

MINUTES

Regional Transportation Council PUBLIC MEETINGS

- ***Proposition 12 Final Project Recommendations***
- ***Cotton Belt Innovative Finance Initiative Results***
- ***Federal Approval of the Air Quality Conformity Determination***
- ***Regional Outer Loop Update***

Meeting Dates and Locations

The North Central Texas Council of Governments (NCTCOG) held public meetings as follows:

1. Tuesday, August 9, 2011 – 10:30 am – Center for Community Cooperation (Dallas); attendance: 38; moderated by Michael Morris, Director, NCTCOG Transportation Department
2. Tuesday, August 9, 2011 – 6:30 pm – Burleson City Hall (Burleson); attendance: 9; moderated by Michael Morris, Director, NCTCOG Transportation Department
3. Wednesday, August 10, 2011 – 6:30 pm – Allen City Hall (Allen); attendance: 29; moderated by Michael Morris, Director, NCTCOG Transportation Department

Public Meeting Purpose and Topics

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on March 11, 2010. Staff presented information about:

1. Proposition 12 Final Project Recommendations – presented by Adam Beckom (Dallas and Burleson) and Christie Jestis (Allen)
2. Cotton Belt Innovative Finance Initiative Results – presented by Tom Shelton
3. Federal Approval of the Air Quality Conformity Determination – presented by Elizabeth Whitaker (Dallas), Mitzi Ward (Burleson) and Chad McKeown (Allen)
4. Regional Outer Loop Update – presented by Jeff Neal (Dallas), Nathan Drozd (Burleson) and Chris Anderson (Allen)

The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The 30-day comment period remained open through September 8, 2011. The presentations made at the meetings are available at: www.nctcog.org/trans/outreach/meetings.

Each person who attended the public meeting received a packet with a meeting agenda, a sheet on which to submit written comments, and a copy of the presentations. The names of RTC members were listed on the back of the agenda so attendees could see who represented them. A list of RTC members is online:

<http://www.nctcog.org/trans/committees/rtc/rtc.roster.0711.pdf>

Michael Morris moderated each meeting and summarized each item on the public meeting agenda including information about Progress North Texas, an annual report that outlines recent progress and the outlook for the future of transportation. Progress North Texas is available online at www.nctcog.org/ourregion.

Grant Funds Available for Clean Construction Equipment

Public and private entities may apply for funding for non-road construction equipment replacements, repowers or verified retrofits/engine upgrade projects. Funding may cover up to 25, 75 or 100 percent of eligible costs, respectively. Funds will be awarded as available on a monthly basis until all funds are exhausted. Applications are due the last Friday of each month. More information is available at www.nctcog.org/construction.

Summary of Presentations

A. *Proposition 12 Final Project Recommendations – presented by Adam Beckom (Dallas and Burleson) and Christie Jestis (Allen)*

- **NCTCOG staff provided an update on the Proposition 12 funding partnership with TxDOT. In coordination with TxDOT, NCTCOG developed a comprehensive strategy to fund projects in the North Central Texas region.**
 - **Proposition 12 Funding: Statewide Distribution**
 - \$1.4 billion distributed to TxDOT districts using maintenance funding formula
 - \$0.5 billion for bridge projects
 - \$0.2 billion for statewide connectivity
 - \$0.6 billion distributed to metropolitan regions using formula for major highway funding
 - \$2.7 billion total
 - **Proposition 12 Funding Goals**
 - Fund Projects that
 - Reduce congestion
 - Improve air quality
 - Enhance roadway safety
 - Increase statewide connectivity
 - Build and maintain statewide bridge projects
 - Improve economic opportunities
 - Dallas-Fort Worth allocation is \$856 million

- **Proposition 12 Projects**
 - **Western Subregion**

County	Proposed Projects	Proposed Funding (\$ Millions)
Erath	US 67 Alternate Route (Dublin Loop)	\$ 10.00 ¹
Hood	US 377 and/or On-system Safety Improvements	8.00 ¹
Johnson	Johnson County portion of US 377/Cresson Bypass (Benefits Johnson and Hood Counties)	11.00
Parker	FM 1187 From IH 20 to Bailey Ranch	8.00
Tarrant	IH 30 HOV/Managed Lane – Tarrant County Section [\$8M] IH 30 at Walsh Ranch Parkway [\$1.3M] Tarrant County On-System Thoroughfare Program (including FM 1938 & Main St. Trinity River Bridge) [\$23.5M] Tarrant County Freeway/Tollroad Program DFW Connector Deferrals [\$27.2M] US 287 from IH 35W to Avondale-Haslet [\$3M] ²	63.00
Wise	Bus 287 at US 287 roadway realignment with safety and ramp improvements	8.00
Total		\$99.00¹ \$108.00

