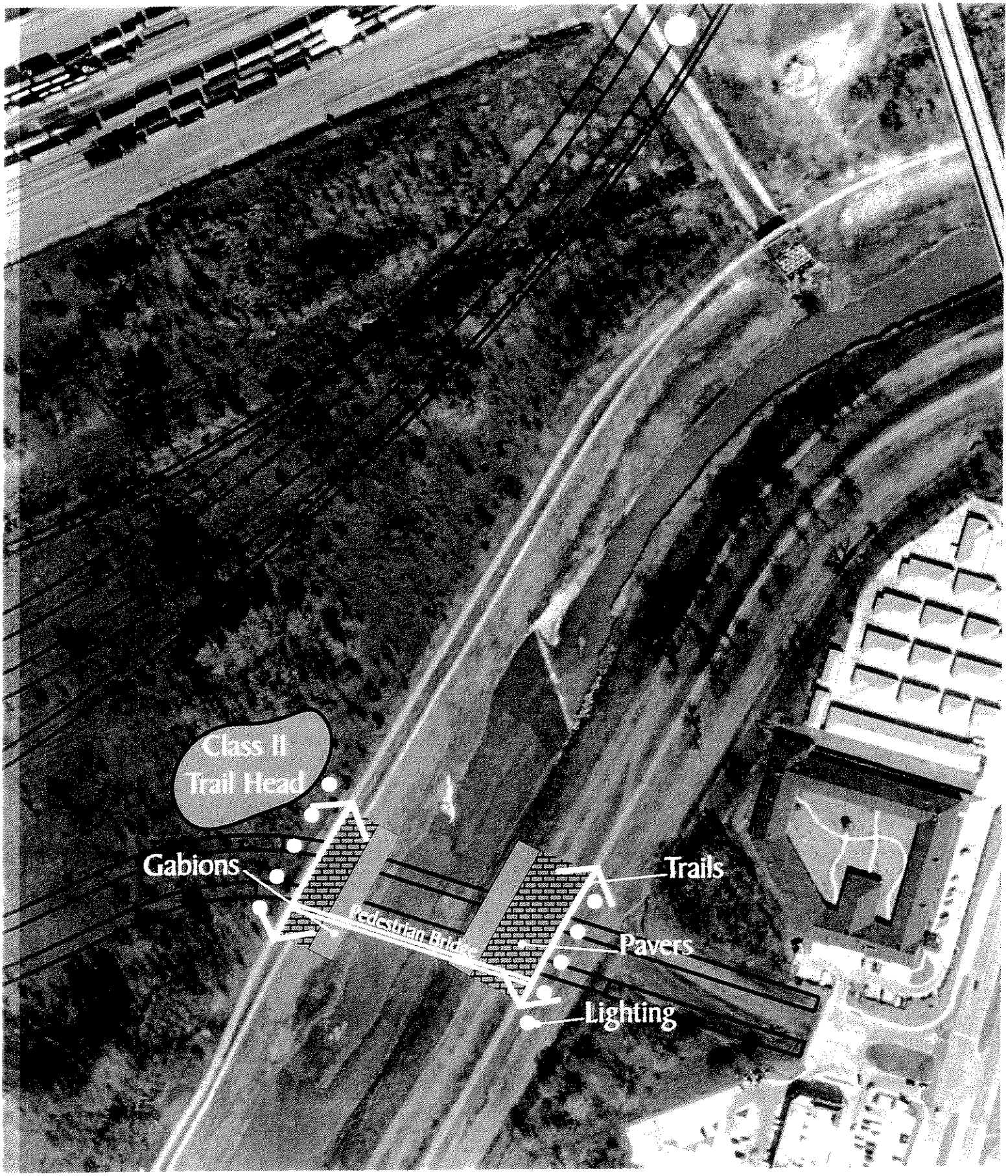

Streams and Valleys, Inc.

