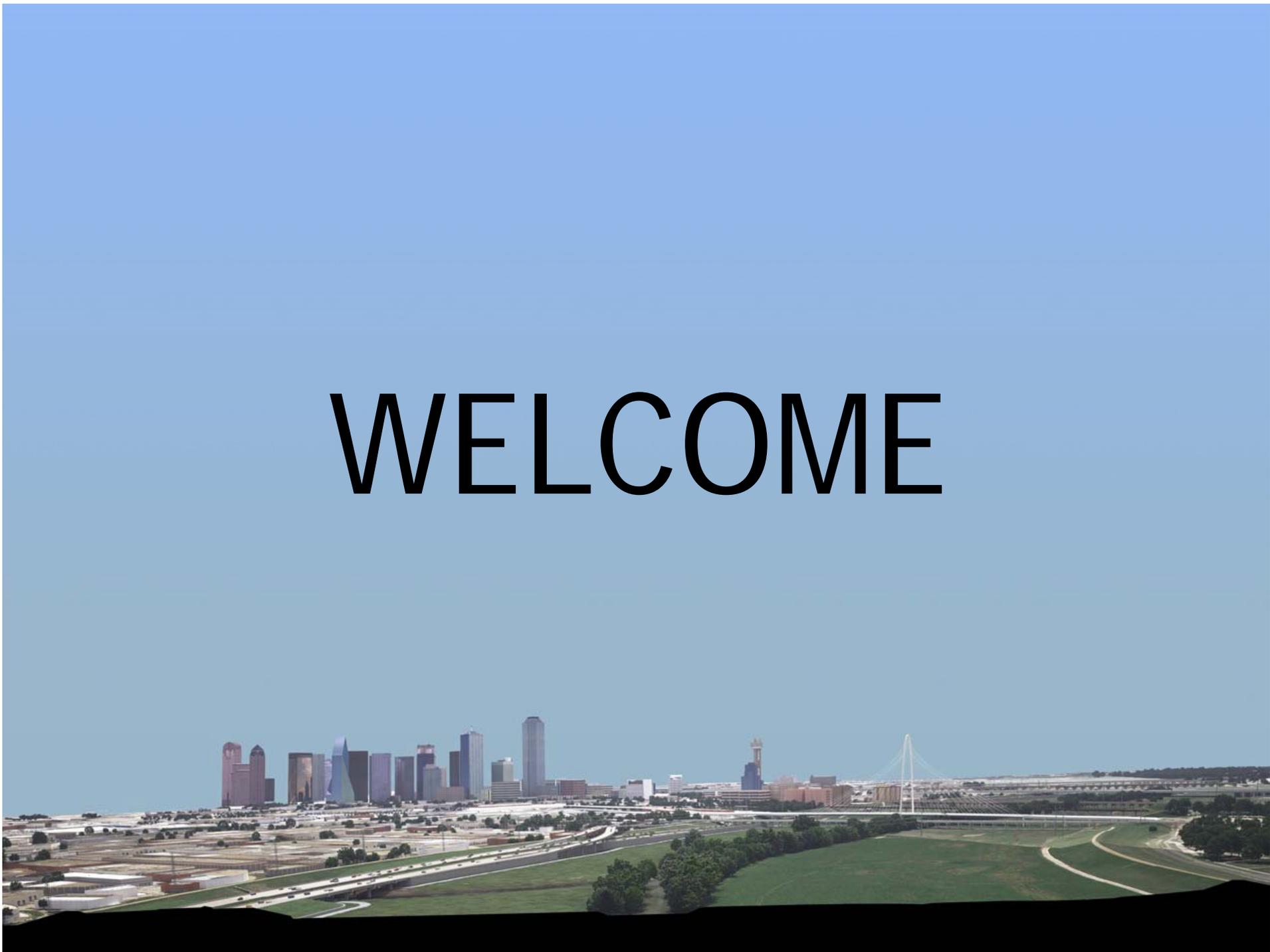
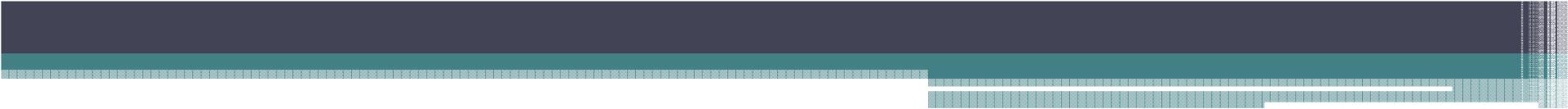


WELCOME





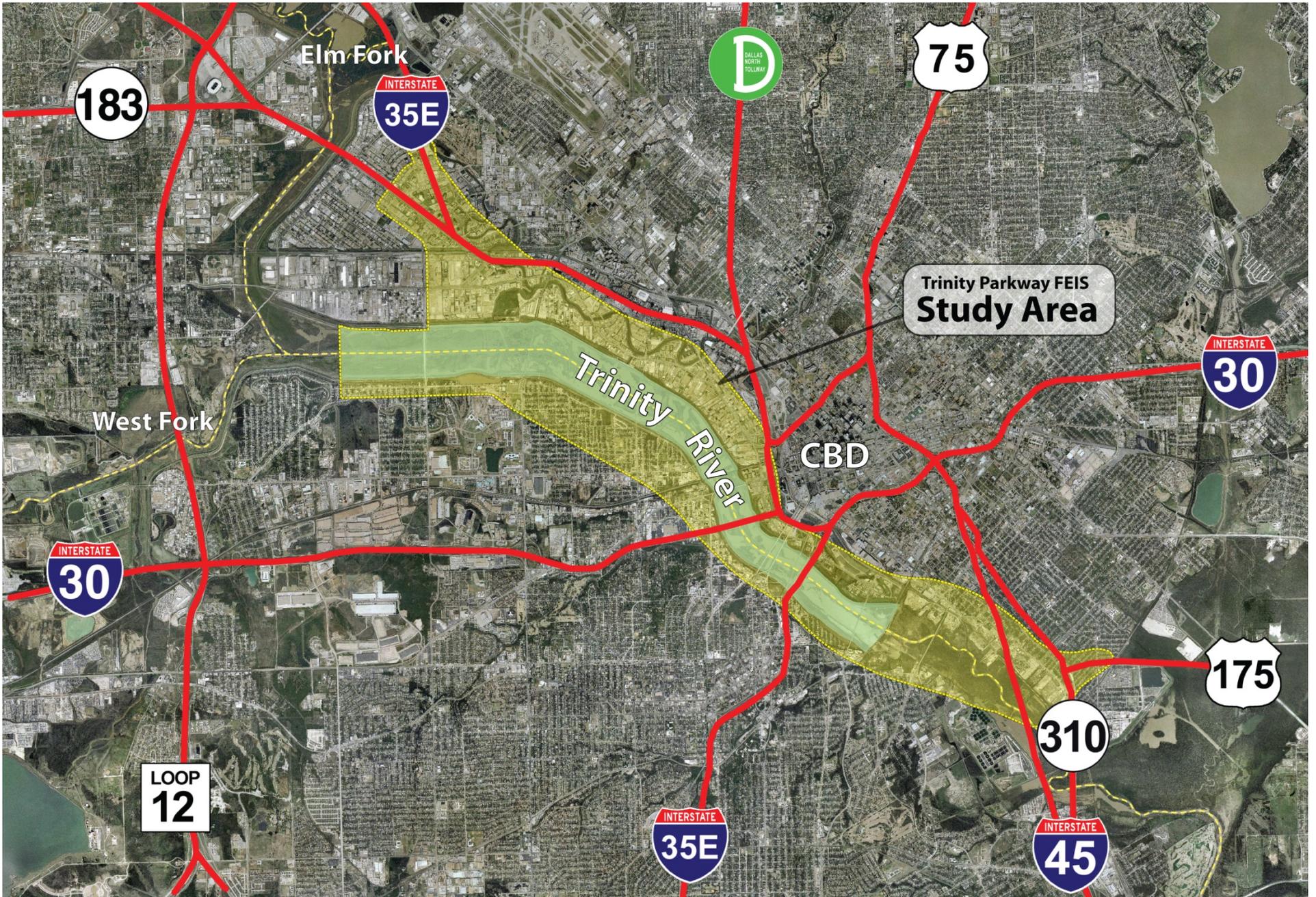
Proposed Trinity Parkway

From IH 35E / SH 183 to US 175 / SH 310

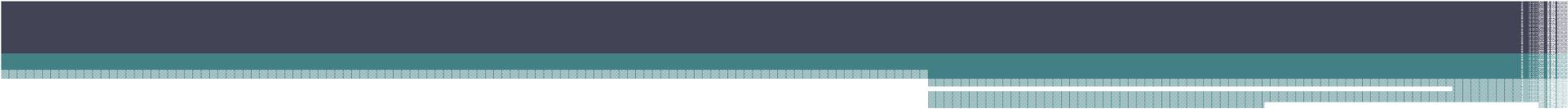
Public Hearing

Kay Bailey Hutchison Convention Center Arena
650 South Griffin Street
Dallas, Texas

April 24, 2014



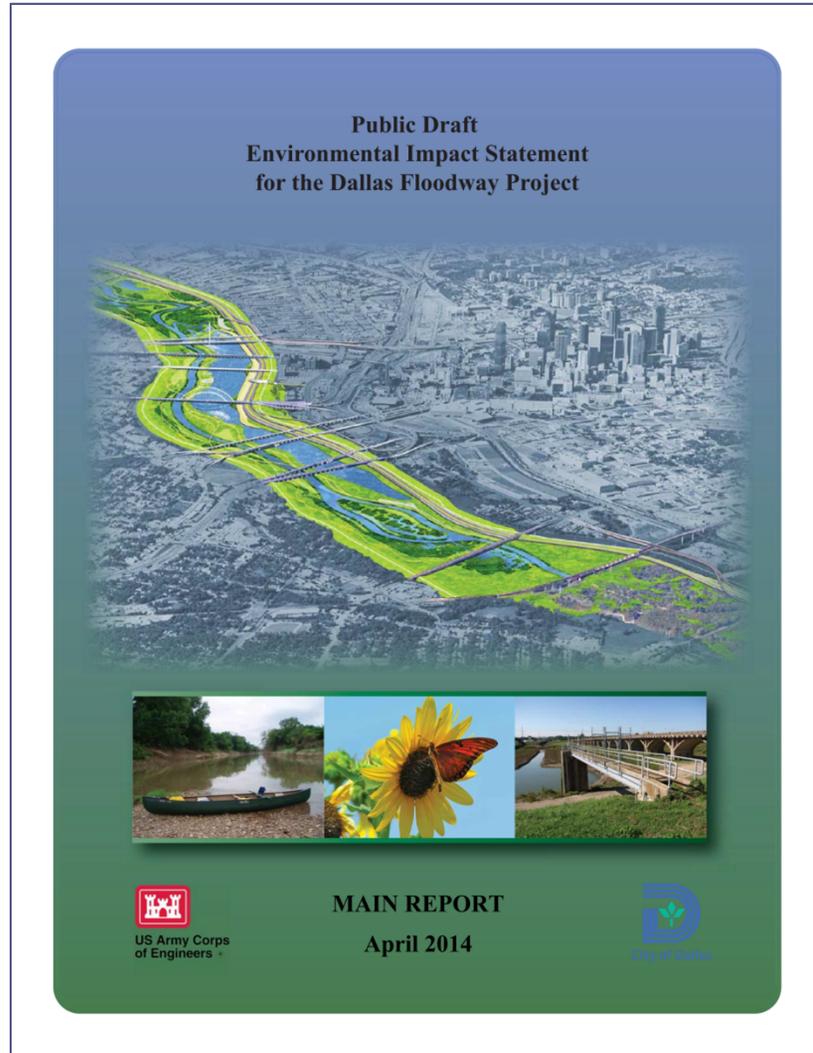
Trinity Parkway Corridor



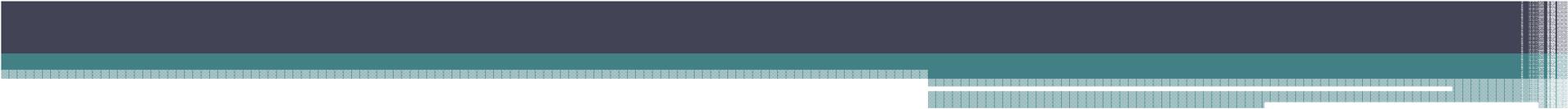
Purpose of Tonight's Hearing

- Inform the public of the status of the planning efforts and present evaluations based on studies performed to date
- Describe the proposed project and Alternatives under consideration so the public can determine how they may be affected
- Provide the public another opportunity for input before the final decision by FHWA
- Develop a record of public views and participation

Dallas Floodway Project



- Processed separately by the U.S. Army Corps of Engineers in partnership with the City of Dallas
- DEIS released April 18th
- USACE will conduct a Public Hearing on May 8th at Dallas City Hall