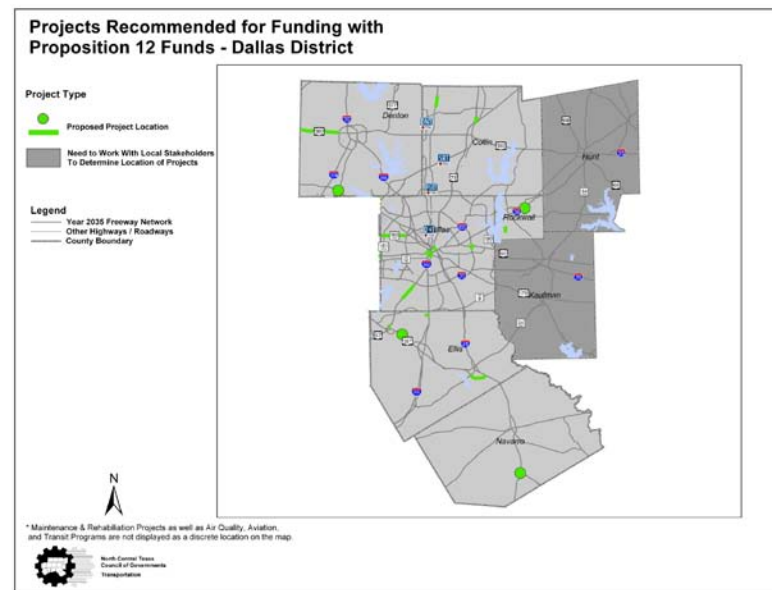
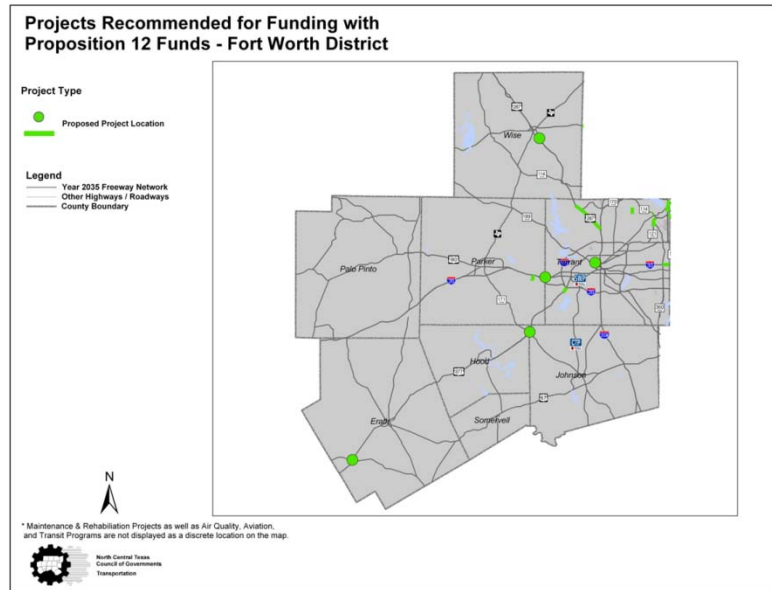
- 1 Agreement on funding still pending, alternate funding arrangement may be necessary.
- 2 Project may be funded using set aside of Proposition 12 funding for engineering and land acquisition for Top 100 Most Congested corridors.

- **Eastern Subregion**

County	Proposed Projects	Proposed Funding (\$ Millions)
Collin	US 75 from Telephone Rd. to Melissa Rd. including the interchange at SH 121 North, SH 289 from 455 to N. Bus. 289	\$ 53.00
Dallas	IH 30 Bridge at Trinity River, IH 35E Bridge at Trinity River, "Horseshoe" between IH 30 & IH 35E Bridges, US 67, SH 183 ¹ , US 80 Ramp at Galloway, IH 345 Bridge (East of Downtown Dallas) ¹	598.35 ²
Denton	US 380 (\$72M total cost = \$34.5M Prop 12, \$20.5M Prop 14, \$8.5M in Category 1 funds, and \$8.5M Denton County RTR Funds) and Bus. 114/US 377 Bridges in Roanoke	43.00
Ellis	US 67 frontage roads in Midlothian, FM 664 from IH 35E to East of Uhl Rd., and possible grade separations on US 287	25.00 ³
Hunt ⁴	Strategic Bypass	--- ⁴
Kaufman	On-System Rehab & Safety	7.10
Navarro	SH 14 over UPRR (in Richland)	14.00 ³
Rockwall	FM 740 South and IH 30 at FM 551	30.00
Total		\$757.45³ \$770.45

- 1 Project may be funded using set aside of Proposition 12 funding for engineering and land acquisition for Top 100 Most Congested corridors.
- 2 Plus \$8M in STP-MM funds.
- 3 Agreement on funding still pending, alternate funding arrangement may be necessary.
- 4 Hunt County Proposition 12 Funds will come from the TxDOT Paris District allocation.

- Eastern and Western Subregion Maps
 - The dots represent NCTCOG proposed project locations.



