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 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 February 12, 2015.

This report is a compilation of general public comments submitted by members of the public from Saturday, January 20, 2018, through Monday, February 19, 2018. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

Summary

This month, public comments were received on a number of topics across social media platforms and via email. The majority of comments were received regarding the LBJ East project, a proposed expansion of the highway, including rebuilt general purpose lanes, frontage roads and tolled managed lanes. The Regional Transportation Council supports the project.

Alternative Fuels

Twitter

1. Interested in alternative fuel refuse haulers? Tune into this webinar on 2/27 with @NCTCOGtrans @MAPCMetroBoston @cityofdentontx @CityofFortWorth – FleetsForTheFuture (@Fleets4future)

Refuse Hauler Webinar | Dallas-Fort Worth Clean Ci...
Explore alternative fuels in the solid waste management sector and learn how you could save money.
dfwcleancities.org

Aviation

Twitter

1. Good morning,
Your ride to the airport is here.
@altitude_motion @NCTCOGtrans @dallasnews @amazon @DallasCityMgr – brad (@markosakal)
2. Flight times from NAS @amazon #Austin #FortWorth and #Dallas with vary. @NCTCOGtrans sets urban standards. #UAS or #UAV needs neighborhood standards. Over the concept of #HQ2 #HQ2TX can prove the first intercity delivery system by #UAV http://www.nctcog.org/mobility2045 or 2020? – Marko Sakal (@markosakal)

3. #UTM Authorities Deep Dive:

A Multi-Billion Dollar Market Your City Can’t Ignore #HQ2 #HQ238 @CityOfDallas @NCTCOGtrans http://loupventures.com/utm-deep-dive-a-multi-billion-dollar-market-you-cant-ignore … – Marko Sakal (@markosakal)

4. What will attract @amazon to your city after the #HQ2 process?
Unmanned Aircraft System Traffic Management #UTM for #drones Pickup, Deliveries and Passengers service, all going airborne.

Now is the time to plan for the future.

https://www.faa.gov/uas/research/utm/ … – Marko Sakal (@markosakal)

5. RT @PatrickGunz_CH Does @NCTCOGtrans planning in 2045 include any of these concepts? What are the roles for #UAS and #UTM being planned for? #Dallas #FortWorth #DFW – Marko Sakal (@markosakal)

**Bicycle & Pedestrian**

**Twitter**

1. Why Walkable Streets are More Economically Productive
https://www.strongtowns.org/journal/2018/1/16/why-walkable-streets-are-more-economically-productive … @CityOfDallas @NCTCOGtrans @DallasEcoDev @DallasCityMgr @DallasCountyTx – Lee M. Kleinman (@LeeforDallas)
100% - Mark Masinter (@MarkMasinter)

I 100% agree. I do a quick strong towns analysis of Lowest Greenville in this post. I like to think of it as the moneyball of cities – Brandon Castillo (@Bandron)

Raising Cane’s Ross Ave Drive Thru – Brandon Castillo – M...

I love Raising Cane’s fried chicken fingers. I don’t leave Old East Dallas for any random reason, but I will drive to Lovers and…

medium.com

2. #Simple, obviously safer!

@DCPoliceDept @DDOTDC @DelawareDMV @DelawareDOT @EvanstonPD @MDOT_A2 @MDOT_BWB @MDOT_LanJxn @MDOT_UP @MississippiDOT @my511NY @MyFDOT @myTDOT @NACTO @NCTCOGtrans @nevadadot @NewHavenDOT @NottmTravelwise @NUSDTransDept @OakDOT #bike #nscsafety #DutchReach – Michael Charney (@DutchReach)
3. @NCTCOGtrans @txbornviking

**Electric Bike Report** @EBikePete

eBike More, Drive Less: Better Bike Infrastructure Reduces Congestion
electricbikereport.com/ebike-more-dri... #ElectricBike #eBike #eBikes #bike
#bicycle #ridemore

**Facebook**

1. NCTCOG Transportation Department has public meetings coming up in February where they will be sharing information about Mobility 2045, Sustainable Development Phase 4, and Access North Texas. See the events for more information!! – BikeDFW
Collin County Strategic Roadway Plan

1. Dan Mingea

This proposal is disruptive to established neighborhoods. If your neighborhood were to be displaced, you would not vote for this!!!! Don't do it!!! You'll have to kill me first...

2. Phillip Davenport

Totally in favor of getting this built and another route across the lake resolved. The benefits of both our emergency services and public being able to get around our fast growing population.

3. Carole Pasquale

I think it will be the biggest mistake that North Central Texas has ever made; it will upset the lifestyle and uniqueness of a most wonderful part of the World.

Sure, progress is great, but why can we not still depend on private transportation and the Airport. THE TRAFFIC CONGESTION ON THE ROADS WILL BE OUT OF CONTROL AND THE WAITING AT THE TRAIN CROSSINGS WILL BE UNBEARABLE; YOU ASKED, I SPOKE. THAT IS JUST MY OPINION AND ALWAYS HAS BEEN; NO MATTER WHAT WE, THE PEOPLE, HAVE STATED IT HAS BEEN OVERLOOKED AND DENIED; I WILL SAVE MY COMMENTS FOR OTHER THINGS OF MORE IMPORTANCE TO ME.

4. Becky Bernardi

I AM IN FAVOR OF THE LAVON CORRIDOR FREEWAY. I AM AGAINST THE WYLIE RESOLUTION THAT WAS PASSED DEC 2017. I AM IN FAVOR OF THE COLLIN COUNTY RESOLUTION THAT AS PASSED 10/23/17 REQUESTING ALL FREEWAYS AND CORRIDORS TO INCLUDE THE LAVON CORRIDOR FREEWAY

Response by Jeff Neal, NCTCOG

Mrs. Bernardi,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and
consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As you’re aware, we continue to work with our numerous local government partners to determine the best possible fit for potential future freeway facilities within eastern Collin County based on technical feasibility and other perspectives. With respect to the December 2017 Resolution passed by the City of Wylie, we’re performing our due diligence to determine both future impacts and future consequences for constructing a new freeway east of Lake Lavon and Lake Ray Hubbard as opposed to the original vision for the Lake Corridor Freeway. The January 2018 CCSRP Recommendations Map represents a preliminary plan to adjust and mitigate for the City of Wylie’s recent decision.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: http://www.nctcog.org/trans/thoroughfare/CCSRP.asp. If you have any other comments or questions, please know that you may contact me at any time.