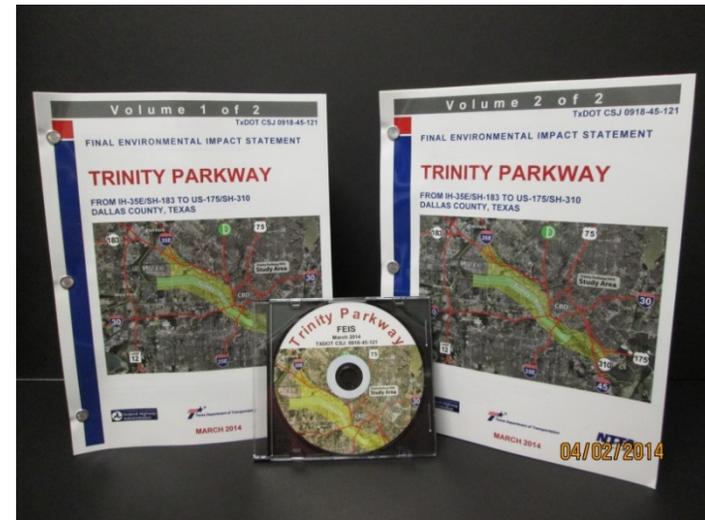


Agenda

- Welcome, Introductions, and Status of the Project
- Project Design
- Environmental Issues
- Right-of-Way Acquisition and Relocation
- 20 Minute Recess
- Public Comments

Availability of the FEIS

- Located at www.ntta.org and in libraries and community centers for review free of charge
- Hard copy: \$320.00 (plus shipping and handling if delivered)
- CD with document in Adobe Acrobat format: \$10.00
- To purchase submit request to:
trinityparkway@ntta.org
or by mail to:
Attn: Corridor Manager
Re: Trinity Parkway Project
NTTA
5900 W. Plano Parkway
Plano, TX 75093

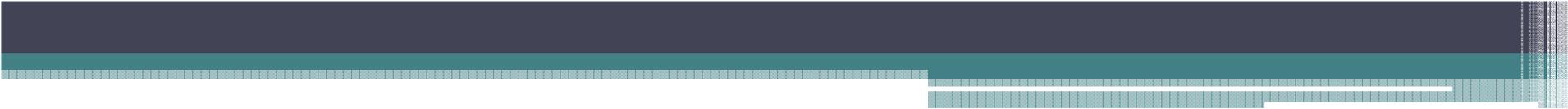


Copies are available for purchase tonight

Submission of Comments

- Verbal comments tonight during public comment period
- Submit comment forms or letters to:
 - Written comment table (tonight), or
 - Attn: Corridor Manager
Re: Trinity Parkway Project
NTTA
P.O. Box 260729
Plano, TX 75026
- Comments will also be accepted by email at trinityparkway@ntta.org

Comments must be postmarked or received before or on
May 9, 2014



Status of the Project

Trinity Parkway NEPA Process

- Type of document: Environmental Impact Statement (**EIS**)
- 1999 Notice of Intent and Project Scoping
- 2005 Draft EIS (**DEIS**) evaluated the social, economic, and environmental effects of the Trinity Parkway alternatives
- 2009 Supplemental Draft EIS (**SDEIS**) developed in cooperation with the USACE to address concerns about proposed floodway alternatives

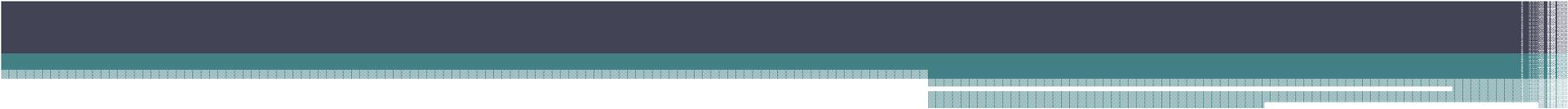
Trinity Parkway NEPA Process (Cont'd)

- 2012 Limited Scope Supplemental (**LSS**) to the Supplemental Draft EIS to evaluate compatibility with levee remediation and practicability of Trinity Parkway alternatives pursuant to Executive Orders regarding floodplains and wetlands
- 2014 Final Environmental Impact Statement (**FEIS**) presents the recommended alternative:
 - Design developed to higher level of detail
 - Impacts analysis to facilitate environmental compliance and mitigation plans



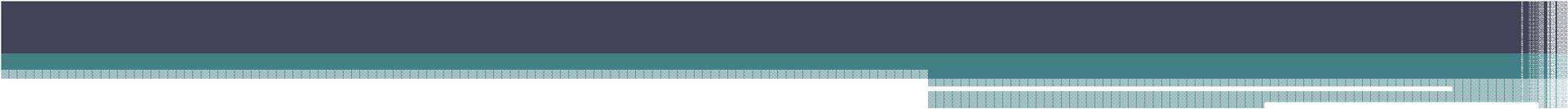
Agency Coordination & Public Outreach

- Scoping meeting at study start (1999)
- 100+ Interagency coordination meetings
- Extensive consultation with the USACE
- 190+ Public meetings & presentations to local organizations, business associations, neighborhood groups, and elected officials
- Media outreach, internet website, project newsletters, and corridor progress reports
- 4 Public Hearings (2005, 2009, 2012, and 2014)

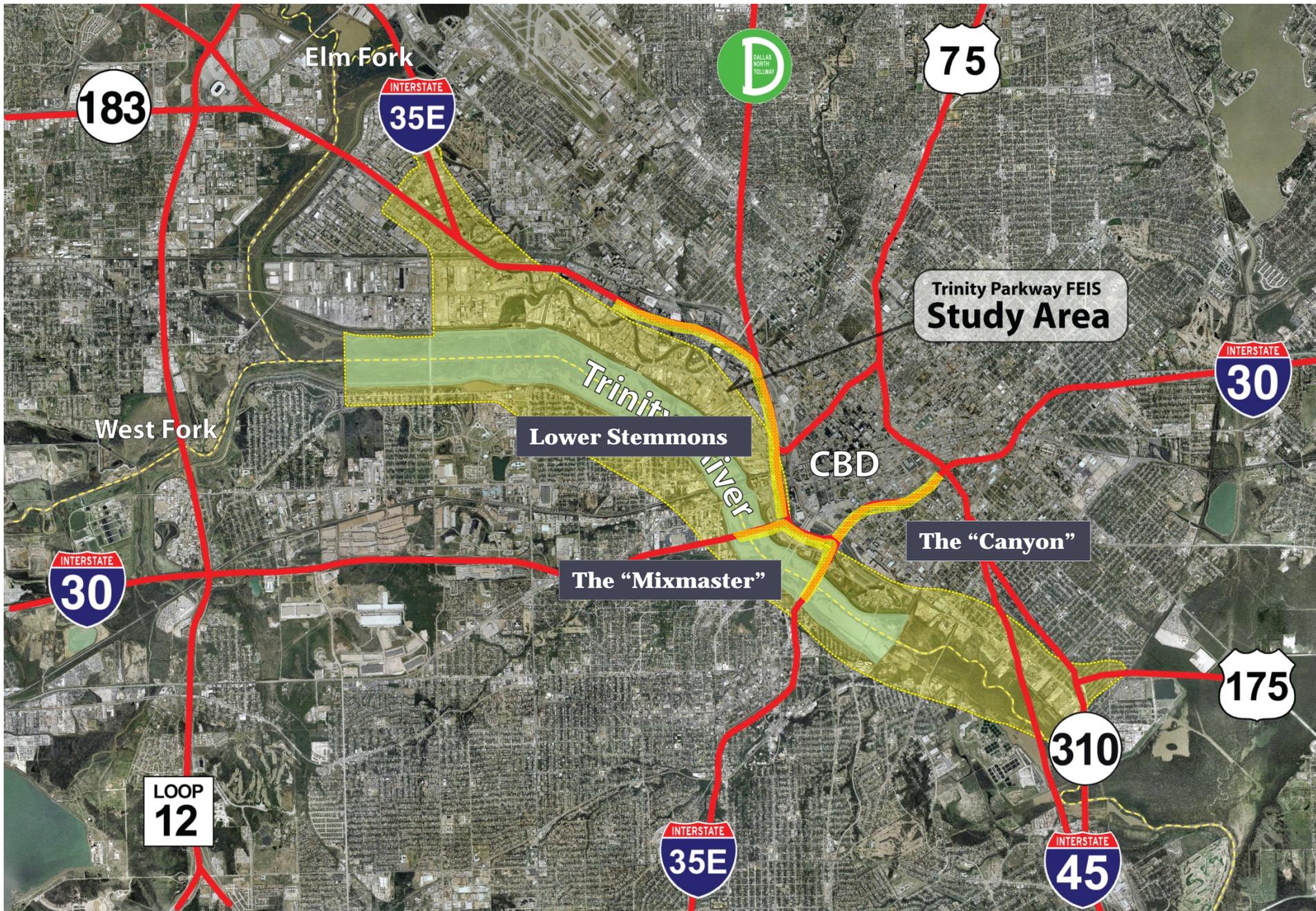


What Happens After the Public Hearing?

- Public comment period (ends May 9, 2014)
- Preparation of Public Hearing Summary & Analysis Report
- Record of Decision by FHWA (selects an alternative)

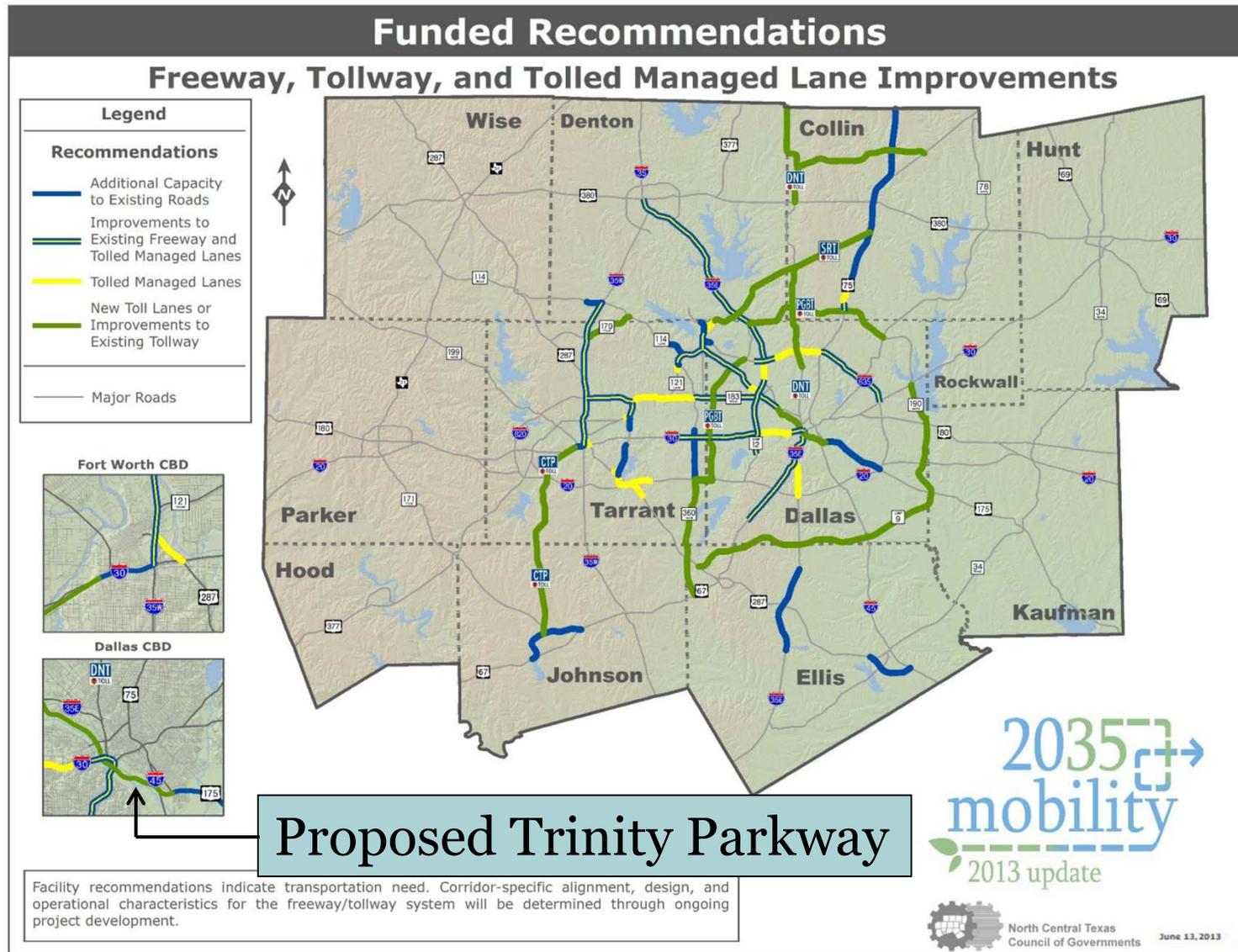


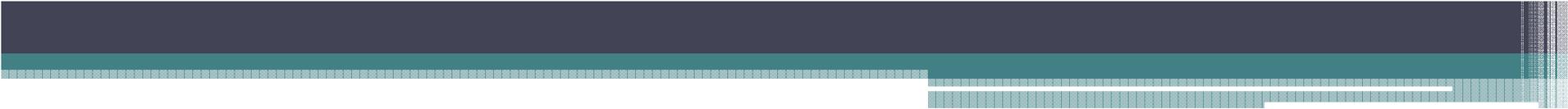
Project Design



Trinity Parkway - Need and Purpose

Metropolitan Transportation Plan





Project Purpose

- Improve mobility, manage congestion, increase safety, and accommodate future travel demands