- B. Cotton Belt Innovative Finance Initiative Results – presented by Tom Shelton**
- The Cotton Belt is the purple line on the map below. There are 24 rail stations proposed and NCTCOG estimates that capital costs will be \$1.8 million and operational costs will be \$45 million a year for the entire 62-mile corridor. Some of the data NCTCOG has received from studies show that people will be moving into the central part of the region. Therefore, this solution relieves congestion on the major highways and addresses population growth. The Cotton Belt is included in NCTCOG’s long-range plan along with DART and The T. DART took into account last year, that they would not be able to fund the Cotton Belt until after 2035.



- **iFi Purpose**
 - Enhance regional east-west mobility.
 - Expedite implementation by using innovative funding methods.
 - DART and The T requested NCTCOG to identify funding sources and devise a revenue plan.
- **Current Status**
 - iFi draft summary report was released on July 1, 2011, and it is available at www.nctcog.org/ifi.
 - It is currently being reviewed by stakeholders such as, cities in the region and transportation authorities.
 - NCTCOG is currently receiving and reviewing comments in order to respond.
- **Ongoing Associated Efforts**
 - NCTCOG is having discussions with potential vehicle providers to manufacture a passenger rail vehicle in the region. The North Central Texas region, with our location to the rest of the nation and housing market, is an ideal place to manufacture and distribute passenger rail vehicles.
 - DART is proceeding with environmentally clearing the eastern segment of the project.
- **Potential Revenue Sources**
 - Non-geographic
 - Advertising, sponsorship, naming rights, fiber optics.
 - Geographic
 - Public land development.
 - Value capture.
 - The basic premise of value capture is that for many years land owners and developers have profited from the ability to develop commercial properties around transit. Transit provides access to these properties, and they get more foot traffic, revenue and property value. Collecting a portion of the increased revenue transit generates could help fund the project.
 - Equity payments.
 - Equity payments balance service and investments among cities. Some cities have been members of transit authorities for many years by contributing a portion of sales tax to pay for transit service. There are other cities that do not pay this. Introducing this revenue source would enhance equity.

- **iFi Analysis Parameters**
 - Very conservative approach.
 - NCTCOG kept the capital cost estimates high.
 - Revenue was kept low, but NCTCOG can be cautiously optimistic that revenue will be higher.
- **Potential Revenue**

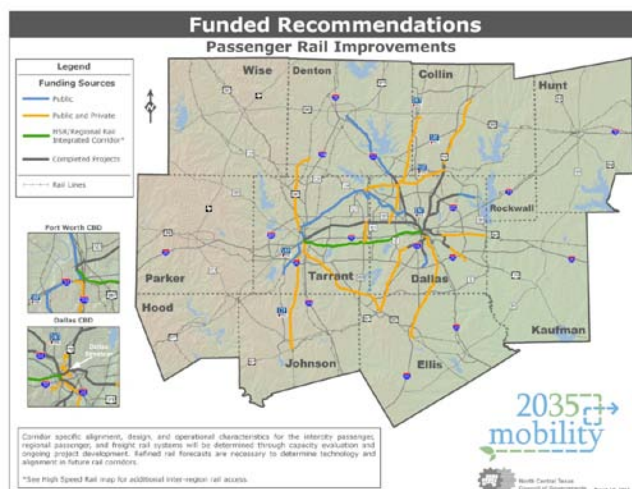
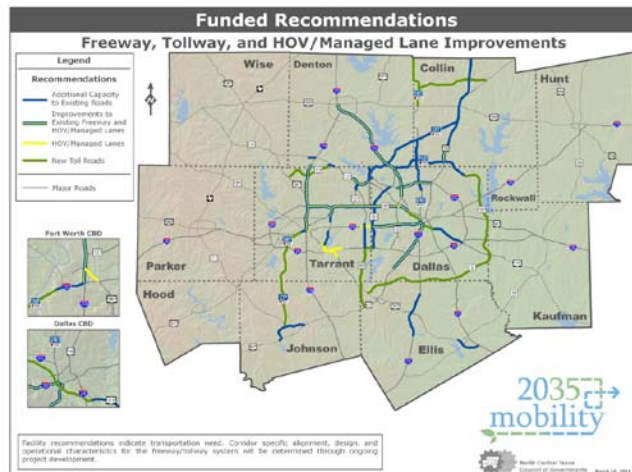
Source	Amount (\$ millions)
Cash/Current Commitments	\$342.00
New Starts Funding (The T)	\$305.00
Sales Tax (Grapevine & 4B)	\$259.14
Farebox Revenue (@\$0.14 per mile)	\$340.83
Non-Geographic (Advertising, etc.)	\$163.62
Taxbase Value Capture	\$681.59
Land Value Capture	\$262.31
Total	\$2,354.49

- Assumptions:
 - 2.39 percent inflation rate
 - 40 year analysis
 - Five percent discount rate
 - 35 percent facility share of incremental value
- **Next Steps**
 - NCTCOG anticipates briefings in August with the DART Board and in September with The T Board and the RTC.
 - Phase One Final Report will be complete in late September.