Response by Becky Bernardi

Thank you for taking the time to contact us in response to our input.

TO MS Baylor if you could email me separately the count of LPCF input notices you have received would be greatly appreciated. We have the last couple of weeks done Facebook Mass Advertising on the NCTCOG input link for Public Input. We have also received almost 2,200 Video Views from Jeff Neal's, Lavon NCTCOG Meeting on 1/16/18 as well.

As an FYI, as spokesperson for the Lavon Pro Corridor Freeway we have previously held meetings in January with the City of Wylie EDC, City of Wylie Mayor Pro Tem Stephens, and on Monday, 2/19/18 Wylie City Manager, Manson in addition, to being put on the Wylie City Council Agenda 2/27/18 to formally request an Amendment to the Wylie Resolution of 12/12/17 in regards to the LCF.

Items to be Amended, to state in support of the LCF and East West Freeway Studies and support of NEW bridges to include the LCF or, a Bridge itself, as originally projected back in 2002 to bring relief off of SH 78, US Hwy 380, SH 205, FM 1378, FM 2514, FM 544.

I have also spoken with Collin County Engineer, Daugherty in regards to the Amendment and Studies and he is in favor of the studies. Funds to support studies were discussed as well and pended upon Wylie’s approval of Amendment request.

We, the LPCF, have received In Favor, signed off, petition responses from our Impact Survey of SH 78, 380, 205, FM 544, FM 2514, and FM 1378 from the following businesses who support the Collin County Resolution 2017-880-10-23 and the Lavon Corridor Freeway. The Impact Survey/Petition is still in progress and will continue until the end of the Public Input period. See attached
Your response to the update and actions I have just given you is appreciated.

5. Erin Larew

Dear Sir or Madam:

I am writing you to provide comments to the NCTCOG plans for future road improvements/expansions in the Wylie area. I am specifically commenting on 1) the proposed expansion of Kreymer and Troy Roads as an arterial road and 2) the bridge across Lake Ray Hubbard originating at SH 205/John King. Regarding Kreymer and Troy road as an arterial, I feel there is a better solution by utilizing Eubanks to WA Allen to FM 544 to Vinson. WA Allen and FM 544 are already 4 lane in some locations and have utility setbacks already in place. Kreymer and Troy do not have any utility or road setbacks for future expansions save of the short area of the newly constructed Bozman Farm subdivision. FM 544 is currently tied into Vinson which provides for the eventual access to the George Bush Tollway. There are a lot of houses along both the FM 544 route as well as the Kreymer/Troy route with Troy having numerous driveways, but the FM 544 route seems much better suited as planners have already made provisions for future expansion as well as development entrances rather than driveways. There would be homes destroyed on the Kreymer/Troy route where Kreymer meets Troy.

Regarding the bridge across Lake Ray Hubbard, without the extension of Renner Road in Murphy, this expansion becomes much less impactful. There now is the potential for more traffic to come onto an already congested SH78 and FM 544 with no improved outlet to the east. Traffic can flow from the bridge and down the newly proposed arterial corridor running to the south to George Bush. I can see how this would alleviate congestion in Rockwall and Rowlett for those trying to get to I 30 or to George Bush. However, if this is the intention and with the Renner extension block, then the bridge should not run from 205/John King to Wylie in a northwesterly direction but to Wylie in a southwesterly direction. This would allow for a less impactful and more efficient route to I 30 and George Bush. Thank you for your consideration and soliciting public input. I understand there are needs for new and expanded roads to keep up with population growth. I just feel that there are better solutions than those currently being presented.

Response by Jeff Neal, NCTCOG

Mr. Larew,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

Your concerns are shared among many other residents along and near Troy Road who’ve written to me. While I believe based on our travel demand model simulations that the proposed new bridge across Lake Ray Hubbard is a key element to alleviate future traffic along State Highway (SH) 78 between the lakes and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie, it’s still critical for there to be a major arterial facility east of SH 78 that can provide a direct route and accommodate potential traffic flows between the new bridge and the President George Bush Turnpike (PGBT). I want to let you know we’re aware that Vinson Road (which is already identified in Wylie’s master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternate opportunity for that
thoroughfare as opposed to Troy Road, and we’re currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: http://www.nctcog.org/trans/thoroughfare/CCSRP.asp. If you have any other comments or questions, please know that you may contact me at any time.

**Response by Erin Larew**

Jeff,

Thank you for your response and thank you for investigating alternatives to Troy road for arterial thoroughfares. I will be getting together with Neighbors of Troy, and we will continue to stand united against making Troy an arterial road that threatens our property and way of life. FM 544 and Vinson just make more sense as they are already designed for expansion, unlike Troy with all of its homes and utilities placed in close proximity to the existing barely 2 lane road. I am thankful that you are working with the people who live in this area and are taking in consideration the lives you will be affecting. Sometimes the best route is not best for the people or city you are building in and you have to compromise. I appreciate that you all are working with us and not against us.

My concern with the bridge over Lake Ray Hubbard is that it is penciled in on the flood plains behind my property. I was informed by the City of Dallas 1) we could not buy it (tried buying it) because it is the flood plain for Ray Hubbard and is part of their flood control for the lake and 2) we are not allowed to have livestock on it do to pollution of the animals relieving themselves and getting into the water. My concerns are 1) you will need to build up this road and water will be displaced somewhere else. That somewhere else will be on my property, causing some portion of my property to now become unusable for permanent structures as the flood plain will encroach onto my property. This will not be tolerated by myself and neighbors. 2) they would not let animals go on the flood plain because of pollution. How in the world are car chemicals any better? This would actually be worse because chemicals are poisonous. Please look at building the bridge further up beyond the creek so it approaches land at the non-flood plain areas. Even better would be not building it at all. East Wylie does not want it. If it is so important for the people of Rockwall and beyond get home faster their property and land should be affected not ours. I chose to live in Wylie because I work in Wylie. If people don’t like traffic they need to move closer to their jobs.

