

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Plan, 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 Nov. 10, 2022.

This report is a compilation of general public comments submitted by members of the public from Saturday, May. 20 through Monday, Jun. 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email, online and in person at the monthly RTC meeting.

This month, public comments were received on a number of topics across social media platforms and via email. Comments related to roadways were in the majority.

In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 13 new comments related to roadways, transit and bicycle and pedestrian needs. You can view these new comments as well as past comments by visiting

<http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

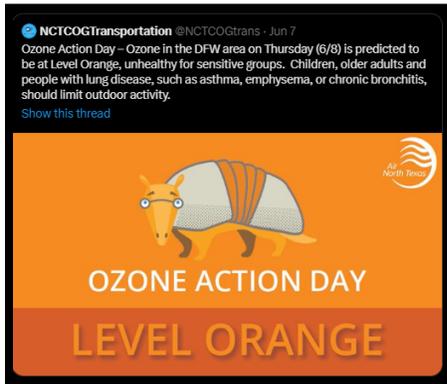
Air Quality

Twitter –

1. Join us tomorrow, June 2, for Clean Air Action Day! Small choices – like riding DART, carpooling, or reducing the time your car spends idling – can make a big impact on air quality. Share how you celebrate with us by using #CAAD2023 and tagging us and @NCTCOGtrans. — dartmedia (@dartmedia)



2. Orange Armadillo Alert Day here in North Texas. — Bojo Pigeon (@BojoPigeon)

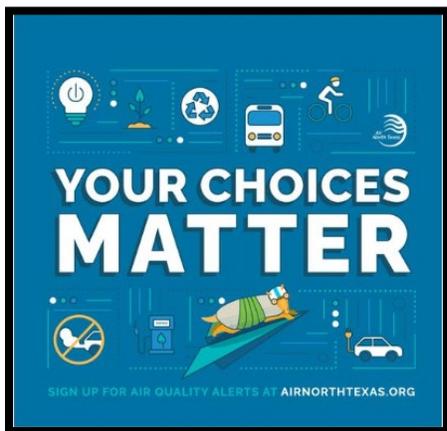


3. Another Orange Armadillo Day ahead. — Bojo Pigeon (@BojoPigeon)



Facebook –

1. Join Air North Texas in improving North Texas air quality. Learn how to reduce the number of harmful pollutants that enter our air. — NCTCOG Transportation Department



NCTCOG Transportation Department: Do you lead by example or do you just tell OTHER people how they should live? How about publishing a list of transport-to-the-office methods and a head count for each method? — Rob Dentremont

Email –

1. Michael Martin

Hi there...has Dallas ever been in compliance with federal clean air standards since it began...in the mid-60s, I think?

Response from NCTCOG Transportation Department:

The DFW region has remained designated as “nonattainment” for ozone since formal nonattainment designations were first released in the ‘90’s (based on the Clean Air Act Amendments of 1990). However, the region has attained standards several times –the 1-hour ozone standard (since revoked) and the 1997 8-hour ozone standard (also since revoked) have both been met and we would comply with them if they were still applicable today. Since EPA continues to lower the standard, we continue to chase a moving target. We know much still needs to be done but also emphasize that much has already been accomplished. Note our ozone trendline information at [North Central Texas Council of Governments - Current Ozone Activity \(nctcog.org\)](http://North Central Texas Council of Governments - Current Ozone Activity (nctcog.org)). We currently violate only the 2008 and 2015 ozone standards - and ozone remains the only one of 6 criteria pollutants for which the region violates standards.

Alternative Fuel Vehicles

Facebook –

1. This morning Daphne Dixon of the Connecticut Southwestern Area Clean Cities Coalition stopped by NCTCOG as part of a coast-to-coast EV road trip from Sacramento, California to Newport, Rhode Island, covering a total of 25 states. She discussed the trip and efforts to ensure that cities are ready for electric vehicles.

Daphne and her colleague Alyssa Murphy took the first EV road trip last year, with a goal of visiting all 50 states over a four-year period. Follow their journey at Life on the EV Highway.