Stonegate Crossing: River and Trail Improvements

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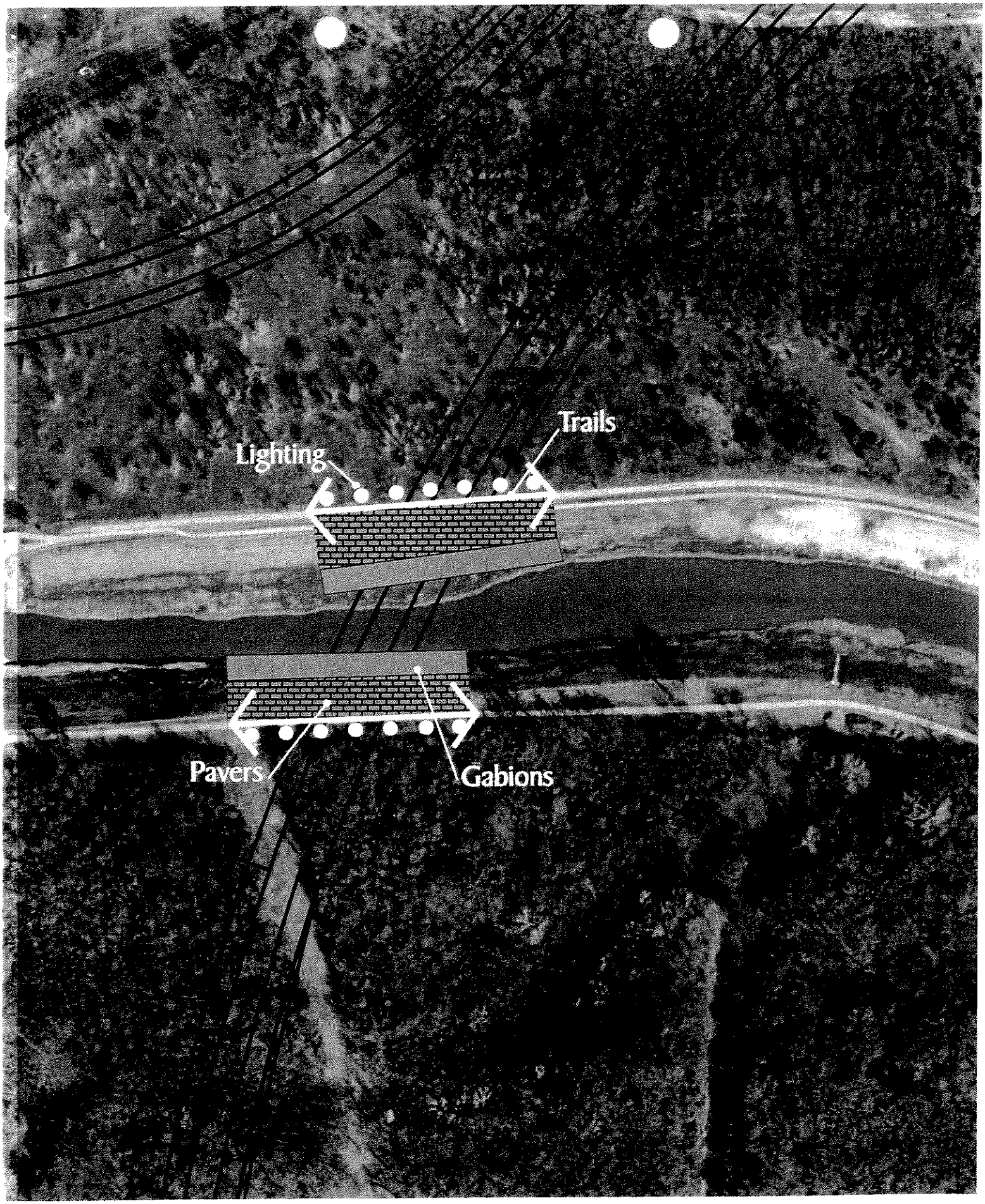

Crossing Near Bryant Irvin: River and Trail Improvements

Streams and Valleys, Inc.

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FORT WORTH CHAMBER

FORT WORTH CHAMBER OF COMMERCE POSITION STATEMENT

SOUTHWEST PARKWAY (SH121T)

The Fort Worth Chamber of Commerce reaffirms its continued support for the expeditious and prudent completion of all necessary phases of the proposed SH121T Southwest Parkway project. The project has remained the top surface transportation infrastructure priority of the chamber since 1990. While the proposed scope of the project and its engineering and design elements have changed over the past decade, the need for the roadway as a critical transportation linkage between and along the proposed route from Farm-to-Market Road (FM) 1187 to IH 30 has increased. The SH121T Southwest Parkway will provide:

- **Improved mobility and air quality** by relieving traffic congestion on arterial streets in the southwest quadrant of Fort Worth and Tarrant County. The SH121T Southwest Parkway according to traffic flow analyses will alleviate a significant increase in traffic congestion on Hulen Street and Bryant Irvin Road as well as increased cut-through traffic on neighborhood streets. Local and regional air quality will also be favorably impacted. According to the Draft Environmental Impact Statement "mobile emissions are predicted to decrease due to program (mobility) improvements...decreasing carbon monoxide concentrations." Additionally, "based on predicted 2025 population and employment growth and traffic congestion, the No-build alternative of this project might contribute to air quality degradation."

- **An expanded local property tax base** resulting from increased commercial and residential development in the southwest quadrant of Fort Worth and Tarrant County. The expanded tax base and growth in property tax revenue will allow for improved city and county services and additional funding for public education throughout the city.

- **Growth in sales tax revenue** resulting from increased commercial activity in the southwest quadrant. This additional tax revenue will allow for improved local services throughout the city as well as relieving upward pressure on residential and commercial property tax rates.

FORT WORTH CHAMBER OF COMMERCE
777 TAYLOR STREET, SUITE 900 ☆ FORT WORTH, TEXAS 76102-4997 ☆ (817) 336-2491 ☆ FAX (817) 877-4034

- **Greater access to and from downtown Fort Worth** including adjacent cultural, historic, educational and other central city assets. The 121T Southwest Parkway will serve as a direct link to central business district employment centers and entertainment and dining venues for the growing population of southwest Fort Worth, Tarrant County and northern Johnson County. Increased economic activity resulting from improved access will ensure the continued vitality of downtown Fort Worth stimulating job creation and new capital investment in the central city.

- **Improved access to health care services** at regional medical districts located south of downtown and in southwest Fort Worth. Reduced traffic congestion and increased mobility on arterial streets will expedite emergency medical services. Residents of southwest Fort Worth and Tarrant County will also benefit from direct access to these regional patient care facilities and medical employment centers.

The Fort Worth Chamber of Commerce SH121T Southwest Parkway Task Force commends the partners in the project for moving its development forward through extensive engineering, design, financial and public involvement processes in the preliminary phases of the project. Specifically, we recognize the contributions of the Project Development Team, the Citizens Advisory Committee and the Project Review Team for identifying and recommending significant improvements to the design of the roadway. We strongly encourage the following major partners to continue to expedite the planning and development of the project so that all city and county citizens may realize the benefits of a completed SH121T Southwest Parkway.

- City of Fort Worth
- Tarrant County
- Johnson County
- North Texas Tollway Authority
- Texas Department of Transportation
- North Central Texas Council of Governments
- Federal Highway Administration

ADOPTED BY THE FORT WORTH CHAMBER OF COMMERCE EXECUTIVE COMMITTEE ON THE 20TH DAY OF FEBRUARY, 2003.

DANNY R. SMITH
Chairman

BILL THORNTON
President and CEO