I am sure you already know but the beautiful fields you are planning on building the road that will connect to the bridge are in a flood plain. I’ve attached a map for your convenience.
Response by Jeff Neal, NCTCOG

Ms. Larew,

Good morning. I greatly appreciate your response as well as the inclusion of information regarding specific conditions that could affect advancement of the proposed Lake Ray Hubbard thoroughfare crossing near your property. Please understand that any CCSRP-proposed roadways (or any major transportation projects regardless of mode) that are implemented using state and/or Federal funds are required to go through an intensive, interactive, and comprehensive environmental assessment process before construction or right-of-way acquisition can be approved…particularly any project that may cross a notable environmental asset like Lake Ray Hubbard. The implementing agency (TxDOT, Collin County, etc…) must either demonstrate that no significant impacts are anticipated by the proposed project, or ensure that any identified potential impacts can be appropriately mitigated or avoided altogether. Additionally, the various socio-economic and environmental effects of proposed build alternatives must always be compared to a no-build condition…and a potential decision to build nothing in light of public opinion and/or combination of other factors must always be considered.

The preliminary conclusions from the CCSRP are encouraging multiple jurisdictions to re-evaluate their local thoroughfare plans…and the City of Wylie is anticipating to perform its own re-evaluation in the near future. Even if we may successfully relocate the proposed major north-south arterial east of SH 78 to Vinson Road, you should be aware that Wylie’s current thoroughfare plan continues to indicate Troy Road as a future 4-lane divided roadway down to the southern city limit boundary. If you and your neighbors desire for Troy Road (south of the proposed Hensley/Alanis/John King Connector) to remain at its current
configuration and capacity…which apparently is a desire also shared by the City of Rowlett to the south…then I urge you all to remain active and vocal once the City of Wylie begins its thoroughfare plan re-evaluation process. The process could even help drive specific measures to allow future discouragement of cut-through traffic on Troy Road as improvements to the thoroughfare network occur around that area. Hopefully, such actions could ultimately assist in creating better buffers between those areas where transportation capacity improvements and accommodations for future development are truly beneficial, and others where retention of more rural quality of life issues and other conditions should remain paramount.

Again, please continue to visit the CCSRP webpage for updated information and future meeting notifications, and I’ll be happy to address any other questions or comments you may have.

6. Chad Watson

Jeff,

I have been studying the last latest revision dated Feb 6. I see that COG continues to push for these new roadways even when citizen input is firmly against them. You first must understand that we are not against improving existing structures. However we are FIRMLY and ADAMANTLY against some of these new facilities. I will detail my thoughts. I feel like I am uniquely qualified to comment because I service accounts all over the metro area. I take a different route almost every day and see facilities that are overused, underused, ones that need repair, ones that should have never been built and others that need vast improvement.

1. Revised Lake Corridor. This is the best idea your group has cooked up. Country Club rd is already a main thoroughfare and it makes good sense to expand/improve it to facilitate mobility. You need to make sure the 544-Lake Corridor interchange is designed well for high flow. It is currently a major issue.

2. Park-Skyview connector. Considering item 1 Lake Corridor is done deal, this could supplement some of the E-W needs.

3. Hensley-JK connector. This is the worst idea on the proposal. Can you folks understand that we are NOT interested in any more bridges? Our streams, creeks, rivers, and lakes are to be protected at all costs. This part of Lake Ray Hubbard contains a multitude of protected species including nesting for bald eagles. A bridge in that area would likely not pass the environmental study and even if it did the impact is a net negative.

Additionally this route effectively serves as a shortcut from Plano to Rockwall and bypass much of 78. To which the COG may be pleased with. However it does NOT serve the residents or business owners in the area. What is does create is heavy traffic flow through an otherwise quite and serene residential area. An area full of residents that are here to avoid that noise and pollution to begin with.

Further this route defeats the purpose of the recent completion of 78 upgrades. Since the completion of the 78 the traffic/congestion is virtually non existent. Once the 78/205 interchange upgrade is completed, congestion will be all but eliminated.
Finally, most of the commerce in Wylie is done at business located on 78. This route effectively bypasses most/all of these companies that rely on this traffic for customers. Wylie is not interested in becoming a bypass or shortcut.

4. Cambell- Elm grove connector- No comment.

5. Kreymer to Castle extension. Terrible. Again another route that serves to bring a high traffic load into an otherwise quite residential area. This appears to serve the intermodal truck yard in the way it allows trucks a direct path to George Bush. This route also imposes on many landowners and involves establishing new ROW's. IF and only IF this route carried very specific load limits (that disallowed 18 wheelers) and hazardous cargo restrictions we could be swayed. Again in case I wasn't very clear, OUR neighborhoods do not want to serve as a major trucking route.

6. Princeton Rd extension. OK

7. FM 6 upgrade. There is little to no traffic on this road. And the only congestion is when a tractor is slow moving. 1 added lane to facilitate passing/turning would be excellent. 2 lanes in either direction would set the area up well for decades.

8. 2755 to 35 connector. No comment.


10. 78 outer loop. I like how this route has pushed Westward. This makes great sense to follow existing ROW's and would help decrease the pressure on 205.

So you don't get the idea that I'm against everything, I have offered up suggestions.

1. 544 East of 78 turning south to Ballard then to Pleasant Valley and then to George Bush.
   a. 544 is already a major thoroughfare.
   b. Ballard/Sachse Rd south of 544 is already a major thoroughfare.
   c. Pleasant Valley may be THE WORST heavily used road in the state. It needs to be completely rebuilt start to finish/top to bottom. (2 birds 1 stone)
   d. trucks already utilize this route so citizens in the area would not "feel" the impact as much.
   e. Utility and residential properties are set back appropriately from the roadway.

This route
1. uses existing ROW's
2. improves existing facilities
3. improves mobility to GB
4. Does not impact land/homeowners as significantly.
5. Could connect to "Lake Corridor" near GB to further improve mobility.