#evroadtrip #ElectricVehicles #CleanCities — NCTCOG Transportation Department



Thank you for hosting such an incredible event! Your support in promoting sustainable transportation and fostering collaboration among Clean Cities coalitions is greatly appreciated. — Life on the EV Highway

Bicycle/Pedestrian/Sustainable Development

Twitter –

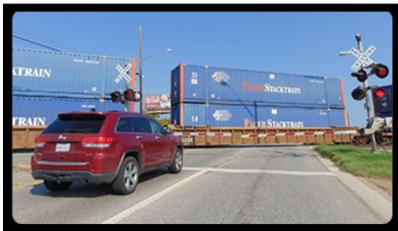
1. Tell them to pedestrianize Elm, Main, and Commerce and to ban parking in Deep Ellum. No parking, no parking problem. Also, tear down I-345 so more people can walk to DE from downtown. — Andrew Wallace (@agwallace92)



Freight

Twitter –

1. Texas gets \$86 million in fed funds to fix at-grade rail crossings: Houston West Belt gets \$36m of it <https://texasrailadvocates.org/post/texas-gets-86m-in-fed-funds-to-fix-at-grade-rail-crossings-houston-west-belt-gets-36m-of-it> @TxDOTCommission @TxDOT @NCTCOGtrans @HouGalvAreaCog — Texas Rail Advocates (@TXRailAdvocate)



2. Texas won't be submitting a federal grant for an Interstate Rail Compact <https://texasrailadvocates.org/post/july-10-is-deadline-for-submitting-intercity-rail-compact-federal-grant-texas-not-interested> @txdot @txdotcomm @NCTCOGtrans — Peter J LeCody (@railadvo)



3. Brandye Hendrickson, @TxDOT Deputy Executive Director for Planning and Administration, joined @USDOTFRA @NCTCOGtrans @CityofFortWorth and @BNSFRailway leadership Tuesday to celebrate a \$17 million FRA grant to construct an overpass at Bonds Ranch Road just west of US 287. — @txdotfortworth (@TxDOTFortWorth)



4. We are celebrating a \$17 million grant to construct an overpass at Bonds Ranch Road and @BNSFRailway crossing just west of US 287 with @TxDOT's Deputy Executive Director for Planning and Administration Brandye Hendrickson, @USDOTFRA @NCTCOGtrans and @CityofFortWorth. — @txdotfortworth (@TxDOTFortWorth)



Public Involvement

Twitter –

1. 170+ attendees from #D12 for 3 open house input sessions this week. Thank you @NCTCOGtrans team for listening to residents & businesses w/Preston Rd study & @CityOfDallas @DallasPlanUD Forward Dallas & Bond Dept staff for engaging Far North Dallas residents! 😊 — Cara Mendelsohn (@caraathome)



Cara. Thanks for hosting. I learned a lot. To the citizens of Far North Dallas. It is time to get engaged and know what is happening in our city. Blind trust might surprise you one day. — Will of Rights (@OurUSA77)

I will add, Cara Mendelsohn can't do it alone. She needs our collective voices and active involvement! — Will of Rights (@OurUSA77)

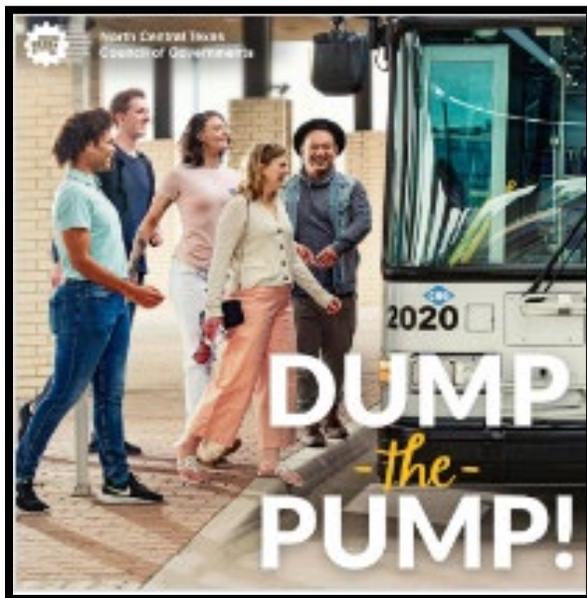
2. The @NCTCOGtrans public input meeting just started. You have ~45mins to post a comment on their web page to be read during the meeting. You can also dial-in to listen & comment over the phone: 855-925-2801 Meeting code: 2463 <https://nctcog.publicinput.com/i1635> — Hexel (@hexel_co)