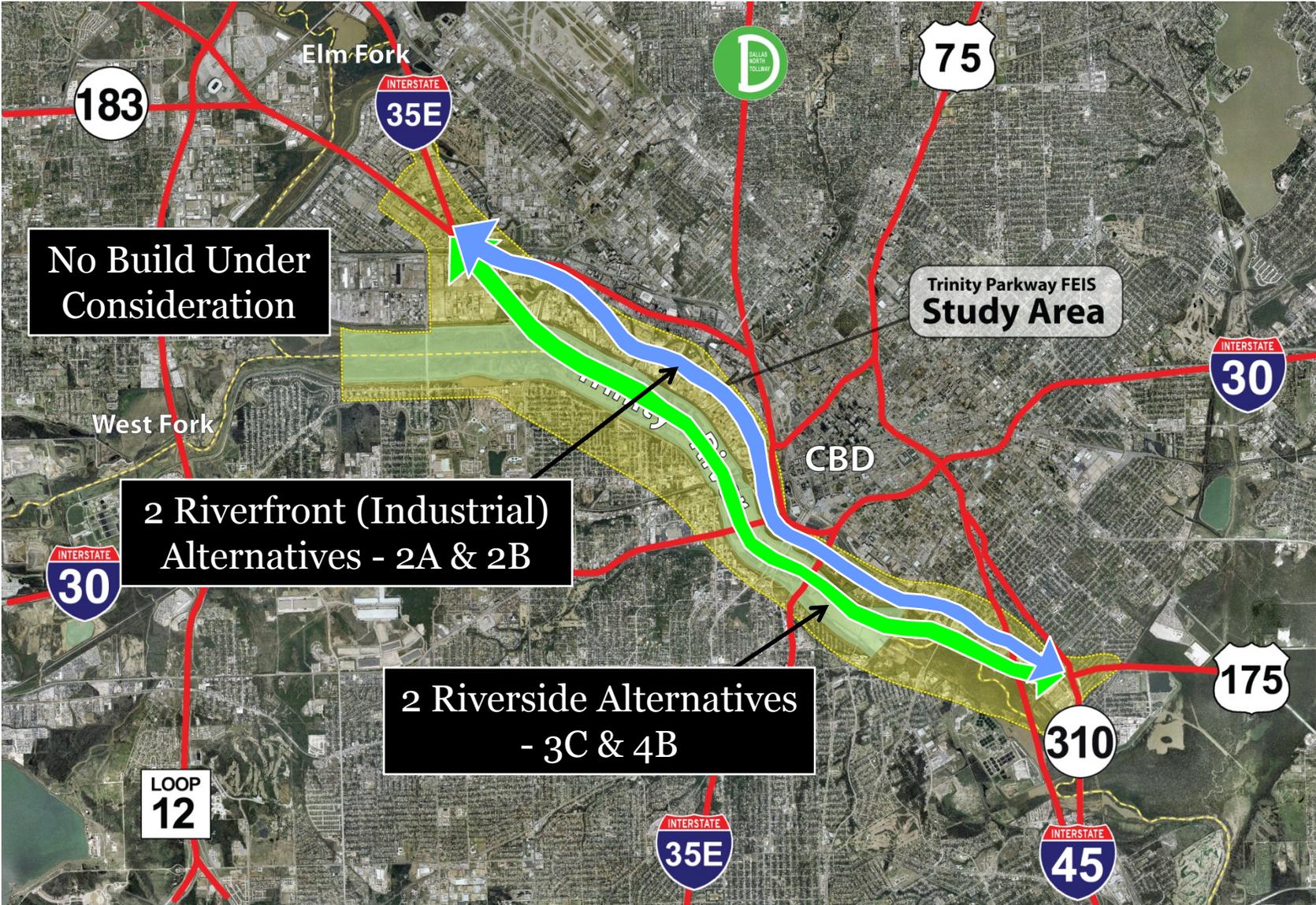
Additional Goals

- Minimize the physical, biological, and socio-economic effects on the environment
- Provide compatibility with local development plans