Another option 544 East of 78 turning south to 544 to Vinson across landfill to GB. This route is less desirable because it encroaches more private property and also goes deeper into the residential zone. It also introduces heavy traffic where it was very light. "Perceived impact" is higher.
2. Immediately begin studies to re-time the traffic lights on 544 north of 78 and on 78 from GB to 205. I can drive on 78 from Garland to Farmersville and and the bulk of the time will be spent sitting at traffic lights in Sachse and Wylie. I can get from 1st st in Garland to Firewheel in 5 minutes but it takes 15 minutes to get from Firewheel to 205. Completely unacceptable to pull away from green to be stopped 200 yds later at the next red. 544 in Murphy is FAR worse and I suspect it's on purpose. The "tourist trap" effect.

3. Consider "smart traffic control" Load based signaling could replace miles of concrete. Lanes that change direction based on load.

4. Eliminate open campus at schools. When students leave campus for lunch there is a tremendous surge in vehicle and foot traffic. This results in bogged intersections as children try to cross safely.

5. Better zoning restrictions going forward. We should not allow schools to be built on primary arterial roads. It puts children at risk and ruins the flow of traffic.

6. More turning lanes...everywhere.

Thank you for your assistance in improving our roadways and for your continued efforts to tweak the mobility plan based on input from council and citizens. I appreciate you taking the time not to only to read this, but consider what is being said. I look forward to hearing your comments and also to seeing the next revisions as we move forward.

Response by Jeff Neal, NCTCOG

Mr. Watson,

Good afternoon. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and we continue to appreciate your interest and concerns pertaining to this study. Your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As I’m sure you're aware, your concerns are shared among many other Wylie residents who’ve contacted me over the last several months. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...each of these north-south facilities can/will provide alternate paths to/from east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. Yes, the loss of the Renner Road extension (which would have allowed for a continuous facility all the way to Richardson) diminishes the roadway’s potential effectiveness...but, given the level of future traffic predicted for this area, the network as a whole still benefits when we can close any possible gap between major thoroughfares.
Please know that the recommendation of a new Lake Ray Hubbard bridge is not suggested lightly, as it is also NCTCOG’s job to promote and contribute to environmental stewardship wherever conceivably possible. Should the project continue to advance forward, we will ensure that any environmental assessment of the proposed Lake Ray Hubbard crossing—which is required by law before any construction or right-of-way acquisition could begin—will comprehensively identify and provide potential mitigation and/or avoidance strategies for any possible environmental and socioeconomic impacts. If that isn’t done…or, if the anticipated impacts are indeed too significant and/or unavoidable…then the project will not proceed.

Additionally, while our travel demand model simulations also demonstrate that it’s critical for there to be a major north-south arterial facility east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard…I want to be sure to let you know we’re aware that Vinson Road (which is already identified in Wylie’s master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road. We’re currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update. Quite a few other residents along or near Troy Road have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would have greater right-of-way and quality of life conflicts as you’ve stated.

In closing, let me finally state my appreciation for the additional project suggestions you had outlined below. You can be assured that strategies to improve operational efficiency along existing corridors, such as improved signal timing and turn lanes, are being encouraged as strongly as our new capacity recommendations. We’re also working with school districts throughout the region to discourage siting of new schools near or adjacent to major thoroughfares as much as possible. And regarding Pleasant Valley Road…because widening to a 4-lane divided arterial is already reflected in local thoroughfare plans (with an extension to Miles Road/Bunker Hill Road from Merritt Road), we certainly support continued efforts with Wylie and Sachse to bring that to fruition (identified improvements have already been incorporated into our CCSRP Baseline Network assumptions).

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: http://www.nctcog.org/trans/thoroughfare/CCSRP.asp. If you have any other comments or questions, please know that you may contact me at any time.

Response by Chad Watson

Thank you for the detailed response. If there must be a bridge, has there been any study of continuing 544 east to and widening Stone and crossing the lake there? It seems like that would create the nonstop E-W thoroughfare the COG seeks.

Response by Jeff Neal NCTCOG

Mr. Watson,
Good morning. I can certainly appreciate the notion of extending FM 544 (Stone Road) to the east allowing for a long-distance, continuous thoroughfare connection to/from SH 205 across Lake Ray Hubbard. However, it appeared based on our analysis that a crossing directly eastbound from Stone Road would create a much longer bridge structure and more severely affect wetland recharge areas at the northern end of the lake compared to our current proposal. That location would also be much closer to where SH 78 crosses the area between Lake Lavon and Lake Ray Hubbard, and because a bridge there wouldn't connect to any existing significant thoroughfares east of SH 205, its ability to draw future traffic away from the IH 30 and SH 66 crossings (as well as SH 78) would be more limited. The ability for the new bridge as proposed to be more equidistant between SH 78 and SH 66, and also connect directly to John King Boulevard, provides greater ability to re-distribute future traffic on the east side of the lake…and with Hensley Lane/Alanis Drive extending as far west as McCreary Road, more efficient distribution of traffic could also be realized on the west side of the lake as well.

Again, please continue to monitor the CCSRP webpage for updated information and meeting notifications…and I'll be happy to address any other questions or comments you may have.

7. Keith Wells
I AM IN FAVOR OF THE LAVON CORRIDOR FREEWAY. I AM AGAINST THE WYLIE RESOLUTION THAT WAS PASSED DEC 2017. I AM IN FAVOR OF THE COLLIN COUNTY RESOLUTION THAT WAS PASSED 10/23/17 REQUESTING ALL FREEWAYS AND CORRIDORS TO INCLUDE THE LAVON CORRIDOR FREEWAY.

Response by Jeff Neal, NCTCOG

Mr. Wells,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

We continue to work with our numerous local government partners to identify the best possible fit for potential future freeway facilities within eastern Collin County based on technical feasibility and other perspectives pursuant to the October 2017 Collin County Resolution. With respect to the December 2017 Resolution passed by the City of Wylie, however, we’re performing our due diligence to determine both anticipated impacts and future consequences for constructing a new freeway east of Lake Lavon and Lake Ray Hubbard as opposed to the original vision for the Lake Corridor Freeway. The January 2018 CCSRP Recommendations Map represents a preliminary plan to adjust and mitigate for the City of Wylie’s recent decision.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: http://www.nctcog.org/trans/thoroughfare/CCSRP.asp. If you have any other comments or questions, please know that you may contact me at any time.
8. Connie Ener

I am GLAD that the Lake Corridor Freeway and Bridge have been removed from the master plan. Those were BAD IDEAS and there are better ones that should be considered. I’m GLAD Wylie opposed the bridge and corridor. I realize roads are needed for north-south routes, but use existing roadways that already have approved right-of-ways. Don’t bring in new roads that tear up neighborhoods and create a negative environment for the citizens who were there first. Thank you!