Rideshare/Carpool

Instagram –

1. Tomorrow is "Dump the Pump Day!" Lessen your environmental impact and save money by riding public transit, and remember to log your alternative commute at tryparkingit.com! #DumpthePump #RideTransit #TryParkingIt — nctcogtrans



📱 Spreading the love for Dump the Pump (I do it by batching trips). I posted a fun reel and I hope it brings you joy like you post brought me ❤️ — spiritdaysarah

RTC/STTC/Executive Board

Twitter –

1. @NCTCOGtrans audit committee, lunch with NCTCOG nominating committee & then monthly board meeting. Fascinating demographic projections for #seniors and general #population growth in our region.

2025-2035:

+22% gen pop

+37% aged 60+

+113% aged 85+ — Cara Mendelsohn (@caraathome)



Name	Total Population	Collin	Dallas	Denton	El Paso
Arlington	14,298	0	0	0	0
Burleson	51,715	0	0	0	0
Carroll	135,801	764	52,168	82,869	0
Cedar Hill	50,312	0	49,624	0	64
Celina	35,028	30,434	0	4,594	0
Combine	2,324	0	882	0	0
Coppell	43,190	0	42,107	1,082	0
Cresson	1,364	0	0	0	0
Crowley	19,439	0	0	0	0
Dallas	1,326,278	51,973	1,245,755	28,542	0
Ferris	3,069	0	1	0	3,068
Flower Mound	79,929	0	0	78,163	1,766
Fort Worth	974,846	0	0	23,715	0
Frisco	225,072	136,260	0	88,812	0
Garland	248,822	162	248,658	0	0
Glenn Heights	18,718	0	11,434	0	7,284
Grand Prairie	204,973	0	130,754	0	1,449

The North Central Texas region is undergoing rapid growth among persons of all ages, and older adults in particular. During the 10-year period from 2025 to 2035, the number of persons aged 60 and over who live in the North Central Texas area is expected to increase 37%, from 732,760 to 1,059,594. Of greater significance relative to potential demand for long-term services and supports, the number of North Central Texans aged 85 and over is projected to more than double, from 47,410 to 101,072, during the same 10-year period.

2. Fort Worth’s very own Mayor Pro Tem Bivens will be the next leader of the @NCTCOGtrans Regional Transportation Council - an incredibly important position for discussions on our rapidly growing regional transportation needs. Congratulations, Gyna!

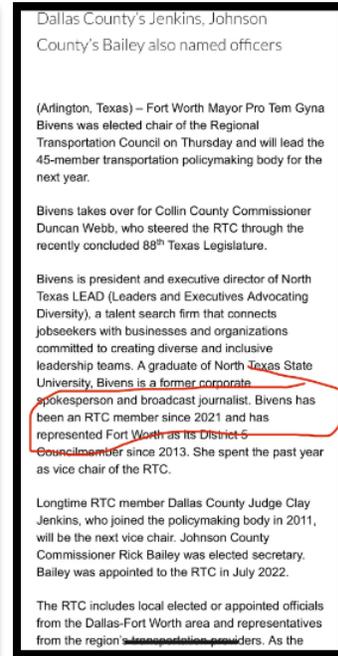
<https://nctcoq.org/trans/about/news/fort-worths-bivens-to-lead-regional-transportation-council-for-the-next-year> — Mayor Mattie Parker (@MayorMattie)



Love me some @NCTCOGtrans and some @GynaDistrict5! Please let me know how I can help. — TD Smeyers (@SmeyersTD)

Thankful for your leadership Mayor Parker. You are doing a phenomenal job. Be encouraged. — Erik Vance (@PrayOrDie)

3. How in the world? Chair after 2 years on RTC? Takes years to know enough to do anything. Staff loves this. — Matthew Marchant (@MatthewMarchant)



Roadways

Twitter –

1. 1/7 🗳️ @NeighborsDTX event will take place is marked in red box below. Both @AdamBazaldua & @VoteOmarNarvaez say we shouldn't let perfect be the enemy of good...Can anyone explain how this isn't actually much worse than what we have now? Wait, there's more... — Hexel (@hexel_co)