C. Federal Approval of the Air Quality Conformity Determination – presented by Elizabeth Whitaker (Dallas), Mitzi Ward (Burluson) and Chad McKeown (Allen)

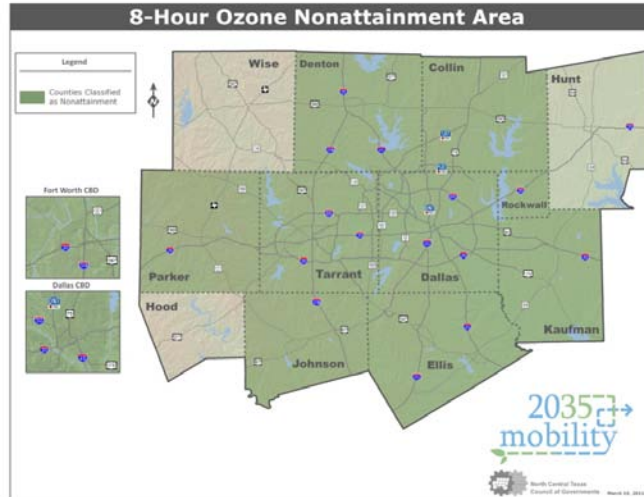
- **Development Process**
 - Introduction to Mobility 2035 – December 2009
 - Development of goals and priorities – June 2010
 - Determination of funding scenarios – October 2010
 - Evaluate and develop policies, programs and projects – November 2010
 - Program and project selection – December 2010
 - RTC approval – March 10, 2011
 - NCTCOG Executive Board approval – March 2011
 - US Department of Transportation air quality conformity determination – July 14, 2011
 - Expiration of Mobility 2035 – July 14, 2015
 - Following RTC approval and Federal Highway Administration review, staff made a few administrative changes to Mobility 2035. A summary of changes is available online at www.nctcog.org/mobility2035 .
- **What is Mobility 2035?**
 - Mobility 2035 represents a blueprint for a multimodal transportation system.
 - Responds to goals such as mobility, quality of life, system sustainability and implementation.
 - Identifies policies, programs and projects for continued development.
 - Guides expenditures of federal and state funds.
 - A Metropolitan Transportation Plan (MTP) is required for our region to guide the funding for projects.

- NCTCOG estimates that it needs \$395 billion to eliminate the worst levels of congestion in the region. But, even if the region did have that money, we would never be able to build our way out of congestion.
- **Metropolitan Transportation Plan**
 - The MTP needs to cover at least a period of 20 years.
 - The region's needs far exceed the available revenue.
 - NCTCOG can use the funds to maximize the existing system.
- **Prioritization of Improvements**
 - Mobility 2035 is a \$101.1 billion plan.
 - The highest priority is maximizing the existing system followed by infrastructure maintenance needs and bridge replacement, strategic infrastructure investment and public transportation.
- **Mobility 2035 Recommendations Maps**
 - These maps represent a sample of recommended projects in the plan.
 - Go to www.nctcog.org/mobility2035 to view the entire metropolitan transportation plan.



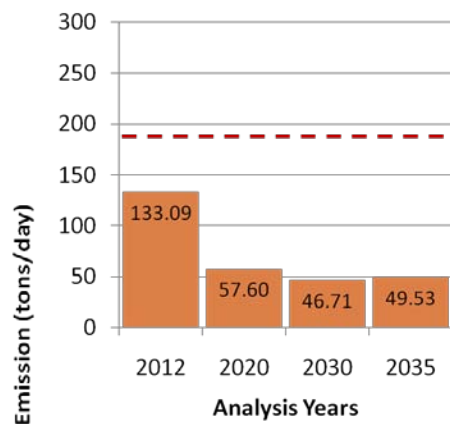
- **Air Quality Conformity Analysis**

- This map shows the nine county region that is in nonattainment for the pollutant ozone.
- NCTCOG has to show that projected emissions for projects in Mobility 2035 are below the allowable emissions.
- Transportation projects that are consistent with air quality planning goals are eligible for approval and federal funding.

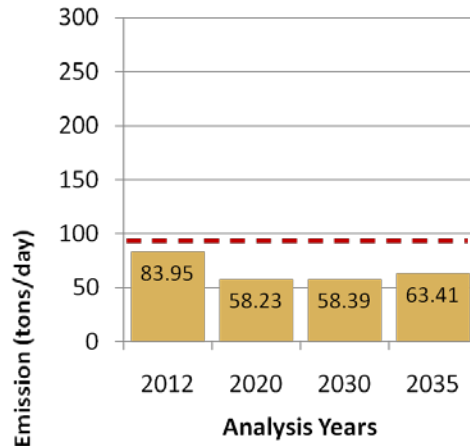


- **Air Quality Conformity Analysis**

- Emissions of Nitrogen Oxides (NO_x)
 - The 2009 attainment demonstration NO_x motor vehicle emission budget is 186.81 tons/day.
 - Includes reductions from RTC initiatives of 4.38 tons per day.