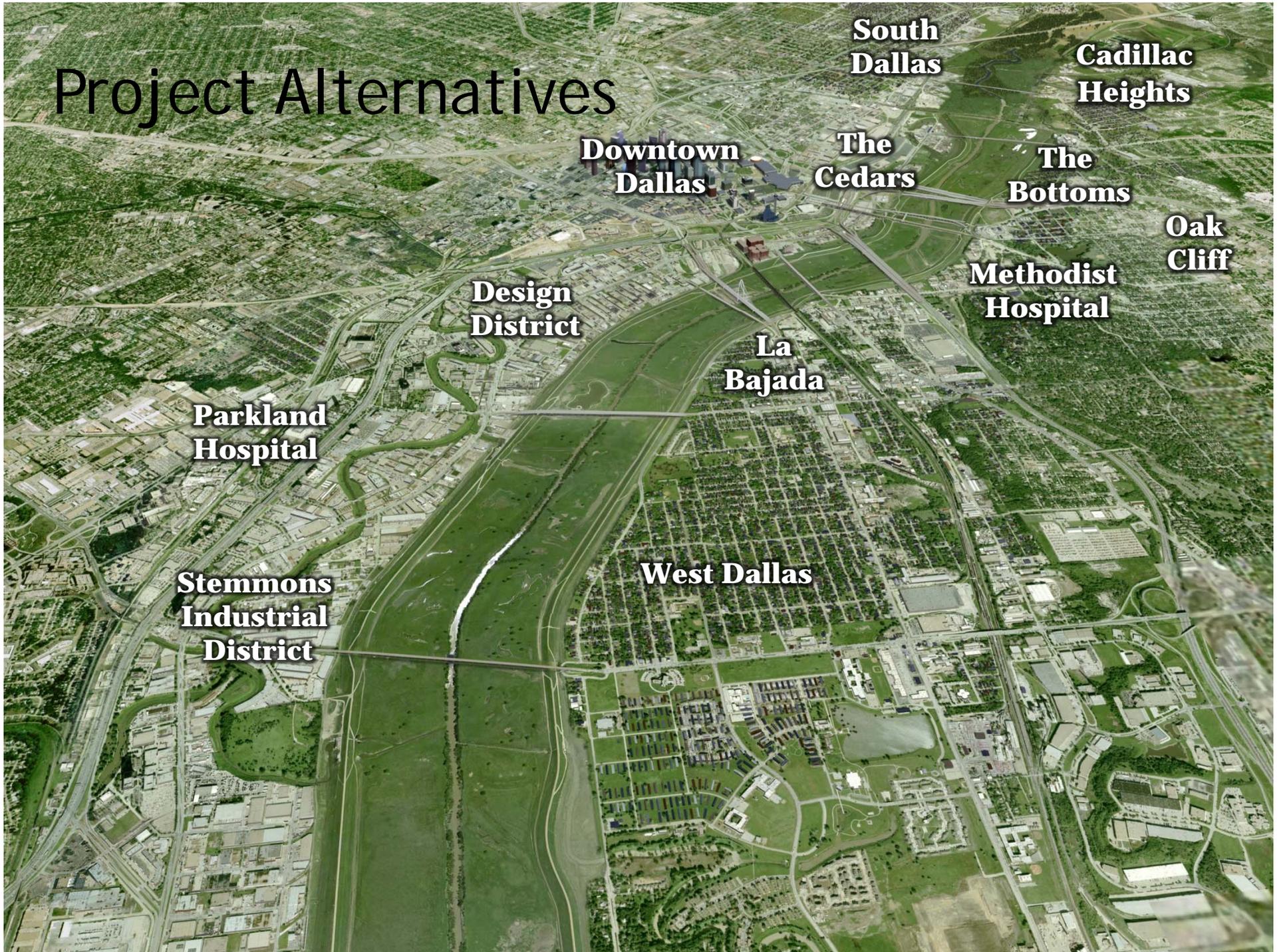


Project Alternatives

Project Alternatives



Project Alternatives



**South
Dallas**

**Cadillac
Heights**

**Downtown
Dallas**

**The
Cedars**

**The
Bottoms**

**Oak
Cliff**

**Design
District**

**Methodist
Hospital**

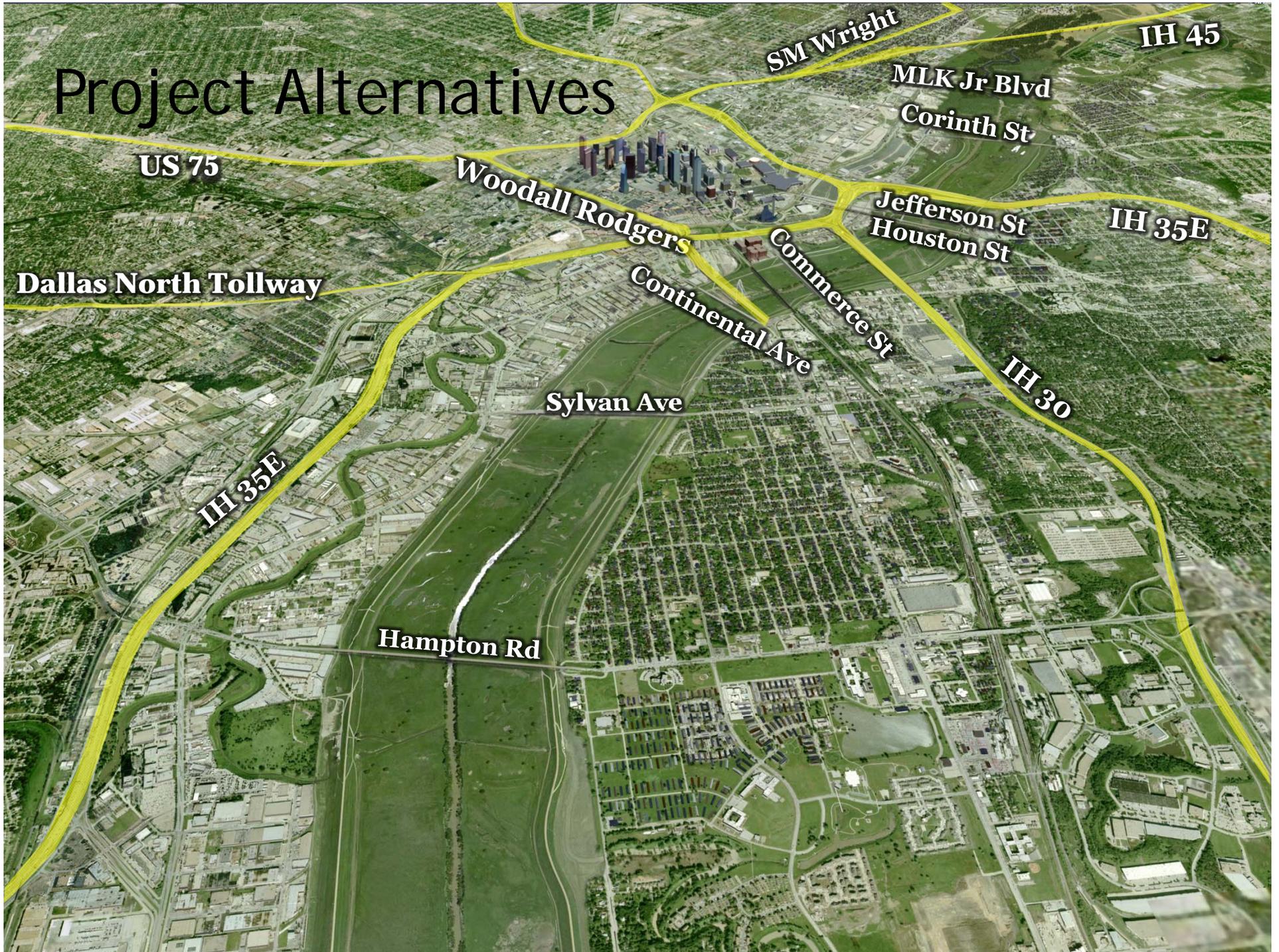
**La
Bajada**

**Parkland
Hospital**

**Stemmons
Industrial
District**

West Dallas

Project Alternatives



US 75

Dallas North Tollway

IH 35E

Hampton Rd

Sylvan Ave

Continental Ave

Woodall Rodgers

Commerce St

Jefferson St
Houston St

IH 35E

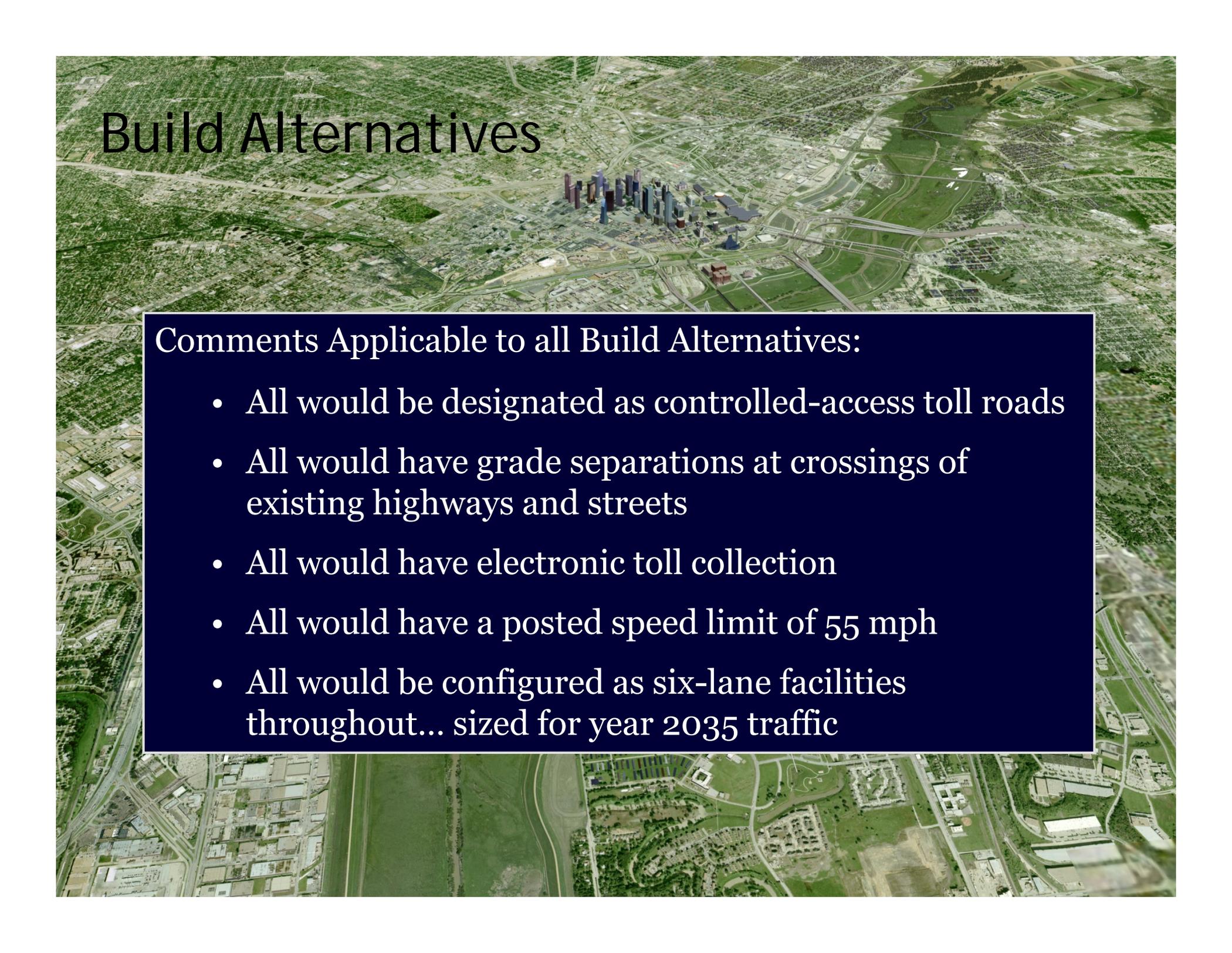
IH 30

SM Wright

MLK Jr Blvd
Corinth St

IH 45

Build Alternatives

An aerial photograph of a city, likely Denver, showing a dense urban area with a grid of streets and several large green parks. A 3D architectural model of a highway interchange is overlaid on the city, showing multiple lanes and ramps in various colors (blue, purple, red, yellow). The model is positioned in the center of the city, connecting major thoroughfares.

Comments Applicable to all Build Alternatives:

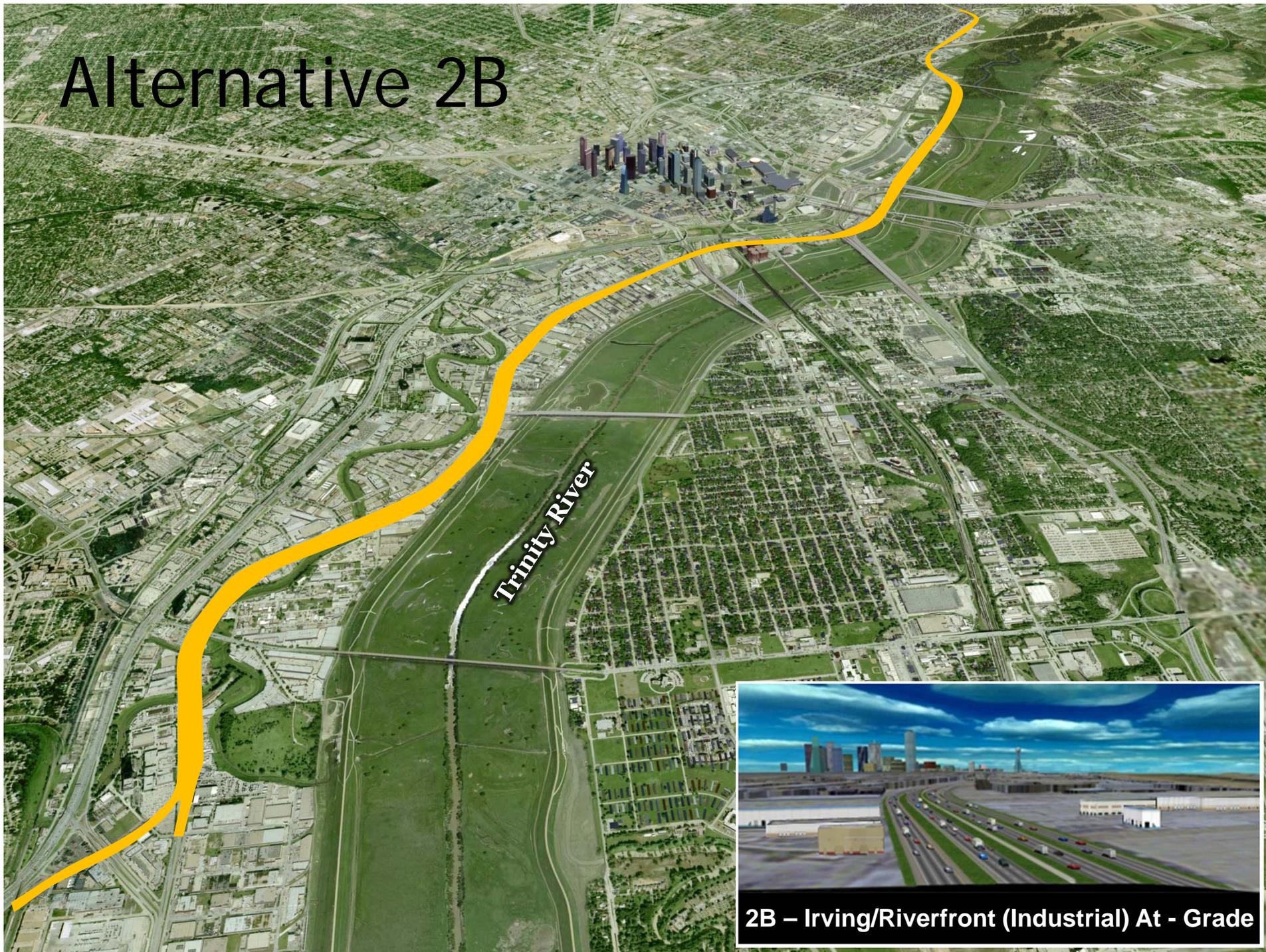
- All would be designated as controlled-access toll roads
- All would have grade separations at crossings of existing highways and streets
- All would have electronic toll collection
- All would have a posted speed limit of 55 mph
- All would be configured as six-lane facilities throughout... sized for year 2035 traffic

Alternative 2A



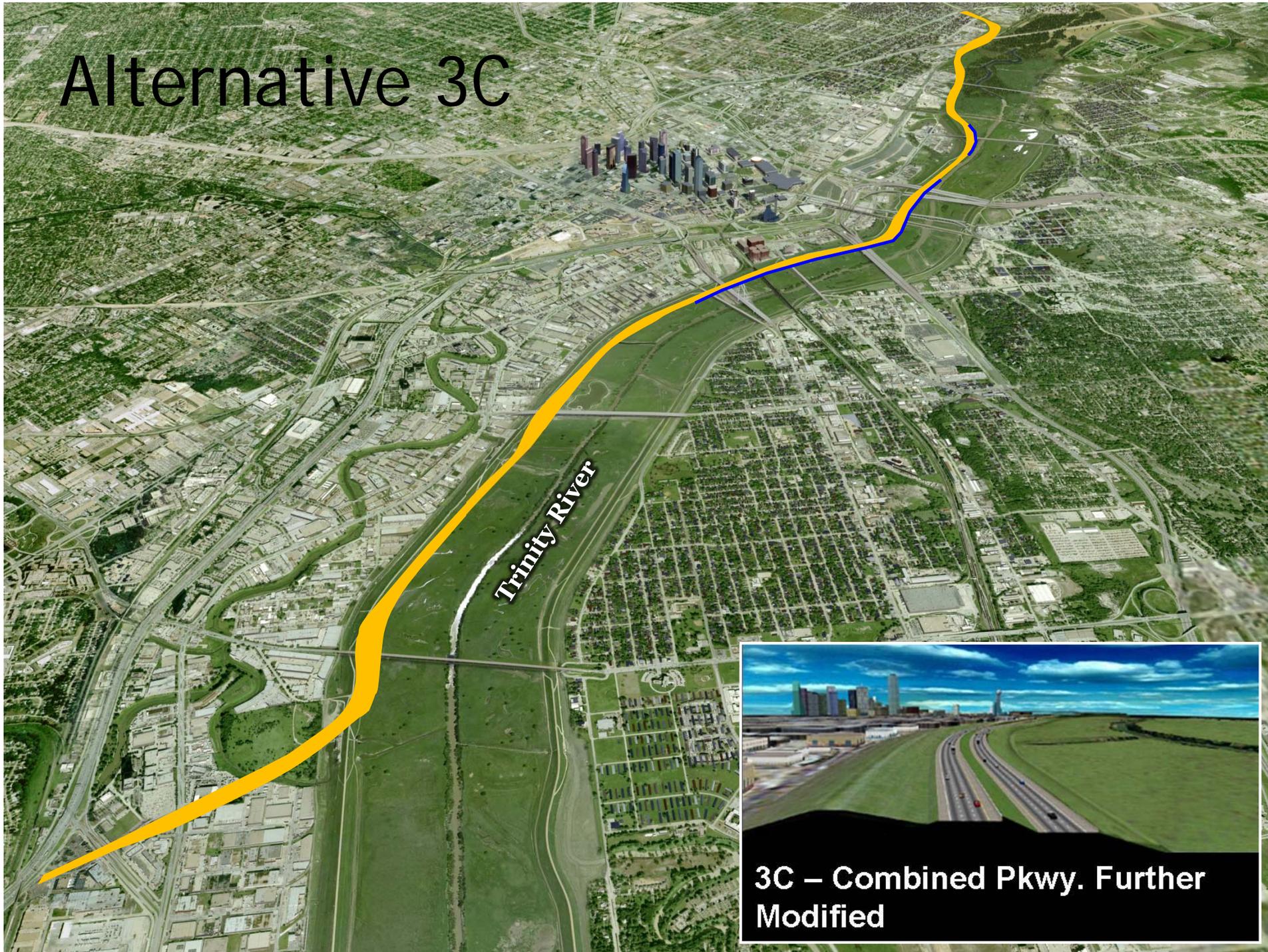
2A – Irving/Riverfront (Industrial) Elevated