(5/7) To the right of Carpenter Park is W Transfer Center; block north is Pearl/Arts @dartmedia Station. With hybrid, ppl walking to DE must *still* frogger 6+ lanes of fast-moving traffic. How does this recommended plan "learn from mistakes of the past"? — Hexel (@hexel_co)



(6/7) Hybrid claims to remove "visual barriers" b/w communities. @AdamBazaldua demands investment in S.Dallas not just CBD. Yet hybrid maintains massive No Man's Land stack interchange. Shouldn't we demand plan that allows ppl to walk+cycle bw S.Dallas & all other neighborhoods? — Hexel (@hexel_co)



(7/7) Even doctors get 2nd opinions. Even if we assume TxDOT is an authority on not just transportation but also what heals/kills cities...shouldn't we still get 2nd opinion? Doesn't ALL of Dallas - N, S, E, W, Central - deserve that assurance? This week, vote YES to 5S — Hexel (@hexel_co)

RTC Public Meeting

1. Hexel Colorado

My name is Hexel Colorado. I have prepared three minutes of commentary regarding my disapproval of text stocks or fine hybrid option and urging NCTCOG to commission a study independent from tech stock in assessing alternative options for the future of I-345, including its removal and replacement with a comprehensive boulevard system. In respect for time, this is a

multi-faceted issue and I have already submitted one of these facets regarding I-345. That is the facet regarding the destructive history of the highway as well as the existing highways incompatibility with the new growth that we're projecting by 2045 and the danger that it imposes on aging residents of Southern Dallas. That's a facet that I posted in a written comment. And so in the next two minutes, I'll quickly touch on the facets of solutions to the socioeconomic divide between south Southern Dallas and the northern suburbs for decades. We know people of Southern Dallas drive the jobs north of city limits, and we need to ask why. Let's narrow down to a specific example. Why can we not attract a major grocery store to South Dallas? Committees on this topic have heard the same old reasons. Number one, not enough people. A standard grocer needs 15,000 people in one market with no major competition to be interested in an area. Remember this point, this number about ... no major competition for a later point. Number two, low median income. A mixed income population is needed to balance the books for to sustain a standard grocer. And number three, a high, a higher, higher income residents of South Dallas simply drive outside the neighborhood when they want to shop. And for decades, we've interpreted these as excuses rather than as interconnected reasons. There is no incentive to shop locally when it is easier to drive 10 minutes off the freeway than to walk 15 minutes down the street. Yes, freeways are connected to jobs, but there's the kind of connected that change people of color to service an ever farther lands, thereby stealing opportunity away from home, replacing the interstate that does not quite cut off jobs. It may slow down the drive, but that is a feature, not a bug. Regarding the first reason stated for not having a grocery chain text themselves estimated in 2016 that 12,000 new residents would be housed through their boulevard option that over double the size of downtown's current population is the second reason regarding median income. New housing created by the new district would absorbed thousands of market rate renters whose spending power can sustain new southern grocers. On the third issue regarding how people drive outside the neighborhood for high income residents, the incentive ships where it is better for them to shop locally than to shop in the latest Flashiest development north of the city, string town. The Friedman town that was paved over to build I-345 is a 30 minute train ride from Hatcher Station, 19 minute bus ride from Bonton Farms and a 19 minute bike ride from Lincoln High School by combining cycling in our existing public transit system, even before DART Zoom 2.0 or any other improvements to frequency or accessibility. The entirety of short South Dallas is within a 25 commitment commute without a car. When you combine cycling, walking, and transit to the I-345 corridor, compare that to the a average daily commute of 40 minutes. For many Dallas residents, which only grows longer each year, investment from downtown radiates southward. When you consider how close south, south Dallas is to downtown, especially the I-345 corridor, the land directly underneath I-345 is the easiest to reach without a car, both from South Dallas and by the entire city in its suburbs. This land should be saturated with housing productive usage and human activity. Instead, more than half of it is wasted on the highway and parking for cars coming off that highway. An investment in rebuilding the highway is to keep Dallas. An investment to rebuild the highway is to keep Dallas chained to a longer and longer commute. But to replace the highway with a mixed youth walkable district is to make good on the promise of our 6 billion hub and spoke mass transit system. Two, in the very literal sense, bring the city together. With that, you can expect more comments from me in the future, but for now, I want to use this opportunity to remind the council to please invest in an independent study that would pursue alternatives other than a highway for the center of our city. Thank you.