Response by Jeff Neal, NCTCOG

Ms. Ener,

Good morning. Your comment below in regards to the Collin County Strategic Roadway Plan (CCSRP) has been received, and your comment will be included for viewing and consideration by the members of the Regional Transportation Council (RTC) as part of the Public Comments Report in the next RTC meeting agenda.

As I’m sure you’re aware, your concerns are shared among many other Wylie residents who’ve contacted me over the last several months. Even with removal of the proposed Renner Road extension segment per the January 2018 City of Murphy Resolution, our travel demand model simulations still confirm that the proposed new bridge across Lake Ray Hubbard is a key element to alleviating future traffic congestion along State Highway (SH) 78 between the lakes and an important strategy to help redistribute traffic among various thoroughfares that travel through the City of Wylie. The proposed Hensley/Alanis/John King Connector would still have essential connections to McCreary Road, Woodbridge Parkway, Sanden Boulevard, Ballard Street, and Vinson Road (all having or planned to have at least 4 lanes of roadway capacity)...each of these north-south facilities can/will provide alternate paths to/from east-west facilities above and beyond just Farm-to-Market Road (FM) 544 and SH 78. Given the level of traffic predicted for this area by the year 2040, the network as a whole still benefits when we can close any possible gap between major thoroughfares and work as quickly as possible to implement each jurisdiction’s ultimate thoroughfare plan vision.

Our travel demand model simulations also demonstrate that it’s critical for there to be a major north-south arterial east of SH 78 that can provide an alternate direct route between the President George Bush Turnpike (PGBT) and areas near and/or across Lake Ray Hubbard. At the same time…I want to let you know we’re aware that Vinson Road (which is already identified in Wylie’s master thoroughfare plan as a 4-lane divided roadway south of Alanis Drive) may provide an alternative opportunity for that thoroughfare as opposed to Troy Road, and we’re currently studying whether or not we should suggest that shift as part of our next CCSRP Recommendations Map update. Other residents along or near Troy Road have also suggested Vinson Road as a possible option, and it certainly would be prudent to determine whether or not it could provide similar mobility and/or congestion relief benefits rather than a corridor that would assuredly have greater right-of-way and quality of life conflicts.

As a final note...we continue to work with all of our numerous local government partners to identify the best possible fit for potential future freeway facilities within eastern Collin County based on need, technical feasibility, and other perspectives. With respect to the
December 2017 Resolution passed by the City of Wylie, we’re performing our due diligence to determine both anticipated impacts and future consequences for constructing a new freeway east of Lake Lavon and Lake Ray Hubbard as opposed to the original vision for the Lake Corridor Freeway. The January 2018 CCSRP Recommendations Map (available for viewing via the webpage identified below) represents a preliminary plan to adjust and mitigate for the City of Wylie’s recent decision.

For further information about this study, including presentation materials and notification of upcoming meetings, please be sure to visit the following webpage: http://www.nctcog.org/trans/thoroughfare/CCSRP.asp. If you have any other comments or questions, please know that you may contact me at any time.

**High-speed Rail**

**Twitter**

1. It’s coming ! @txbornviking @NCTCOGtrans @CityOfDallas @CityofHouston @Wylie_H_Dallas @KevinRoden @Danwhite7912Dan @rymgray, 90 Min to #houston from #Dallas via @TexasCentral lets get Texas moving @TxDOT @narprail @T4America @MassTransitmag – Shawn Eric Gray (@ShawnEricGray)
2. Texas Central picks downtown Dallas station site for its $15 billion high-speed rail proposal
https://www.dallasnews.com/news/transportation/2018/01/29/texas-central-announces-downtown-dallas-high-speed-rail-passenger-station-site … @CityOfDallas @NCTCOGtrans @DallasEcoDev @VoteAdamMedrano @Mike_Rawlings @TexasCentral @dartmedia – Lee M. Kleinman
Texas Central picks downtown Dallas station site for its $15 billion hi...  
Texas Central Partners announced this morning that a site near the Dallas Convention Center will be the passenger station for their proposed $15...  
dallasnews.com

3. texascalent.com/itstime/ @Danwhite7912Dan @theButcher_st @txbornviking @WalkableDFW @Wylie_H_Dallas @NCTCOGtrans @UrbanFortWorth @RideshareGeek @rymgray – Shawn Eric Gray (@ShawnEricGray)

The Texas Bullet Train — It’s Time — Make Your Pub...  
texascalent.com

4. @Wylie_H_Dallas @txbornviking @WalkableDFW @UrbanFortWorth @RideshareGeek @DFWStuff @Danwhite7912Dan @RideDCTA @TheTFortWorth @BikeFriendlyFW @BikeDFW @BikeTexas @NCTCOGtrans @TxDOT @T4America @MassTransitmag @narprail @HSRail – Shawn Eric Gray (@ShawnEricGray)
Innovative Vehicles & Technology

**Twitter**

1. @NCTCOGtrans @TakeCareOfITX @TxDOT @greensourcedfw, @GovAbbott let’s get #texas on board! – Shawn Eric Gray (@ShawnEricGray)

2. Hate driving? Autonomous vehicles are coming (have come!) says @lyft @CityOfArlington @NCTCOGtrans #ntts2018 – Mosaic Strategy (@mosaic_sp)
3. @TomBamonte @NCTCOGtrans says basic maintenance of the roads is a competitive advantage that attracts autonomous vehicle developers and deployment of these programs. – Cooksey Communications (@CookseyPR)

5. Tesla is subsidizing the installation costs of charging stations and your workplace could qualify! For more details, visit: dfwcleancities.org/evnt – NCTCOGTransportation (@NCTCOGtrans)

It is certainly news to me. A good news at that! – Arek Iskra (@Arek_Iskra)

6. If you own a Tesla or know folks who do or plan to at your workplace, this might help! – Arek Iskra (@Arek_Iskra)

Facebook
1. On this day in Texas Tesla history, we had a ribbon cutting for the Denton Supercharger, the first Supercharger in North Texas and the "golden spike" that connected the Texas Supercharger network to the rest of the country. It had actually opened in November, but we got Denton, Texas's Mayor Chris Watts, NCTCOG Transportation Department, TV crews & even Tesla to come celebrate with us.