Alternative 2B



2B – Irving/Riverfront (Industrial) At - Grade

Alternative 3C

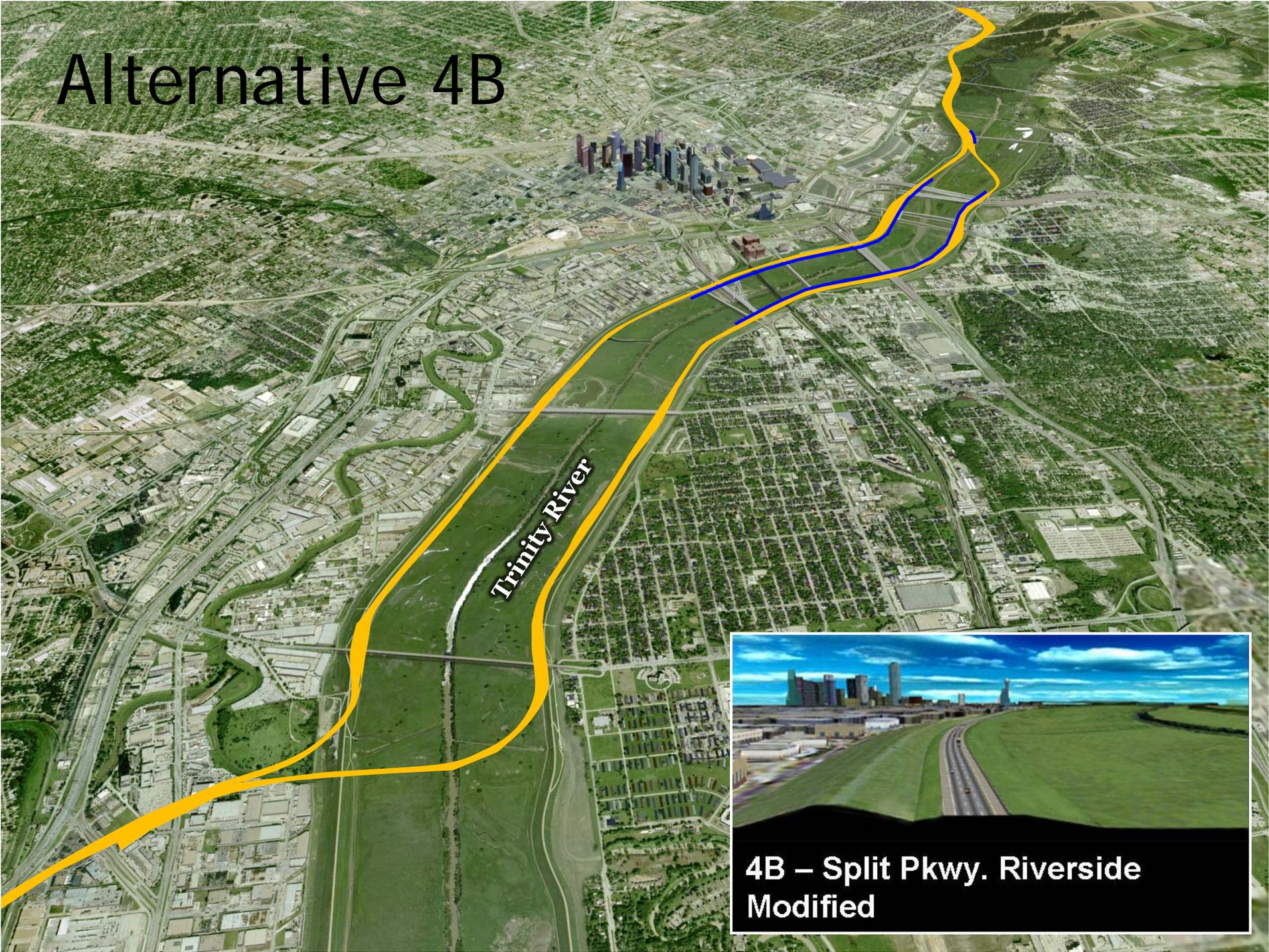


Trinity River



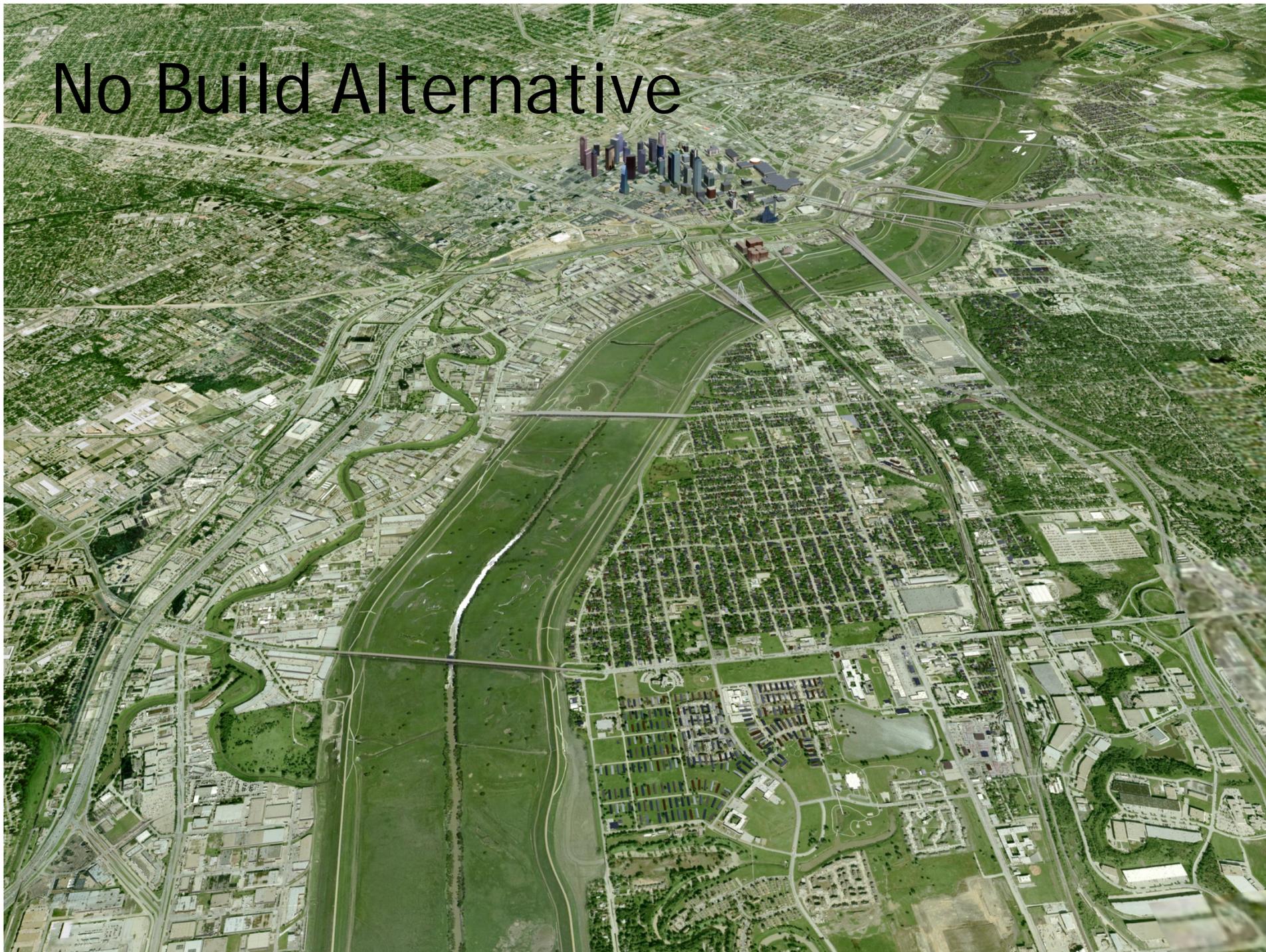
3C – Combined Pkwy. Further Modified

Alternative 4B

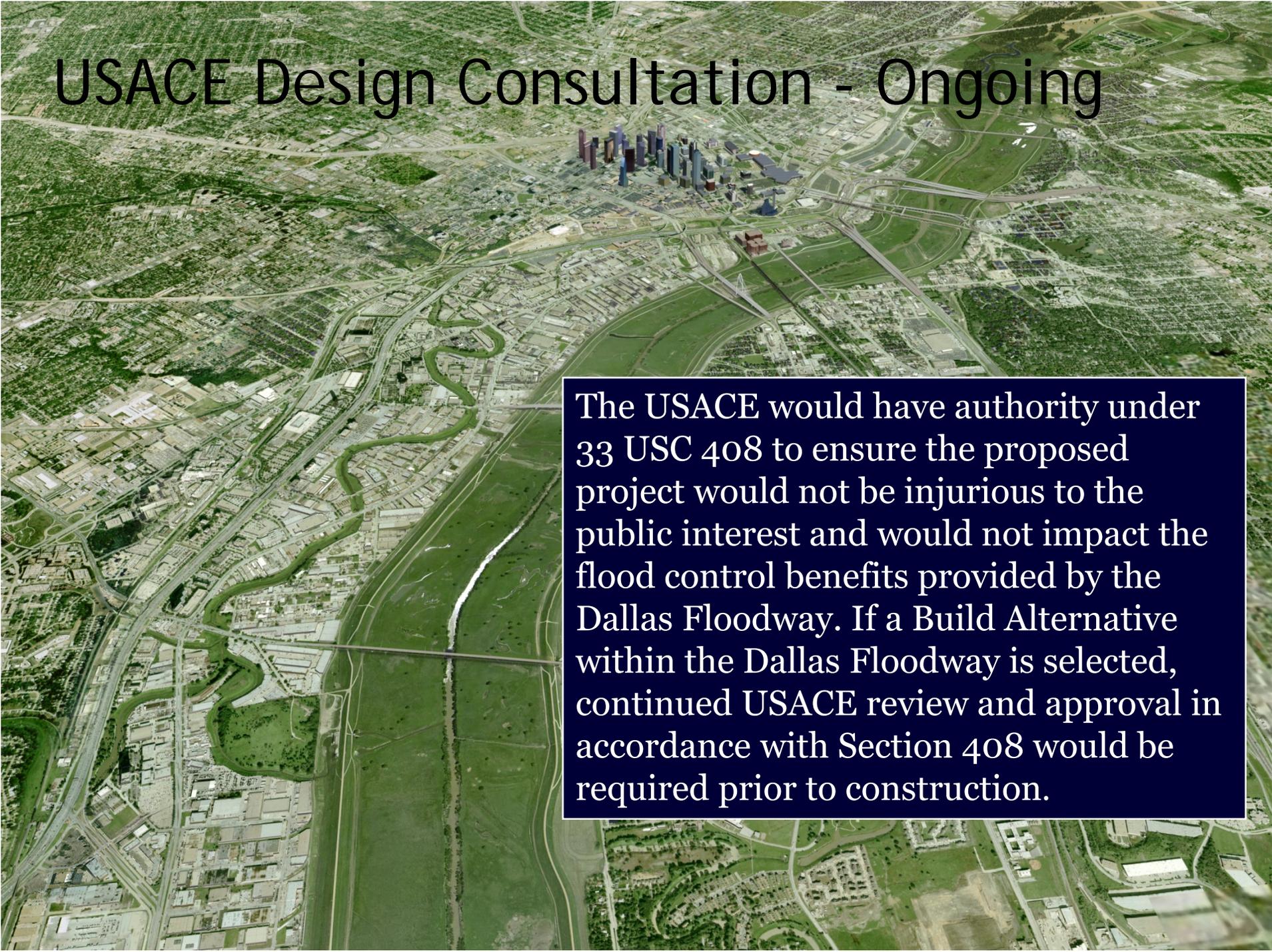


4B – Split Pkwy. Riverside Modified

No Build Alternative



USACE Design Consultation - Ongoing

An aerial photograph of a city, likely Dallas, showing a river and a floodway. A 3D architectural rendering of a building complex is overlaid on the city. The rendering consists of several tall, rectangular buildings of varying heights and colors (blue, purple, red, and grey). The city below is a mix of residential and commercial areas, with roads and green spaces visible. The river and floodway are prominent features in the lower half of the image.

The USACE would have authority under 33 USC 408 to ensure the proposed project would not be injurious to the public interest and would not impact the flood control benefits provided by the Dallas Floodway. If a Build Alternative within the Dallas Floodway is selected, continued USACE review and approval in accordance with Section 408 would be required prior to construction.