2. Matt Havener

TxDOT is forcing a bad project on the city of Dallas through their preferred I-345 "hybrid" plan. In areas of connectivity, sustainability, community cohesion, economic development, pedestrian safety and more, the hybrid plan underperforms compared to the potential benefits of a boulevard/reconnected street grid option. It is more expensive, and will take longer, in order to deliver a highway trench that will worsen pollution, continue to divide core Dallas communities, and further reinforce car dependency while failing to solve traffic delays. Instead of a project yielding a huge amount of developable land that could greatly expand downtown Dallas, bringing jobs, services, and housing back to the core of the region, TxDOT seeks to maintain the status quo of urban highways funneling people, their money, and their jobs from the south to North Dallas and the northern suburbs. Dallas' goals of compact and connected growth could be met by a network of high-efficiency complete streets facilitating transit, driving, biking, and walking in a newly developed neighborhood. Instead, TxDOT offers the same disconnection, congestion, safety risks, noise, car dependency, and pollution associated with the North Central Expressway trench & crossings. Dallas already has a robust existing highway network on each other side of downtown, as well as a huge and expanding series of loop roads in DFW. It is ridiculous to assert that only a highway splitting Deep Ellum and Dallas can facilitate necessary regional traffic, when the existing highway system in DFW is among the most advanced in the world. What we actually lack is good alternatives to highways that give people options other than driving. We similarly lack a denser pattern of development that would reduce the need for longer and more frequent car trips. These two deficiencies aren't coincidences, but the consequence of decades of planning and development decisions favoring cars and low density sprawl. By presenting the "hybrid" plan as the only viable option for Dallas to consider, TxDOT continues this tradition. I'd ask that NCTCOG and their partners in TxDOT consider how they could capitalize on the strengths an urban environment like downtown Dallas presents, and use the opportunity presented by I-345 to deliver an innovative, forward thinking project that moves beyond the tired paradigm of considering vehicular throughput above and beyond all else.

3. Anonymous

I strongly disapprove of TxDOT's Refined Hybrid Option. I urge NCTCOG to commission a study independent from TxDOT assessing alternative options for the future of I-345, including its removal and replacement with a comprehensive boulevard system. Just like the Trinity Toll Road before it, the Refined Hybrid option will go down in history as a terrible recommendation. I-345 destroyed two Freedman's Towns (Short North Dallas and Stringtown); divided two central neighborhoods (Downtown and Deep Ellum); and diverted jobs, housing, and opportunity away from black and brown communities of Southern Dallas in favor of wealthy suburbs to the north. I respect that it is the intent of this council to gingerly plan for the future. The headline warning is a million new residents in the next two decades. The fatal error of this council is equating more people to new cars; we fail to realize traffic is a self-fulfilling prophecy. Consider where those 1 million residents come from. Asians are the fastest growing demographic in North Texas. Car ownership among the two largest sources, China and India, are 17% and 6%. The Philippines and Vietnam are 6% and 2%. Consider the age and reasons for new residents. Only 51% of college students own a car. The growing preference among young adults is to not need to drive at all. Consider the future of our aging residents. People age 70 and older are more likely to car crash than any other age group besides drivers age 25 and younger. Researchers says most people drive 7 to 10 years longer than they should. Imagine telling a surviving Southern Dallas resident that you're going to right the wrongs thrust upon them 50 years by spending billions of dollars on a highway that fewer and fewer of them can use and kills more and more of them

each year. Zero people can walk on an interstate. Zero people can bicycle on an interstate. Zero bus stops can be placed on an interstate. Zero trees can be planted in the center of an interstate. Zero weekends can an interstate be closed for a parade or cultural festival. Vision Zero is replaced by zero vision. How do we best serve the people of North Texas? That is not a question the State Highway Department is equipped to answer.