- Emissions of Volatile Organic Compounds (VOC)
 - The 2009 attainment demonstration VOC motor vehicle emission budget is 99.09 tons/day.
 - Includes reductions from RTC initiatives of 3.59 tons per day.

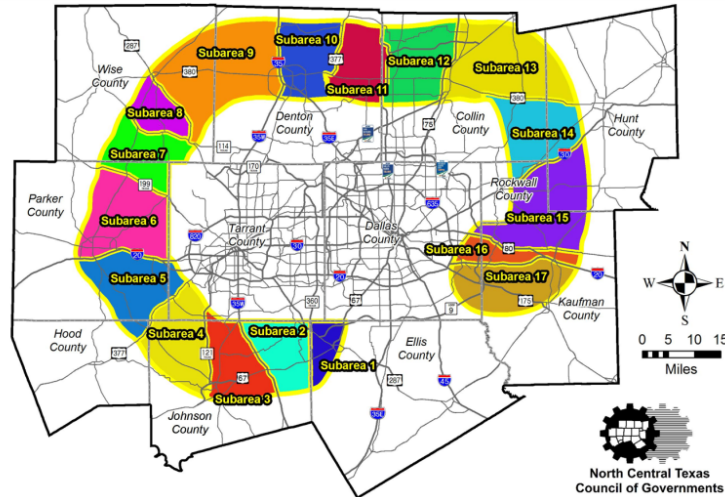


- **For More Information**
 - www.nctcog.org/mobility_2035
 - www.nctcog.org/trans/air/conformity

D. Regional Outer Loop Update – presented by Jeff Neal (Dallas), Nathan Drozd (Burleson) and Chris Anderson (Allen)

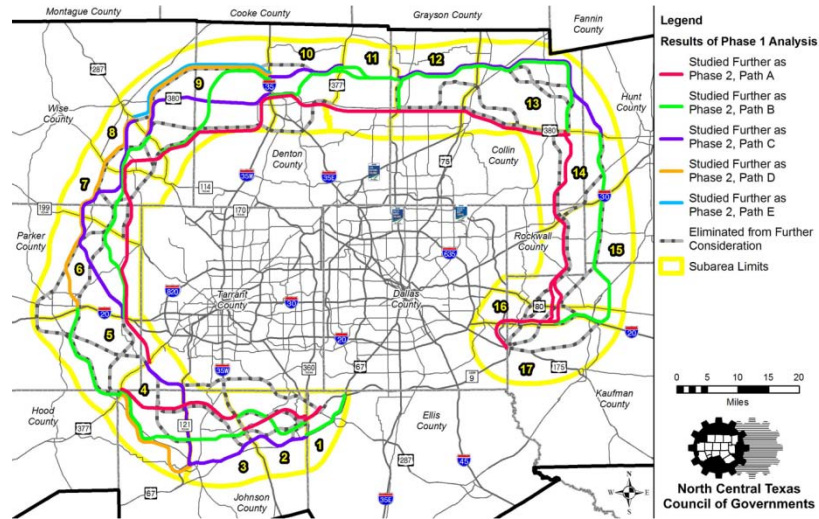
- **Purpose of the Regional Outer Loop Feasibility Study**
 - To evaluate the need and feasibility for a complete regional outer loop around the Dallas-Fort Worth region. The study area is a mile wide, but the actual roadway would only be about 500 feet wide. The study helped to determine sections of independent utility.
 - NCTCOG considered a continuous toll facility because traditional funds are not going to be available for this project.
 - Monitor conditions that impact decisionmaking:
 - Regional demographic projections.
 - The 1990-2000 census was used for this, stating that people are moving back into the middle of the region instead of out to the more rural areas.
 - Transportation planning/implementation financial constraints.
 - Gas well locations and density.
- **Project Intent**
 - Allow bypass options for passenger/freight traffic not destined for the region.
 - Manage near-term/long-term congestion for predominant commuter routes.
 - Improve capacity, mobility and accessibility for outlying communities and developing areas.
 - Serve population areas that currently lack major limited-access facilities for inter-suburban travel.

- **Corridor Evaluation Process**
 - The below map is divided into 17 subareas.