We think of this as NTTOG's first event.


**Denton Supercharger Ribbon Cutting**

We were so pleased with the excellent turnout of forty Teslas (give or take), plus support from the City of Denton, Rayzor Ranch and Tesla Motors. Much thanks to our honored guests for sharing their time and comments. - Chris Watts, Mayor, Denton, Texas - Phil Williams, General Manager, Denton Munic

NTTXTESLAOWNERS.COM

**Project Planning**

**Twitter**

1. Michael Morris from @NCTCOGtrans discussing the future of mobility planning and the importance of "silo busting" at the first Texas Community of Practice with @austintexasgov @cityofplanotx @CityofFortWorth @socrata – Brian Aylward (AylwardBrian)
2. @TxDOT Transportation Commission for #LBJNow 635E @NCTCOGtrans @ServeDallas @JudgeClayJ getting the project procured – Lee M. Kleinman (@LeeforDallas)

3. #StuckOnLBJ due to political games. @GovAbbott @DanPatrickTX @DonHuffines @SenatorBobHall responsible for your miserable commute. @NCTCOGtrans funding plan was rejected by @TxDOTCommission due to political meddling. #LBJNow @ServeDallas @DouglasAthas
I appreciate & share your frustration. You may ❤️ tolls & higher taxes, but voters & drivers don’t. Arrogantly ignoring state leadership, #txlege & voters stalled the project. This one’s on you, @DouglasAthas, the RTC and the unaccountable transportation bureaucracy. – Senator Don Huffines (@DonHuffines)

While some are pointing fingers, I have been working cooperatively with state leaders to advance this much needed project. Lee: your political blame game is counter-productive. #moveitforward – Senator Don Huffines (@DonHuffines)

Rather than airing grievances on Twitter, I’ve been working to undo the mess of a project Doug Athas, the RTC & you initially approved so that we can FINALLY deliver this project. It will be done right & SOON. #moveitforward – Senator Don Huffines (@DonHuffines)

If you think you’re aligned with voters, I suspect that you’re going to have a disappointing reelection season. I’m certainly one voter who made the mistake of voting for you once but who won’t repeat the same mistake. – Colin Hildinger @ColinHildinger

“State Leadership” on transportation. Lol. Oh wait. You were serious...?? #txlege – Brad McCutcheon (@BmcCutcheon)

but didn’t you just point the finger at Doug in the previous tweet? – TC Fleming (@TC1310)

4. @TxDOTCommission Chair just announced they won’t vote on 635E procurement today. Big disappointment. More political delays. @TxDOT @NCTCOGtrans @CityOfDallas @ServeDallas @JudgeClayJ @Mike_Rawlings #LBJNOW #StuckOnLBJ @CindyBurkett_TX @LindaKoopHD102 @DonHuffines @GovAbbott – Lee M. Kleinman (@LeeforDallas)

Counseling others about counter-productive political blame games might seem more than a little odd when you just blamed @leefordallas, Mayor Athas, the elected officials who comprise the RTC representatives and whatever the heck the ‘transportation bureaucracy’ is. – Texas Conservative News (@Texconserv)

Rather than airing grievances on Twitter, I’ve been working to undo the mess of a project Doug Athas, the RTC & you initially approved so that we can FINALLY deliver this project. It will be done right & SOON. #moveitforward – Senator Don Huffines (@DonHuffines)

Constituent here Don Huffines and I want you to green light project and stop standing in the way. Your donors may want you to stop it but your constituents want it green lighted. – Shelby Eidson (@seidson)

5. It continues to be the most dangerous intersection in N Texas, yet @GovAbbott @DanPatrick @DonHuffines @SenatorBobHall want to play politics. #LBJNow. It’s literally costing us our safety! – LBJNow (@LBJ_Now)
6. GOOOOD MORNING LBJ ! I’m #StuckOnLBJ thanks to @SenatorBobHall @DonHuffines @DanPatrick @GregAbbott_TX @GovAbbott back-room deals with @TxTurf that interfere with the #transparent #local decision making process. #WarOnCities Please follow @LBJ_NOW for the latest. – Lee M. Kleinman (@LeeforDallas)

7. The project had the support of...well...just about everyone. Now @SenatorBobHall of NOT Dallas, Texas is “taking credit” for blocking it. @LBJ_Now @NCTCOGtrans #txlege – Brad McCutcheon (@BMCCutcheon)
@SenatorBobHall & @DonHuffines hate their constituents enough that they’ve killed dozens of them by blocking this project for years. #howmanyhavetodie – Colin Hildinger

Uh, thanks, @SenatorBobHall? – Rebecca N. (@rebecca_n)

or managed lanes.” He also tweeted that “delaying the project is costing the taxpayers of Texas nearly $5M every month the project is delayed.”

So frustrating. Meanwhile we sit in traffic and been handed the most dangerous intersection in N tx – LBJNow (@LBJ_Now)

8. Please follow @LBJ_Now for the latest in the LBJ East saga and the continuous roadblocks put in the way of improvement.