4. Hexel Colorado

The “hybrid” option TxDOT is ramming down the throat of Dallas is a catastrophic folly of twentieth-century thinking that has no place in twenty-first-century city planning. TxDOT’s hybrid plan is a bad deal for Dallas and the region. It serves only to meet the perceived needs of the agency that concocted it, and it must not be allowed to move forward before further independent studies are done to determine whether or not it is viable. Of all of the arguments TxDOT presented for their plan, the assertion that communities of color in southern Dallas need I-345 to get to jobs in the north — also made by this body’s director — is one of the most perniciously reengineered statements of racial equity that has been presented. And it’s a complete lie. Communities of color need jobs, but they cannot afford to continue having those jobs segregated. Black and Hispanic workers are likelier to be low-income earners in the U.S., especially in Texas. According to the Department of Labor, for every dollar a white person makes in Texas, a Black worker earns \$0.74, and a Hispanic employee makes \$0.67. Someone earning minimum wage in Texas — still \$7.25 per hour — makes just \$15,080 annually. Now, consider the cost of car ownership. According to the Bureau of Transportation Statistics, the average annual cost of car ownership was \$10,729 in 2022. Given the inflation rate and other factors, that number is already climbing in 2023. The costs of owning a vehicle can quickly become an outsized portion of a person’s income, potentially forcing them into desperate financial situations. In this light, I-345 is not an olive branch to jobs but a noose. Its continued existence further embraces a status quo built on racial inequity and financial disparity. Given the cost of car ownership, forcing populations that have long been targets of discrimination to own a vehicle and drive dozens of miles to find work is a modern-day poll tax. Sure, they can have jobs, but it will cost them! This is just one of the many issues that raise questions about the viability of the future need for I-345. It’s further evidence that an outside, independent study is needed. We must look at the impacts of all the options — including a boulevard — and how they will affect surrounding populations and communities, especially those of color. If we don’t, the ramifications will be felt for generations.

5. Doyle Rader

Agreed - we don’t need more highways we need more bike lanes. If we’re going to be a 21st century city, we need to have a 21st century approach to transportation (that’s more than just highways!)

Response from NCTCOG Transportation Department:

TxDOT and the City of Dallas have reached agreement that TxDOT will move forward with continued project development of the “Hybrid” alternative. The Hybrid alternative includes rebuilding IH 345 in a trench and connecting the surface streets across the trench. This is TxDOT’s preferred alternative as it provides for the continued regional travel function of the current IH 345 but also provides additional connectivity between the east and west side development near downtown Dallas and is the only configuration TxDOT will commit to funding. As part of the City’s approval of this alternative, the city

Please forward to the committee or individual that has the responsibility of the express lanes effectiveness. We pay a premium for utilization without the benefit.

I look forward to your response. I can forward videos if that helps the "cause". Thanks in advance for your help!

Transit

Twitter –

1. Morning visit to the @dartmedia Cotton Belt/Silver Line mock ups of wall finishes under Hillcrest - Gus selected the one on the left. DART is building the culvert at Meandering Way and they "accidentally" ripped up a section of the Preston Ridge Trail. @NCTCOGtrans — Cara Mendelsohn (@caraathome)



Oops. — Douglas Fejer (@dougfejer)

Why did you put 'accidentally' in quotes? Were they negligent, incompetent, apathetic, or did they 'accidentally' do it on purpose? — Carnal Kaufe (@CKaufe)

I can't know the real reason this happened. An inspector told me @dartmedia & AWH may be working with outdated plans. That is an alarming statement. — Cara Mendelsohn (@caraathome)

Yes it is. But it's better than all th possibilities I imagined, so in a weird way I hope it's th truth. Thank you for yer attn to this matter. — Carnal Kaufe (@CKaufe)

The train nobody asked for. The train few will ride. The mismanagement would be funny if it weren't happening in my neighborhood with my tax dollars. — Alan Burks (@abrave44)

2. Over the past 3yr or 5yr period, what percentage of transportation funds available has @NCTCOGtrans invested in #TransitAlternatives (bus,rail,bikeways etc) vs auto-centric highways? — Loren S. (@txbornviking)

Other

Facebook –

1. This Memorial Day, we remember those who have given their lives in service to our country.
— NCTCOG Transportation Department