Evaluation of the Build Alternatives

- In accordance with NEPA and implementing regulations
- Analysis prescribed by Executive Orders (EOs)
 - EO 11988 – Management of Floodplains
 - EO 11990 – Protection of Wetlands
- EOs limit selection to: (1) the “**practicable**” alternative that (2) avoids or minimizes harm to floodplains/wetlands; or the No-Build Alternative
- Practicable = “**capable of being done**” after considering
 - Cost, technology, and logistics; and
 - Reasonable natural, social, or economic constraints

Practicability Analysis

- Build Alternatives examined independently
- Factual basis - examine design/impacts in light of 16 factors:

Section 404/EO Shared Factors

- 1) **Project costs**
- 2) Existing technology
- 3) Logistics

Natural Environment Factors

- 4) Natural and beneficial values served by floodplains
- 5) Waters of the U.S., including wetlands, and water quality
- 6) Fish and wildlife habitat values
- 7) Conservation

Socioeconomic Factors

- 8) **Needs and welfare of the community**
- 9) Economic Impacts
- 10) Air quality impacts
- 11) Traffic noise impacts
- 12) Impact of floods on human safety
- 13) Risks of implementing the action
- 14) Incompatible development
- 15) Aesthetics
- 16) Historic values

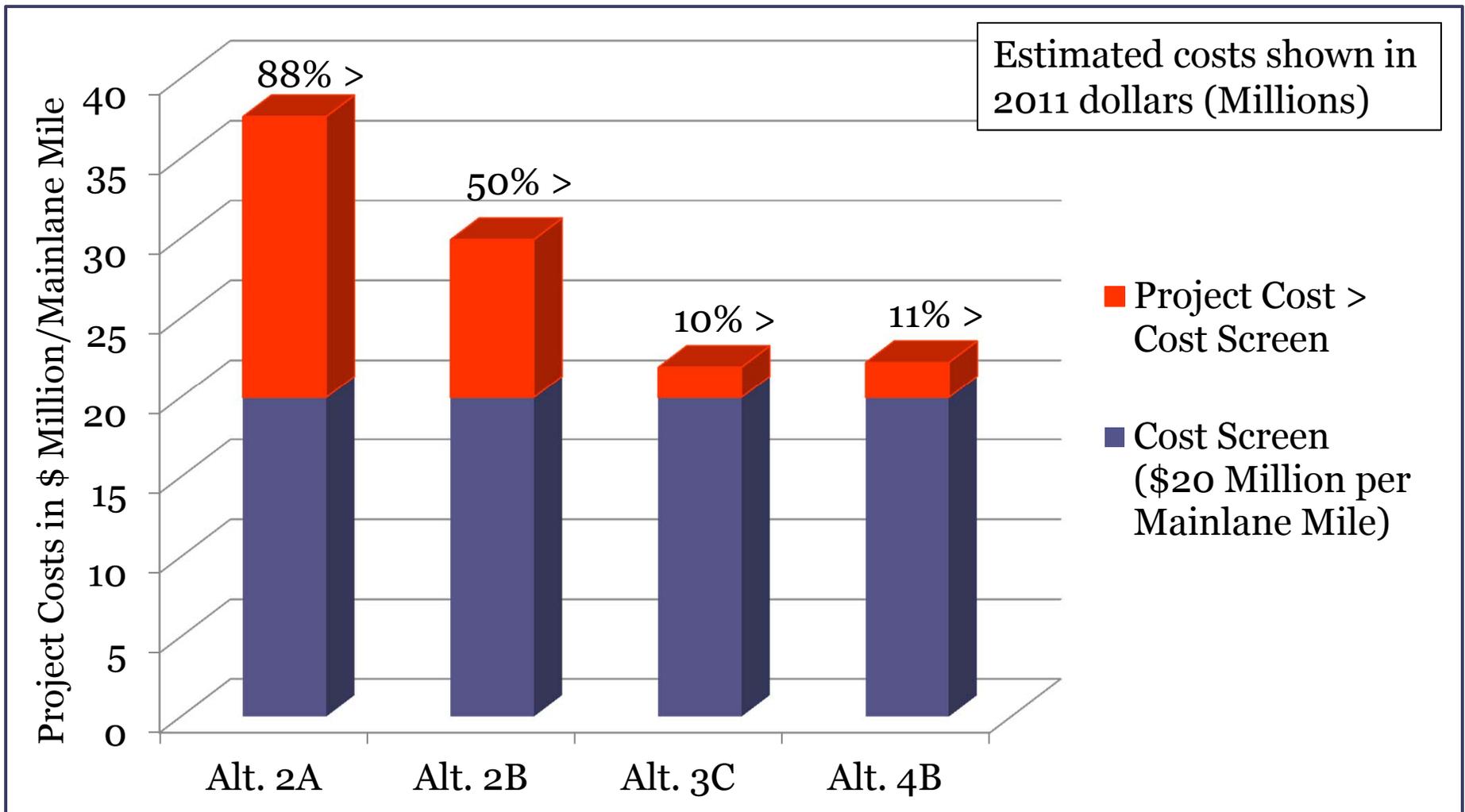
Project Costs

Cost Analysis Standard (same for USACE Section 404 permits):
Does the alternative have **substantially greater costs**
than those normally associated with this type of project?

Cost Screen = \$20 Million per mainlane mile:

1. Based on comparable projects: Texas tollways in urban areas
2. Same cost elements: Construction, Right-of-Way & Utilities
3. Adjusted to same reference year: 2011

Project Cost vs. Cost Screen



Conclusion: 2A and 2B are not practicable

Needs and Welfare of the Community

Considerations:

- Impacts to business community: Displacements/jobs
- Feedback from public hearings
- Citizen preferences reflected in 1998 & 2007 elections
- City of Dallas urban planning strategy to transform aging industrial areas into vibrant, pedestrian-friendly areas
- Impacts to community cohesion from highway construction
- Impacts to investment incentives for land redevelopment
- Loss of tax revenues from land conversion to ROW

Conclusion: 2A & 2B are not practicable

Examining the Practicable Alternatives

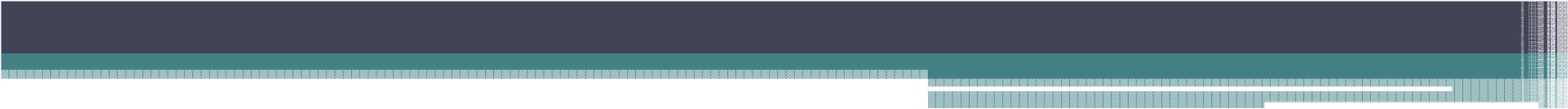
Requirement of the EOs: If more than one alternative is practicable, may only pursue the one with the least impacts to floodplains/wetlands

Relative Floodplain Impacts:

- Floodplain encroachment: $3C < 4B$
- Assessment of impacts to floodplain values favors 3C

Relative Impacts to Wetlands:

- Total wetland impacts: $3C < 4B$



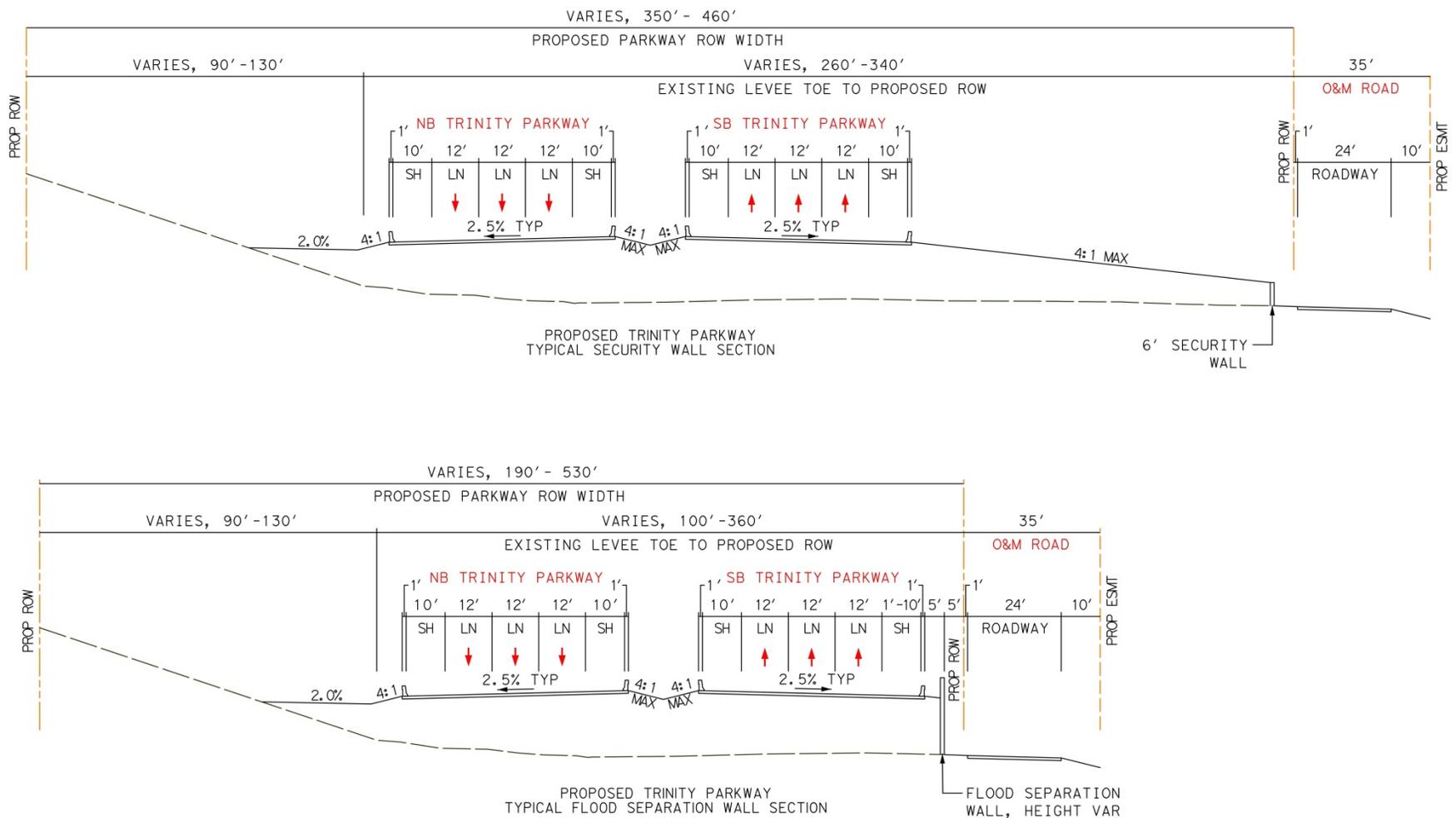
Recommended Build Alternative

Alternative 3C:

- Developed to a higher level of design detail in the FEIS as allowed by FHWA regulations
- Impacts analysis updated to reflect design refinements