#LBJNow #StuckOnLBJ #Liberty=FreedomToChoose @DonHuffines @SenatorBobHall @DanPatrickTX @GovAbbott @ServeDallas @DouglasAthas @TxDOTCommission @NCTCOGtrans @DanPatrick – Lee M. Kleinman (@LeeforDallas)

Just another example of our state senators taking anti-constituency positions. Hopefully this election cycle will purge a few of them. – Colin Hildinger (@ColinHildinger)

9. Even the MIB know #TollMangedLanes work

https://youtu.be/S8v7Qh-koUw . Enjoy this video while you are #StuckOnLBJ @LBJ_Now @AdamMcGoughD10 @NCTCOGtrans @DouglasAthas @JudgeClayJ @shpick. Let your @TXlege know @SenatorBobHall @DonHuffines @DanPatrick @GovAbbott @GregAbbott_TX – Lee M. Kleinman (@LeeforDallas)
Poll: Toll express lanes, thumbs up or thumbs down?
https://www.dallasnews.com/opinion/commentary/2018/01/31/poll-toll-express-lanes-thumbs-thumbs … @LBJ_Now @DonHuffines @SenatorBobHall @DanPatrick @GovAbbott @GregAbbott_TX @AdamMcGoughD10 @DouglasAthas @Mike_Rawlings @MarkClaytonD9 @shpick @JudgeClayJ @JasonVillalba @NCTCOGtrans @CityOfDallas – Lee M. Kleinman (@LeeforDallas)

Pretty clear what Dallas wants – jondeats (@jondeats)
But @DonHuffines and @SenatorBobHall keep telling the powers that be (@GovAbbott and @DanPatrick) that “we” don’t want it...#butwaitwedodo
@TxDOTCommission – LBJNow (@LBJ_Now)

#LBJNOW. Begin the already funded project. Give driver choices of free AND managed toll lanes. It works going West - do the same East. – Connie C Koval (@connie_koval)

We’ve disagreed on more things than I can count but we are in total agreement here 🙈 you want roll lanes, use toll lanes, you don’t, don’t use them... – Dallas Fire PSC (@DallasFirePSC)

Careful. You were elected because you were reluctantly forced to oppose the Trinity Toll Road. Still have that apartment in the HPISD? – Adam Vanek (@adamvaneklaw)

_sha#LBJNOW – Connie C Koval (@connie_koval)
_sha - Barbara Muntz (@BarbaraMuntz)

No Tolls. No taxation through privatization. – Adam Vanek (@adamvaneklaw)

Yes! Finish @LBJ_Now ! – Carol Toler (@CarolToler)
11. Not Again! @SenatorBobHall @DanPatrick @DonHuffines Please @GovAbbott help us get some relief! @LBJ_Now @AdamMcGoughD10 #LetTheDriverChoose @NCTCOGtrans – Lee M. Kleinman (@LeeforDallas)

Madison Sawyer 🌇 @MadisonSawyerTV
ALT ROUTE: Ramps from 635 West to 75 CLOSED because of a crash related to ice on the High Five. Exit at Greenville Ave then use either Forest or Spring Valley in order to access north and southbound lanes of Central

12. @NCTCOGtrans shows 13% of the area has 67% of the congestion. @LBJ_Now. We need all tools. Optional Tolled Managed Lanes reduce congestion for ALL users. @GovAbbott please help. @SenatorBobHall @DonHuffines @DanPatrick are holding us hostage #StuckOnLBJ #LetTheDriverDecide – Lee M. Kleinman (@LeeforDallas)

13. Can it be any simpler?
#LetTheDriverDecide
But @SenatorBobHall @DonHuffines @DanPatrick think they know better than their constituents. @GovAbbott please help @LBJ_Now. To solve @NCTCOGtrans #Mobility we need all tools and options. – Lee M. Kleinman (@LeeforDallas)

14. $48 million once meant for toll road will be diverted to Trinity levees – Dallas Morning News (@dallasnews)
Tell Michael Morris at @NCTCOGtrans if he's actually in the business of listening to the public I've got some suggestions for I-35E inside LBJ now that it looks like Harlan Crow Expressway won't be happening. – David Adrian Smith (@DavidSmithBigD)

Hi, David! We would love to hear from you. Feel free to share your ideas here: http://www.nctcog.org/trans/outreach/meetings/feedback.asp …. Let us know if you have any questions! – NCTCOGTransportation (@NCTCOGtrans)

Facebook

1. Thank you Carol Toler for covering this critical issue facing our district. We cannot wait any longer to expand 635E and need residents' voices to send that message to our state leadership. This is a serious public safety and quality of life issue.

#LBJNow #ExpressLanes #TEXpress

LBJ NOW NCTCOG Transportation Department TxDOT Texas Department of Transportation Lake Highlands Advocate Lake Highlands Residents Lake Highlands Public Improvement District 100 Women of Lake Highlands City of Dallas - City Hall Allison Broumley Griffin Kathy Stewart Office of the Governor Greg Abbott – Adam McGough, Dallas City Council, District 10
2. The Texas 360 toll road is projected to open this spring. Hope to ease some traffic congestion down there! 🚗🚙 – City of Grand Prairie - Municipal Government

Public Meetings & Forums

Twitter

1. @NCTCOGtrans @Wylie_H_Dallas @UrbanFortWorth @RideDCTA @dartmedia @TheTFortWorth @TexasCentral – Shawn Eric Gray (@ShawnEricGray)

2. Watch @TxDOTCommission mtg here:
3. @haydenconsults attends Regional Transportation Council at @NCTCOGtrans Office in Arlington, Tx – Daphne (@DaphneTexasPE)

Good to have you here 😊 - NCTCOGTransportation (@NCTCOGtrans)

Glad to be present! Very informative meeting and great to see so many transportation colleagues. – Daphne (@DaphneTexasPE)

4. Victor Vandergriff providing what he says are his last public remarks as an appointed official. Urges #RTC to stay the course – Philip Hiatt Haigh (@philip_inRL)
@NCTCOGtrans’s #RTC took $7 billion from @TxDOT’s unified transportation program and turned it into $21 billion in #NTX projects – Philip Hiatt Haigh (@philip_inRL)

5. Many joined me at today’s @NCTCOGtrans meeting in thanking him 😊 – Judge Clay Jenkins (@JudgeClayJ)

Safety

Twitter

1. The States with the most speeding-related traffic fatalities in 2016 were: Texas (1,069), California (1,056), North Carolina (566), & Pennsylvania (505). Source: NHTSA #SlowDownArriveSafe @DallasPD – Robert Arrendondo (@DPDLtArredondo)

   Texas leads nation in speeding-related traffic fatalities. When will @NCTCOGtrans address inherent dangers in our regional transportation infrastructure?🤔 – Wylie H Dallas (@Wylie_H_Dallas)

2. Way to set goals @TxDOT. Others have #VisionZero, we strive for an increase. – Kevin Shepherd (@k_shepherd)

Streetsblog USA @StreetsblogUSA

While other agencies set ambitious goals for reducing traffic deaths, @TxDOT is aiming for an additional 400+ deaths by 2022.

usa.streetsblog.org/2018/02/09/tex...