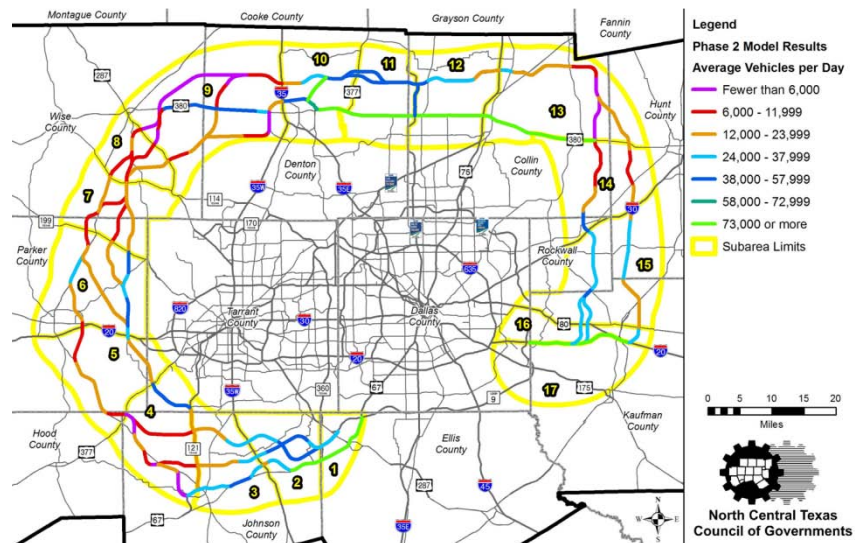


- **Public and Agency Involvement**
 - Since 2007, about 150 meetings/presentations have been conducted to coordinate study activities, collect data and obtain input.
 - Resource Agency Coordination (3)
 - Corridor Refinement Team (24)
 - Stakeholder Roundtables (25)
 - Briefings and Presentations (80)
 - NCTCOG Public Meetings (16)
 - Over 460 direct comments have been submitted and responded to during the course of the feasibility study.
- **Phase 1/Phase 2 Matrix**
 - Phase 1
 - Studied local government input
 - Environmental impact
 - Phase 2
 - Studied the travel model
 - Minimum threshold is about 40 million average vehicles per day

- **Phase 1 Evaluation**
 - Eliminated nearly half of the corridor options.

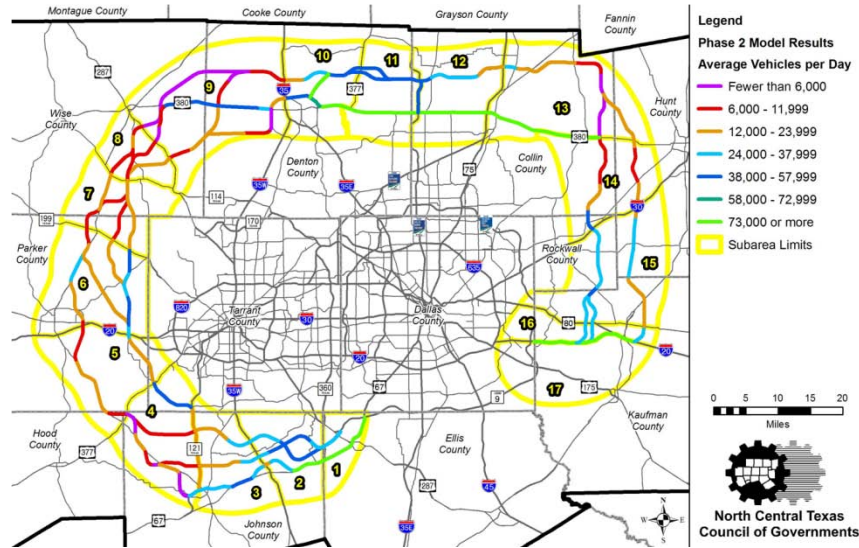


- **Phase 2 Evaluation**
 - All models NCTCOG ran assumed that the outer loop was going to be built as a toll facility.



- **Regional Outer Loop – Recommendations**
 - A continuous, circumferential Regional Outer Loop is not warranted based on year 2035 traffic projections.
 - The majority of the corridor has insufficient volumes to justify construction of a new controlled-access facility.
 - However, some subareas warrant further study for the following transportation improvements.
 - Controlled-access facilities (subareas 1-4 and 10-12)
 - Non-Controlled-access facilities (subareas 6 and 16)

- These projects have independent utility, and each serves separate local/regional needs and purposes.
- **Phase 2 Results – Map of Proposed Improvements**
 - The green lines on the map in Denton County and in the south through Midlothian are the only locations being considered for further study.
 - Loop Nine in Ellis County remains in Mobility 2035 and is further along in the study process. It is currently under environmental evaluation.



- **Basis – What Has Changed Since 2007?**
 - New regional demographics
 - Infill growth/development is a much stronger feature.
 - Slower southern sector growth.
 - Funding environment
 - Deferral of approximately \$45 billion in projects/programs for Mobility 2035.
 - Increased difficulty for proposed toll road projects to fully pay for themselves.
 - State priorities
 - No-build alternative selected and approved for the Texas-Trans Corridor.
 - Subsequent TxDOT initiatives (e.g. MY-35 Plan) focus on the expansion of existing facilities to accommodate inter-city travel.