Perfectly said! — Cletis Millsap



Regional Transportation Council Speaker Request Card

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment (pursuant to HB 2840), a written comment, or both oral and written comments.
2. Speakers are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes.
3. Please fill in your name, affiliation and agenda item you are providing comments on.
4. If you are submitting a written comment, please write your comment on this form.
5. **Please return this form to an NCTCOG employee.**

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

Name: Hexel Colorado Organization, if any: Replace345.org & ThisDallasLife.com

City of Residence: Dallas Zip Code: 75206

RTC Agenda Item #4, Subitem 5: "City of Dallas Conditional Support for Texas Department of Transportation/Mobility Plan for Recommendations for Interstate Highway 345"

- I wish to speak on this topic
 I wish to speak for this topic
 I wish to speak against this topic

Please provide written comments below:

Just like the Trinity Toll Road before it, the Refined Hybrid option will go down in history as a terrible recommendation. I-345 destroyed two Freedman's Towns (Short North Dallas and Stringtown); divided two central neighborhoods (Downtown and Deep Ellum); and diverted jobs, housing, and opportunity away from black and brown communities of Southern Dallas in favor of rich white suburbs to the north. Rebuilding this destructive, divisive, and diverting highway means doubling down on Dallas' racist past. If you allow this highway to be rebuilt, you share in the same arrogance of those who built it in the first place.

I respect that it is the intent of this council to gingerly plan for the future. The headline warning is a million new residents in the next two decades. The fatal error of this council is equating more people to new cars; we fail to realize traffic is a self-fulfilling prophesy.

Consider where those 1 million residents come from. Asians are the fastest growing demographic in North Texas. Car ownership among the two largest sources, China and India, are 17% and 6%. The Philippines and Vietnam are 6% and 2%. Consider the age and reasons for new residents. Only 51% of college students own a car. The growing preference among young adults is to not need to drive at all.

Consider the future of our aging residents. People age 70 and older are more likely to car crash than any other age group besides drivers age 25 and younger. Researchers says most people drive 7 to 10 years longer than they should. Imagine telling a surviving Southern Dallas resident that you're going to right the wrongs thrust upon them 50 years by spending billions of dollars on a highway that fewer and fewer of them can use and kills more and more of them each year.

Zero people can walk on an interstate. Zero people can bicycle on an interstate. Zero bus stops can be placed on an interstate. Zero trees can be planted in the center of an interstate. Zero weekends can an interstate be closed for a parade or cultural festival. Vision Zero is replaced by zero vision.

How do we best serve the people of North Texas? That is not a question the State Highway Department is equipped to answer.



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I wish to make an oral comment at the Regional Transportation Council meeting
 I wish to submit a written comment at the Regional Transportation Council meeting
 I wish to make both oral and written comments at the Regional Transportation Council meeting

✓ Name Adam Lamont _____

Organization, if any (re)Place 345 _____

City of Residence Dallas Zip Code 75243

RTC Agenda Item # 4.5

Please select one of the following:

- I wish to speak on this topic
- I wish to speak for this topic
- I wish to speak against this topic

Please provide written comments below:

Hello, I want to say that I do think it's foolish to spend more than a \$1 billion for little more than a one mile stretch of highway, a great way of getting around and between city-centers but a terrible way to get through city centers. I do believe that we can achieve better mobility by removing I-345 and making upgrades to existing boulevards, Cesar Chavez, Good Latimer, and Botham Jean while improving on the D2 proposal. While I am glad that the current plan does do a couple of good things like removing the elevated highway and providing some opportunities for capping, the reality is that having massive interchanges and a wide highway in the middle of downtown and the surrounding neighborhoods is a mistake.

As you do move forward on your plan, I hope that you actually follow through on the goals that the City of Dallas has put forward for you. I hope that you prioritize the north-south connection and rethink all of the exit ramps on the 30 and 345 interchange. I also want TxDOT to explore how we can trench 45 for at least some of the stretch south of I-30. The current plan has completely forgotten about South Dallas, and therefore it will keep the elevated structure through South Dallas.