That impressive 2% reduction in the increase is likely going to be mirrored by our local MPO because it’s easiest just to follow TxDOT’s lead. Meanwhile, it’s been over 17 years since TX has a single day without a traffic fatality. – ProjectGreatStreets (@greatstreetsATX)
Yep. Wouldn't be surprised to see the same here in NTX with @NCTCOGtrans. Thanks for sharing this and writing on it @schmangee – Kevin Shepherd (@k_shepherd)

3. Looks like @NCTCOGtrans is getting ready to raise its “death budget.” How high do annual fatalities have to rise before NCTCOG takes action? – Wylie H Dallas (Wylie_H_Dallas)

In Texas, Bad Transportation Policy Is Killing Us
Texas: The state that hates pedestrians.
dmagazine.com

Transit

Twitter

1. @NCTCOGtrans, we need a system like this! I see wrecks caused by individuals like this everyday. – TriRussell (@TriRussell)

2. Dallas to get money to extend Bishop Arts streetcar to downtown Omni Hotel https://www.dallasnews.com/news/transportation/2018/01/23/dallas-get-money-extend-bishop-arts-streetcar-downtown-omni-hotel … @NCTCOGtrans @CityOfDallas - Lee M. Kleinman (@LeeforDallas)
Awesome - let's just take that sucker down Lamar, across Corinth, through SOC, and then connect the loop back in Bishop Arts, and we'll actually be on our way to some functioning transit that serves a range of incomes! WHEEEEE – Kris Norvet (@k122n)

**Other**

**Twitter**

1. @Curtistene @desototx recognizes @NCTCOGtrans as great partner😊 – Judge Clay Jenkins (@JudgeClayJ)

2. RT @NCTCOGtrans Idle Emergency Vehicle Reduction Strategies Webinar, Jan 30 http://ow.ly/FOY030hUL3o  @IAFC @NVFC @TheIACP @NationalSheriff @NCCPSafety @NAEMT_ @IAFCCP @joinipsa @CalChiefs @NJSACOP @amerambassoc @iaemsc @FIFireChiefs @western_fire @NFPA @usfire – EM Weekly Report (@emweeklyrpt)
3. @txbornviking @Wylie_H_Dallas @KevinRoden @UltraLyft @Danwhite7912Dan @RideshareGeek @NCTCOGtrans – Shawn Eric Gray (@ShawnEricGray)


Carscoops @Carscoop
#Nissan Wants To Pay You To Carpool carscoo.ps/QDV6tl
5. “Glen Whitley tells a bold-faced lie about the state budget and local property taxes and is hailed as a “truth teller” by the Fort Worth Star-Telegram?” #TXLege – Empower Texans (@EmpowerTexans)

Lawmakers: Whitley "Uninformed" About School P...  
"Glen Whitley tells a bold-faced lie about the state budget and local property taxes and is hailed as a “truth teller” by the Fort Worth Star-Telegram?"

empowertexans.com

One way stifle growth: tax hikes. Middle class hurt by Increased property tax as well as usurious tolls by the @TollTagNews & @NCTCOGtrans – J_C.Anderson (@JYakburger)

6. Fairly certain @TxDOT didn't the memo. Think only one person at @NCTCOGtrans read it. DFW has spent over $12B in the past decade widening highways when we could've been expanding #TransitAlternatives instead! #LostOpportunity – Loren S. (@txbornviking)
Facebook

1.

The “Infrastructure” bill is terrible idea. Why?

Republicans rightly criticized Obama for his “stimulus” infrastructure bill, and should not support a similar idea from Trump. That’s hypocritical and I’m calling those Republicans out.

It will be funded with new debt, adding to the $65,000 in debt (plus interest) that every American - man, women, child - already owes the federal government.

If I’m wrong, I’ll admit it. And recant my criticism. But I’ve seen this rodeo before.

For every individual breathing in America, Congress has run up a $65,000 credit card balance for them. Let that sink in.

If there are projects we NEED, Congress should pay for it out of their $4 trillion annual budget. Not new debt.

This is not complicated. This is basic fiscal responsibility.

Every president, Democrat and Republican, talks about a giant stimulus. A debt-funded spending bill, rather than REFORMING current federal spending.

Congress already spends tens of billions on “infrastructure” every year. It’s in the budget.

They also waste billions on non-road waste, like energy subsidizes and others, and billions more on passengers trains that don’t work.

And not just Amtrak.

They subsidize 1400 transit systems nationwide. Every transit agency, big and small, gets federal money. Every year.

And as far as wasteful “infrastructure” goes?

The City of Dallas wasted $100 million - PLUS more in federal handouts - on a beautification bridge; a skyline vanity project that was way overpriced. It’s now crumbling a few years later. Oops!
It was a want, not a need. The need was for a bridge. But a giant donor gave private money, Dallas hopped on with more local tax dollars, and then got a giant federal grant.

So even when government gets a generous private donor, they simply spend more. And the feds are always there to make people in FL, NY, or CA, pay for a decorative bridge in Dallas.

Much of the roads and bridges you use are paid for at state & local level, not the federal level. Meaning, you already pay state and local taxes that fund these needs.

Why do we need more federal pork??

If Texas needs new projects, we should have that debate here. And so should every state.

We shouldn’t tolerate a Congress that borrows more and more at the federal level, each and every presidency, without any spending reforms.

We shouldn’t be clapping for this.

We shouldn’t be hypocrites when a Republican proposes something we criticized a Democrat for doing.

Republicans campaign every cycle on “fiscal responsibility.”

I have yet to see the Republican Congress act on that overused and abused campaign promise.

– Ross Kecseg

Ross Kecseg, the Federal funding funnels through a mandated group called an MPO, Metropolitan Planning Organization, and ours here in North Texas is called the RTC, Regional Transportation Council, which is in turn housed and coordinated through the NCTCOG Transportation Department. In other words, Micheal Morris is top of the ladder in all funding for North Texas. – Stephen Stanley