ORAL COMMENTS RECEIVED AT MEETINGS
(Meeting location in parentheses)

Cotton Belt Passenger Rail Corridor

Annie Melton – (Dallas)

Question: The Cotton Belt is also a veloweb corridor according to Mobility 2035. I want to know that the planning for rail service in the Cotton Belt corridor includes a trail for bicyclists and pedestrians.

Summary of response by Tom Shelton: NCTCOG staff are working with DART staff. DART owns the majority of the 100-foot right of way. NCTCOG has a long-standing commitment to trails. The veloweb does remain in the long-range plan. There are some safety issues that need to be addressed in order for bicyclists and pedestrians to be in the same corridor as rail. The width of the corridor is expected to be enough to make it possible to include rail and trail access. Work on it will continue.

Comment: It is important to do this during the environmental evaluation process.

Summary of response by Tom Shelton: If you look at the destinations and cities with stops in this corridor, it is something that will be attractive to pedestrians and bicyclists.

Regional Outer Loop

Annie Melton – (Dallas)

Question: From what I understand, the Regional Outer Loop will be partial toll and partial public funding through rural arterials. It is planned for areas that are mainly rural. Is that correct? It seems appropriate that you plan for a trail as you build because population density and development will increase and people will use the trails.

Summary of response by Jeff Neal: The Regional Outer Loop has always been proposed as a multimodal transportation corridor.

Comment: In Austin they are building trails along toll corridors. The North Central Texas region has been having an ongoing problem creating space where trails can be built along toll corridors.

Summary of response by Michael Morris: It may be hard in some places to build trails on existing facilities, but as we build in new right of ways there is no reason why we cannot include trails in plans.

Comment: It is much easier to incorporate trails in a corridor if included early on in the planning stage. In Collin County trails were included in the multimodal corridor plan.

Proposition 12

Lacosta Davis – City of Mabank – (Dallas)

Question: In Proposition 12, Kaufman County is highlighted as to be determined, how is that determined?

Summary of Response by Michael Morris and Adam Beckom: A major funding partnership program for Kaufman County was completed recently. Staff is aware of unfunded immediate needs and is going through a process to identify funding. The focus was first on counties that have not recently received funding. Kaufman County is considering a bond program, and staff is working with elected officials to determine how best to use the limited funding available. For example, Parker County used limited funds and a bond program to fund large projects. Work and coordination, especially with TxDOT and the commissioners court, will continue in Kaufman County.

Transportation Funding

Mike McAnelly – (Allen)

Question: Please provide some insight on discussion of the gasoline tax renewal.

Summary of response by Michael Morris and Tom Shelton: The federal gasoline tax of 18.4 cents per gallon will expire Sept. 30 if the federal government does not reauthorize the tax to be levied. Gasoline tax revenue funds transportation. The Federal Aviation Administration recently faced a similar situation, and the federal government did not authorize continuation of taxes before the expiration date. The gasoline tax expiration is a topic on the Aug. 14 RTC agenda.

Some may favor expiration of the federal tax since a portion of gasoline tax collected in Texas is given to the federal government. Instead of getting 80 cents on the dollar for transportation projects in Texas, 100 percent of the revenue would stay in the state if the tax was levied at the state rather than federal level. However, NCTCOG staff will recommend RTC members to take a position supporting the federal tax. The transportation authorization legislation also expires at the end of September. The House and Senate versions of the reauthorization bill vary significantly in funding levels.

With the uncertainty of federal funding at this time, Proposition 12 and Regional Toll Revenue funds are especially important and allow critical corridors to be maintained.

New funding resources are desperately needed but streamlined processes and environmental review would increase efficiency in transportation planning and decrease costs. The Dallas streetcar project is an example of how expedited project delivery cuts costs.

Steve Turner – (Allen)

Question: Since gasoline tax revenue is declining over time, what is the probability of the government creating a natural gas tax?

Summary of Response by Michael Morris: The cost of natural gas is one-third the cost of regular gasoline. The President just announced the fuel economy standard will be 55 miles per gallon by model year 2017. Mobility 2035 assumes a 50 percent decline in revenue because of increasing fuel efficiency. Alternative fuel use is also expected to increase. NCTCOG is trying

to think of other ways, like the Cotton Belt Funding Initiative, to get revenue for transportation and get people back to work

Written Comments Received

Name and Title	Agency, City Represented	Topics addressed	Comments
Timothy Kelty	City of Red Oak	FM 664 Expansion Project	Attachment 1
Lacosta Davis	City of Mabank	Kaufman County's use of Proposition 12 funds	Attachment 2
Annie Melton	Bowman-Melton Associates	Cotton Belt bicycle trail Outer Loop bicycle trail	Attachment 3
Thomas Kriehn	Citizen of Lake Highlands	Regional Outer Loop-should be pedestrian-oriented	Attachment 4