Regional Transportation Council Speaker Request Card

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 I wish to make both oral and written comments at the Regional Transportation Council meeting

Name: Keegan Smith

Organization, if any: Dallas Bike Coalition

City of Residence: Dallas

Zip Code: 75206

RTC Agenda Item #4, Subitem 5: "City of Dallas Conditional Support for Texas Department of Transportation/Mobility Plan for Recommendations for Interstate Highway 345"

- I wish to speak on this topic
 I wish to speak for this topic
 I wish to speak against this topic

Please provide written comments below:

Dallas city council should not have approved TXDOT's buried highway plan before commissioning a fully independent study of I-345's removal and the feasibility of the boulevard option. Dallas has shrunk in population over the last year and is losing competitiveness compared to its northern suburbs in part because of the highway between the two. Dallas should be acting in its best interest rather than allowing the suburbs to siphon opportunity and people north via 75 and I-345.



Regional Transportation Council Speaker Request Card

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment (pursuant to HB 2840), a written comment, or both oral and written comments.
2. Speakers are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes.
3. Please fill in your name, affiliation and agenda item you are providing comments on.
4. If you are submitting a written comment, please write your comment on this form.
5. **Please return this form to an NCTCOG employee.**

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

Name: Tony Pham

Organization, if any: Walkable Arlington

City of Residence: Grand Prairie

Zip Code: 75054

RTC Agenda Item #4, Subitem 5: "City of Dallas Conditional Support for Texas Department of Transportation/Mobility Plan for Recommendations for Interstate Highway 345"

- I wish to speak on this topic
 I wish to speak for this topic
 I wish to speak against this topic

Please provide written comments below:

TAKE IT DOWN. DEMOLISH IT. GIVE US HOUSING OR GIVE US DEATH.



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Name: Doyle Rader

Organization, if any: N/A

City of Residence: Dallas

Zip Code: 75214

RTC Agenda Item #4, Subitem 5: "City of Dallas Conditional Support for Texas Department of Transportation/Mobility Plan for Recommendations for Interstate Highway 345"

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Please provide written comments below:

The "hybrid" option TxDOT is ramming down the throat of Dallas is a catastrophic folly of twentieth-century thinking that has no place in twenty-first-century city planning. TxDOT's hybrid plan is a bad deal for Dallas and the region. It serves only to meet the perceived needs of the agency that concocted it, and it must not be allowed to move forward before further independent studies are done to determine whether or not it is viable.

Of all of the arguments TxDOT presented for their plan, the assertion that communities of color in southern Dallas need I-345 to get to jobs in the north — also made by this body's director — is one of the most perniciously reengineered statements of racial equity that has been presented. And it's a complete lie.

Communities of color need jobs, but they cannot afford to continue having those jobs segregated. Black and Hispanic workers are likelier to be low-income earners in the U.S., especially in Texas. According to the Department of Labor, for every dollar a white person makes in Texas, a Black worker earns \$0.74, and a Hispanic employee makes \$0.67. Someone earning minimum wage in Texas — still \$7.25 per hour — makes just \$15,080 annually.

Now, consider the cost of car ownership. According to the Bureau of Transportation Statistics, the average annual cost of car ownership was \$10,729 in 2022. Given the inflation rate and other factors, that number is already climbing in 2023. The costs of owning a vehicle can quickly become an outsized portion of a person's income, potentially forcing them into desperate financial situations.

In this light, I-345 is not an olive branch to jobs but a noose. Its continued existence further embraces a status quo built on racial inequity and financial disparity. Given the cost of car ownership, forcing populations that have long been targets of discrimination to own a vehicle and drive dozens of miles to find work is a modern-day poll tax. Sure, they can have jobs, but it will cost them!

This is just one of the many issues that raise questions about the viability of the future need for I-345. It's further evidence that an outside, independent study is needed. We must look at the impacts of all the options — including a boulevard — and how they will affect surrounding populations and communities, especially those of color. If we don't, the ramifications will be felt for generations.



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Name: Matthew Havener

Organization, if any: NA

City of Residence: Dallas

Zip Code: 75215

RTC Agenda Item #4, Subitem 5: "City of Dallas Conditional Support for Texas Department of Transportation/Mobility Plan for Recommendations for Interstate Highway 345"

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Please provide written comments below:

I345 should be torn down and I hope NCTCOG can focus on more alternatives to driving in our city.