Additional Written Comments

Name and Title	Agency, City Represented	Topics Addressed	Comments
Stephanie Briggs	Coppell Education Committee	SH 121 overpass at Sandy Lake	Attachment 5



North Central
Texas Council
of Governments

PUBLIC MEETING

Tuesday, August 9, 2011

10:30 am

Center for Community Cooperation
2900 Live Oak Street
Dallas, Texas 75204

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name Timothy Kelly, Assistant CM
 Organization City of Red Oak + North Ellis County Coalition of Cities

Please provide written comments below:

I would like thank the Cog for it's series consideration and voice my support for the FM 164 Expansion Project. It is a project that has been endorsed by the 7-city, North Ellis County Coalition of Cities, our State Legislators and TXDOT as a vital project. As the only East west corridor in the area and as the volume of traffic increases as a result of Retail Industrial + Residential development the expansion of this ~~corridor~~ already congested corridor becomes more and more important every day.

To submit comments or questions by mail, fax, or e-mail, please send to:
 North Central Texas Council of Governments, Transportation Department
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
 E-mail: jstout@nctcog.org Website: <http://www.nctcog.org/trans>

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 1445 - Over
 and front
 SK 287
 d/H 356 -
 Pbr 1: Vhd/Ad to



North Central
Texas Council
of Governments

PUBLIC MEETING

Tuesday, August 9, 2011
10:30 am
Center for Community Cooperation
2900 Live Oak Street
Dallas, Texas 75204

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- question*
- I wish to make an oral ~~comment~~ *question* at the public meeting
- I wish to submit a written comment at the public meeting
- I wish to make both oral and written comments at the public meeting

Name Lacosta Davis

Organization City of Mabank

Please provide written comments below:

Kaufman County - How are Proposition 12

How will ~~it~~ is it determined how money
is spent?

How do we find out when it is determined.

lacosta davis ldavis@cityofmabank.org

To submit comments or questions by mail, fax, or e-mail, please send to:
 North Central Texas Council of Governments, Transportation Department
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
 E-mail: jstout@nctcog.org Website: <http://www.nctcog.org/trans>



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- I wish to make both oral and written comments at the public meeting

Name Annie Melton Home address: 613 Mt. Auburn St.
 Organization Bowman-Melton Assoc. Dallas, TX 75223

Please provide written comments below:

① Cottonbelt is long planned trail (Veloweb) corridor that needs to be included along w/ Commuter rail in corridor. Keep it in the planning + construction plans!

② Outer Loop - include (Veloweb) ^{new} trail along corridor - has already been proposed in Collin County Regional Trails plan.

To submit comments or questions by mail, fax, or e-mail, please send to:
 North Central Texas Council of Governments, Transportation Department
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
 E-mail: jstout@nctcog.org Website: <http://www.nctcog.org/trans>



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 I wish to make both oral and written comments at the public meeting

Name TIMOTHAS E. KRIBIAN, 9025 LARCHWOOD DR., DALLAS, TX
 Organization LAKE HIGHLANDS "L" STREETS

Please provide written comments below:

REGIONAL OUTER LOOP: THE STATED POLICY SHALL BE FOR
PEDESTRIAN-ORIENTED POLY-NUCLEATION, AS OPPOSED TO HIGHWAY-
ORIENTED MEGA-COMMUTING. THE SOLUTION TO THE JOBS-
HOUSING MISMATCH SHALL BE TO DISCOURAGE CORPORATE
LOCATIONS BASED UPON CONVENIENCE TO THE BOSS' FAVORITE
GOLF COURSE. CORPORATE LOCATIONS INSTEAD SHALL BE
BASED UPON CONVENIENCE TO LOCAL PUBLIC TRANSIT, OR
EVEN TO LOCAL WALKING/BIKING DISTANCE. THE BOSS
MUST FIND SOME OTHER TRANSPORTATION TOWARDS HIS FAVORITE
GOLF COURSE.

To submit comments or questions by mail, fax, or e-mail, please send to:

North Central Texas Council of Governments, Transportation Department
 P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
 E-mail: jstout@nctcog.org Website: <http://www.nctcog.org/trans>



North Central
Texas Council
of Governments

PUBLIC COMMENT SHEET

Name STEPHANIE BRIGGS
 Organization COPELLED EDUCATION COMMITTEE CUG
 E-mail StephBriggs@copell.com Phone 972 874 2795
 Address 2618 LINKSIDE DR
 City GRAPEVINE State TX Zip Code 76051

Please provide written comments below:

121 INTERSECTION OVERPASS AT
 SANDY LAKE HILLSIDE ON EAST
 WATER TRUCKS ARE SPRAYING
 PLANTED HILLSIDE IN THE MIDDLE OF
 THE DAY - 2 SUMMERS - NO SIGNIFICANT
 VEGETATION GROWTH -

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