*No-Build Alternative remains under consideration

Alternative 3C Typical Sections within the Dallas Floodway

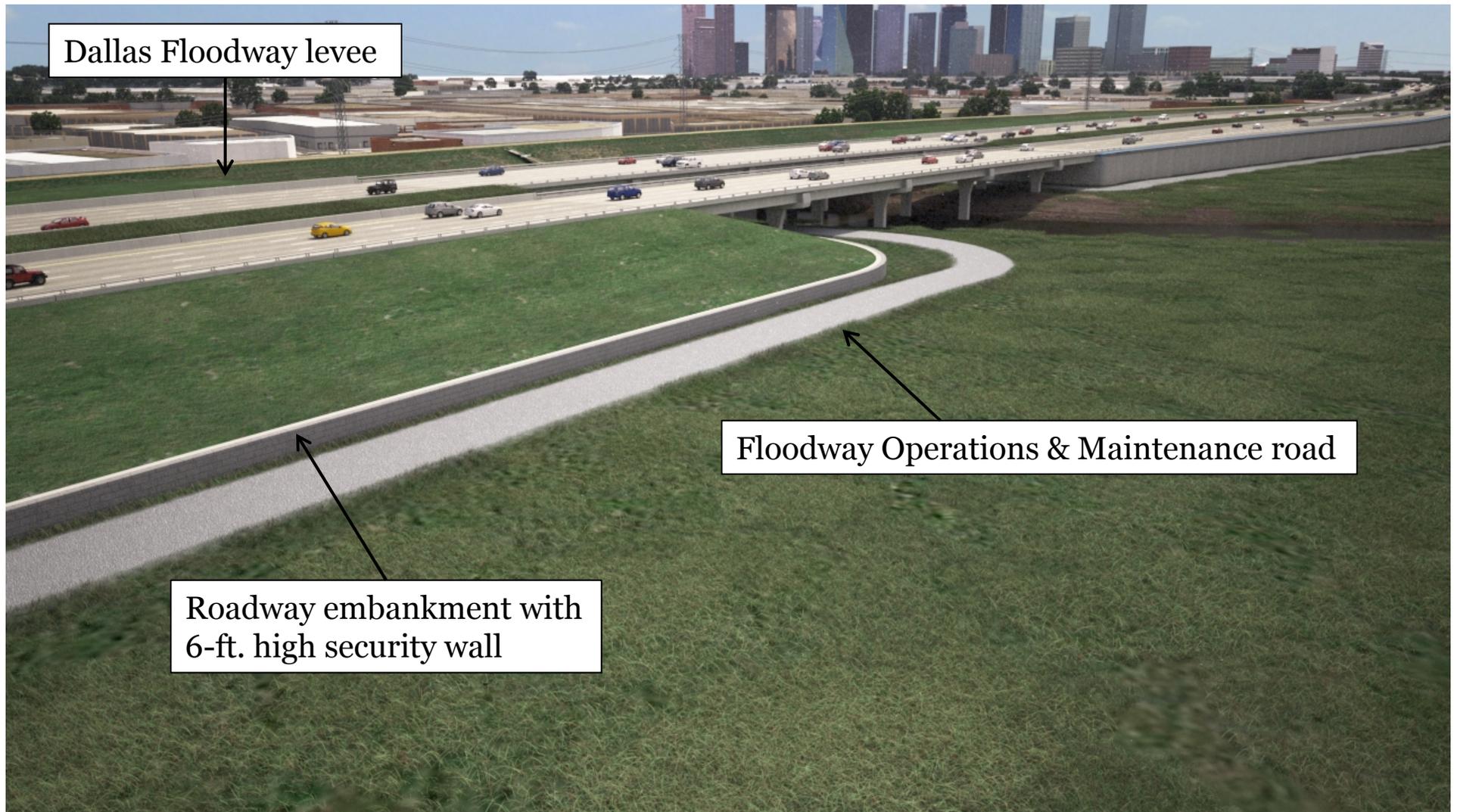


Alternative 3C

Bridge over outfall channels

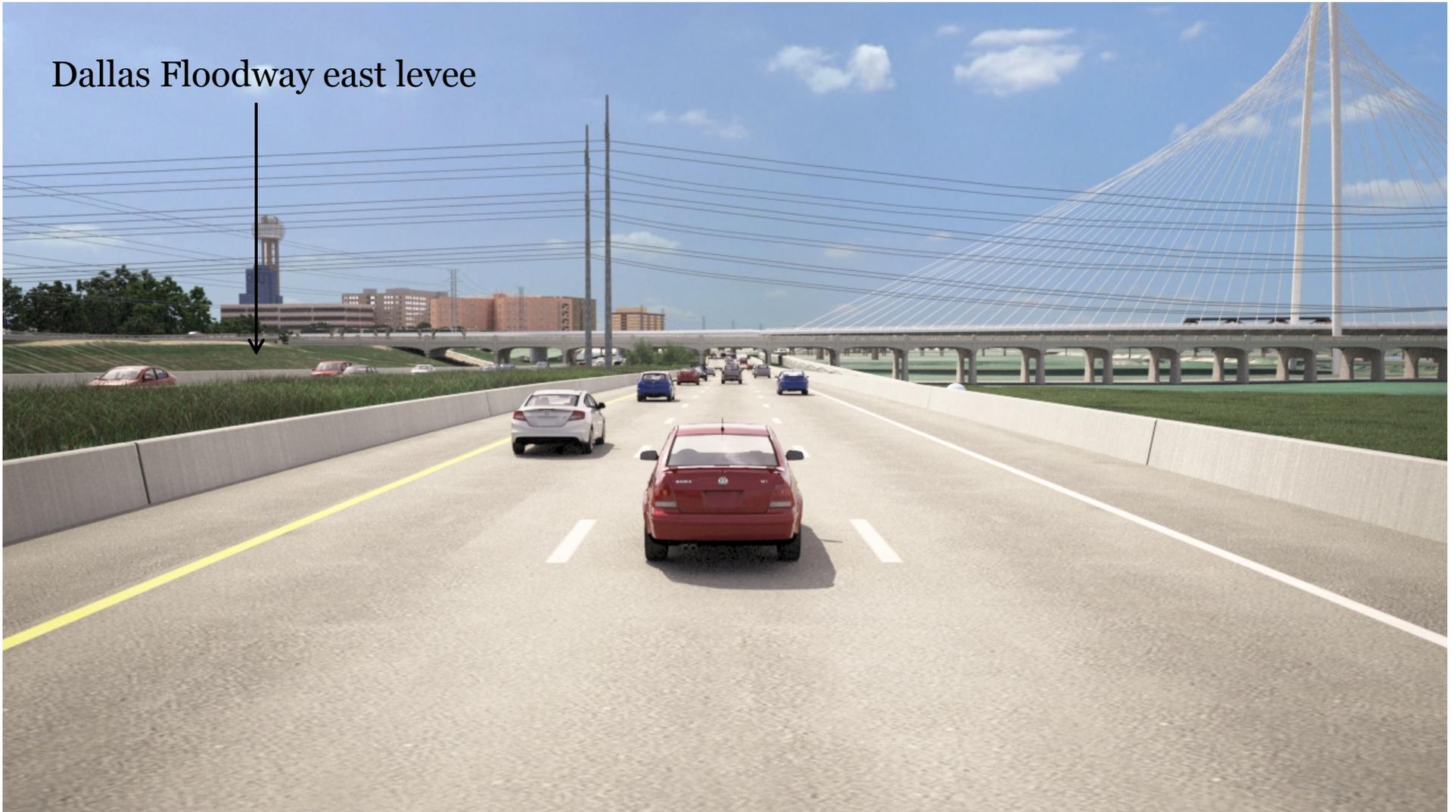


Alternative 3C



Alternative 3C approaching the Continental Bridge

Dallas Floodway east levee

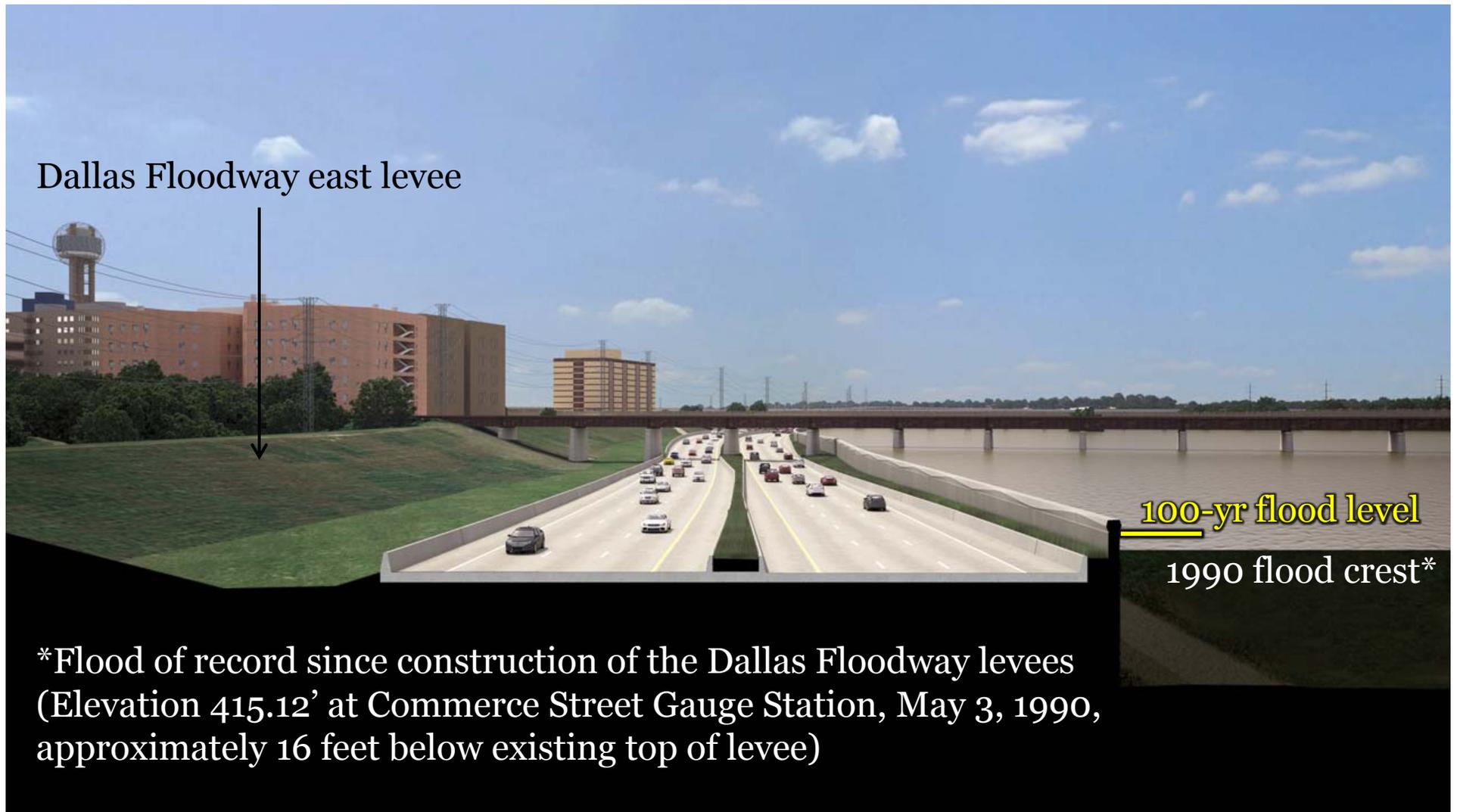


Alternative 3C at Margaret Hunt Hill Bridge



Flood separation wall

Roadway Protection from Flooding



Roadway Protection from Flooding



*Flood of record since construction of the Dallas Floodway levees
(Elevation 415.12' at Commerce Street Gauge Station, May 3, 1990,
approximately 16 feet below existing top of levee)

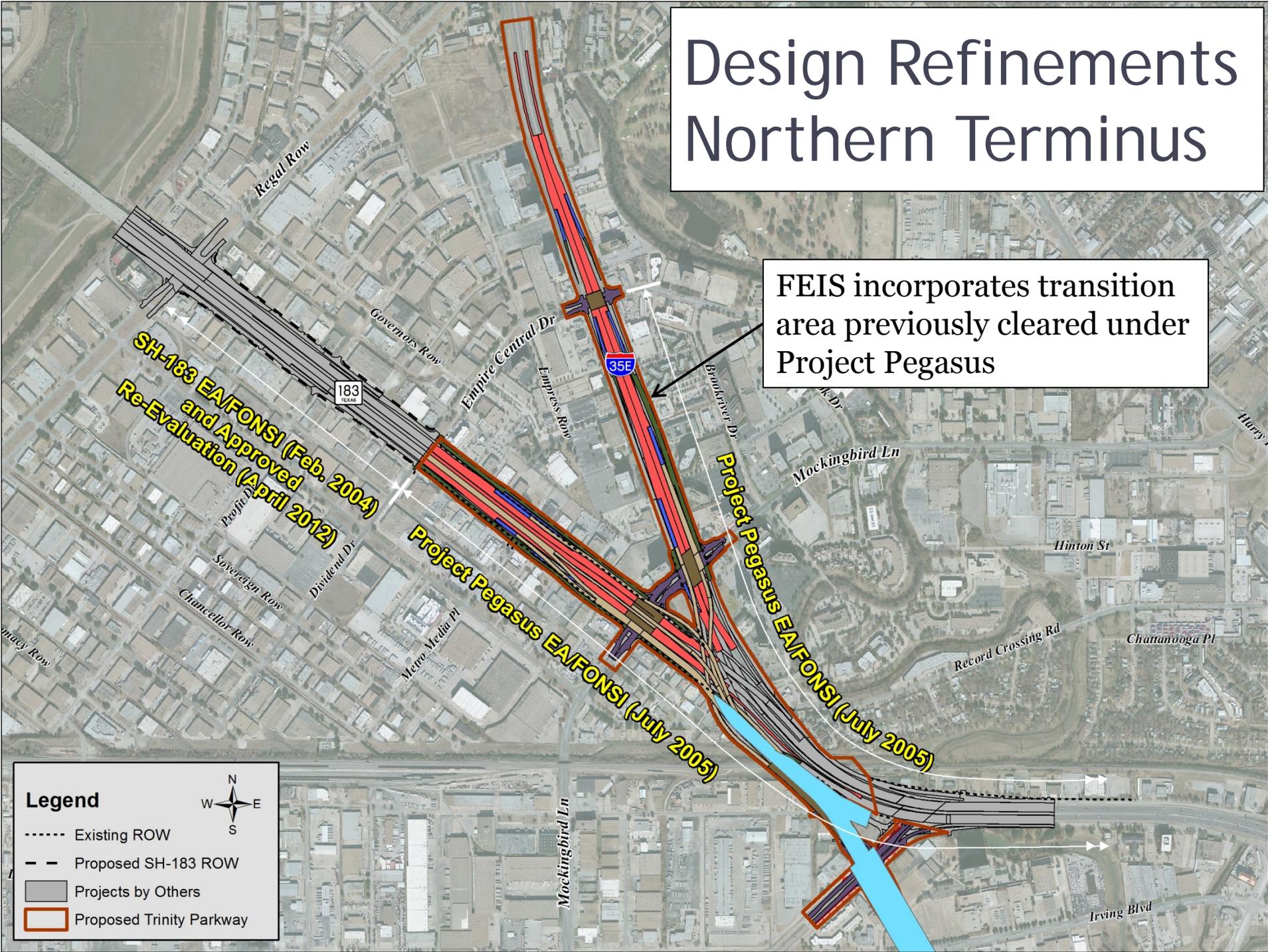
Alternative 3C Design Refinements

Key Design Refinements:

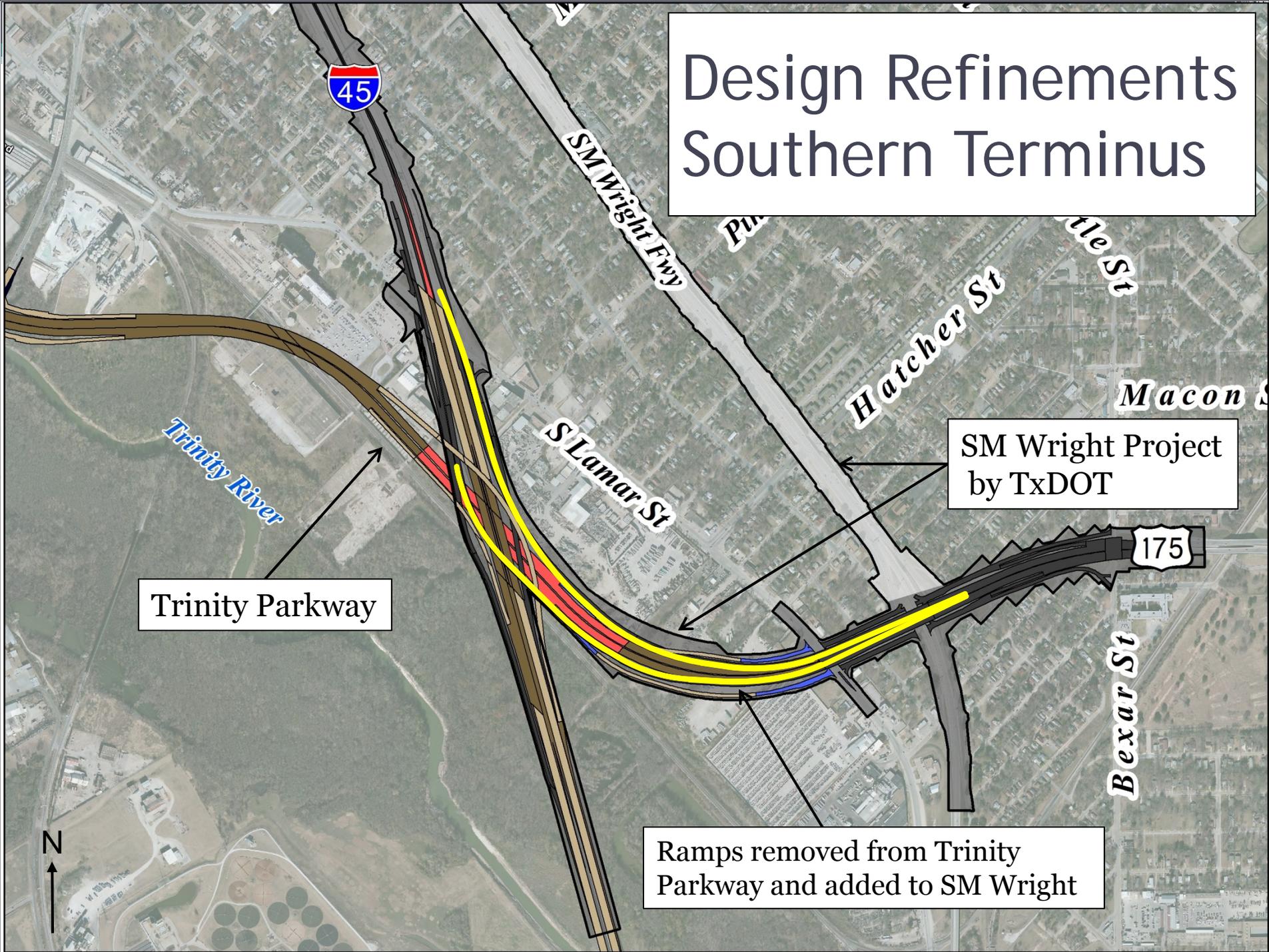
- Northern Terminus Transition Area
- Southern Terminus Transition Area
- Connection to IH-35E (South R.L. Thornton) via a future Jefferson Memorial Bridge Project by TxDOT
- Ramp modifications at the Corinth Street Viaduct

Design Refinements Northern Terminus

FEIS incorporates transition area previously cleared under Project Pegasus



Design Refinements Southern Terminus



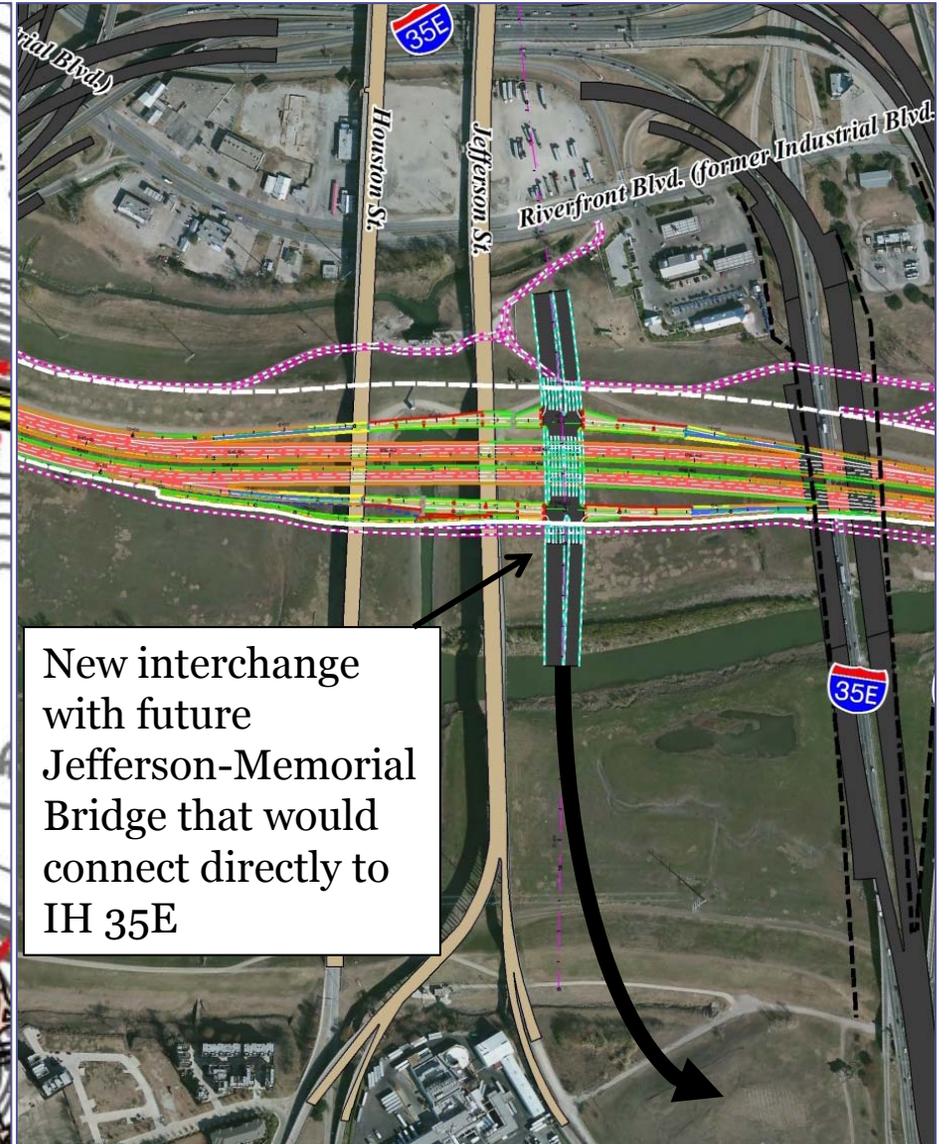
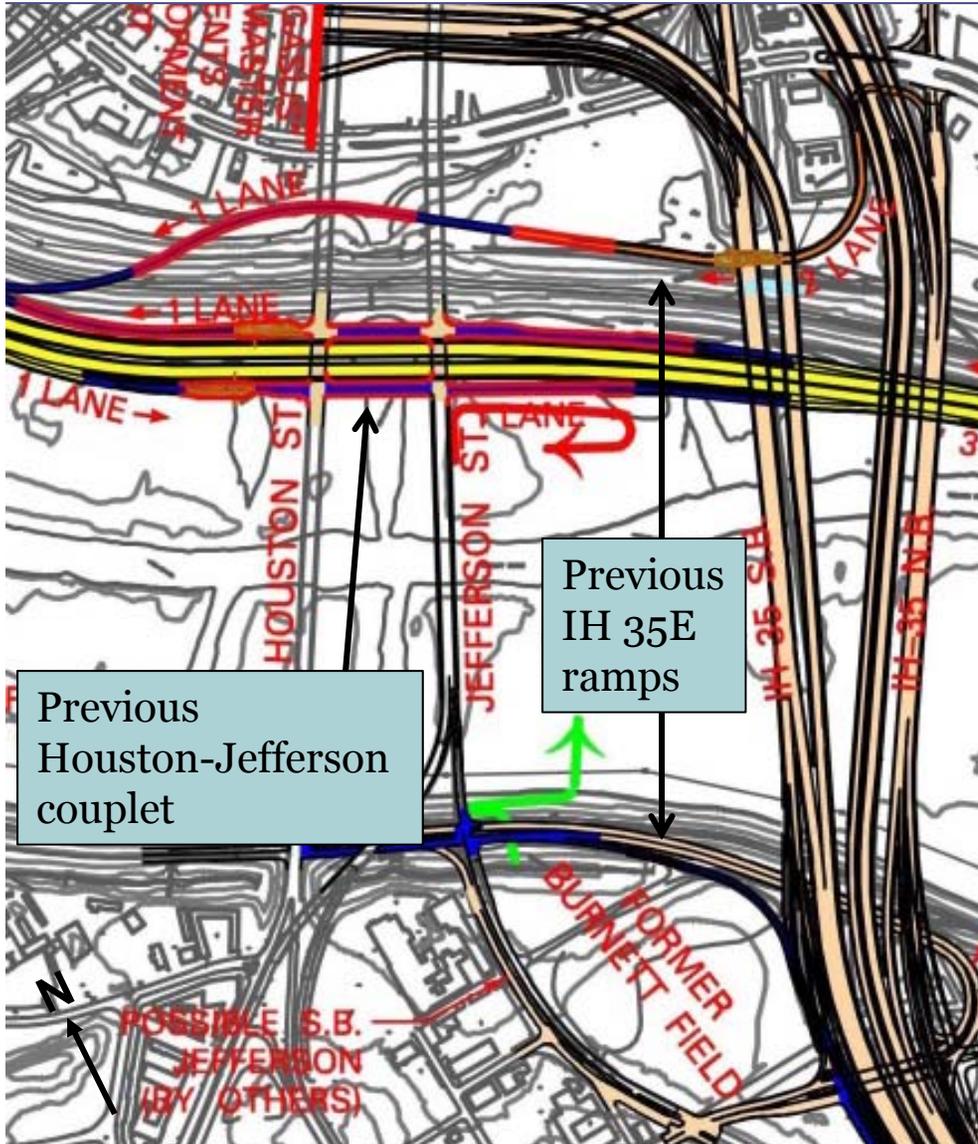
SM Wright Project
by TxDOT

Trinity Parkway

Ramps removed from Trinity
Parkway and added to SM Wright

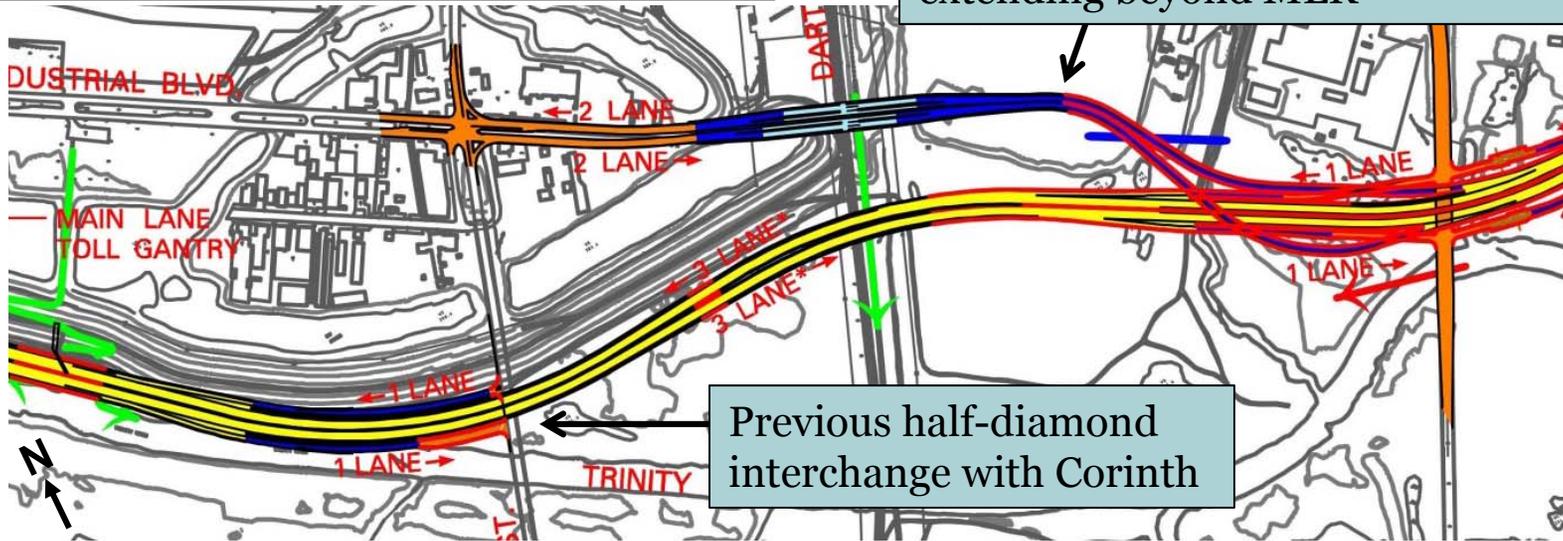


Design Refinements Houston-Jefferson



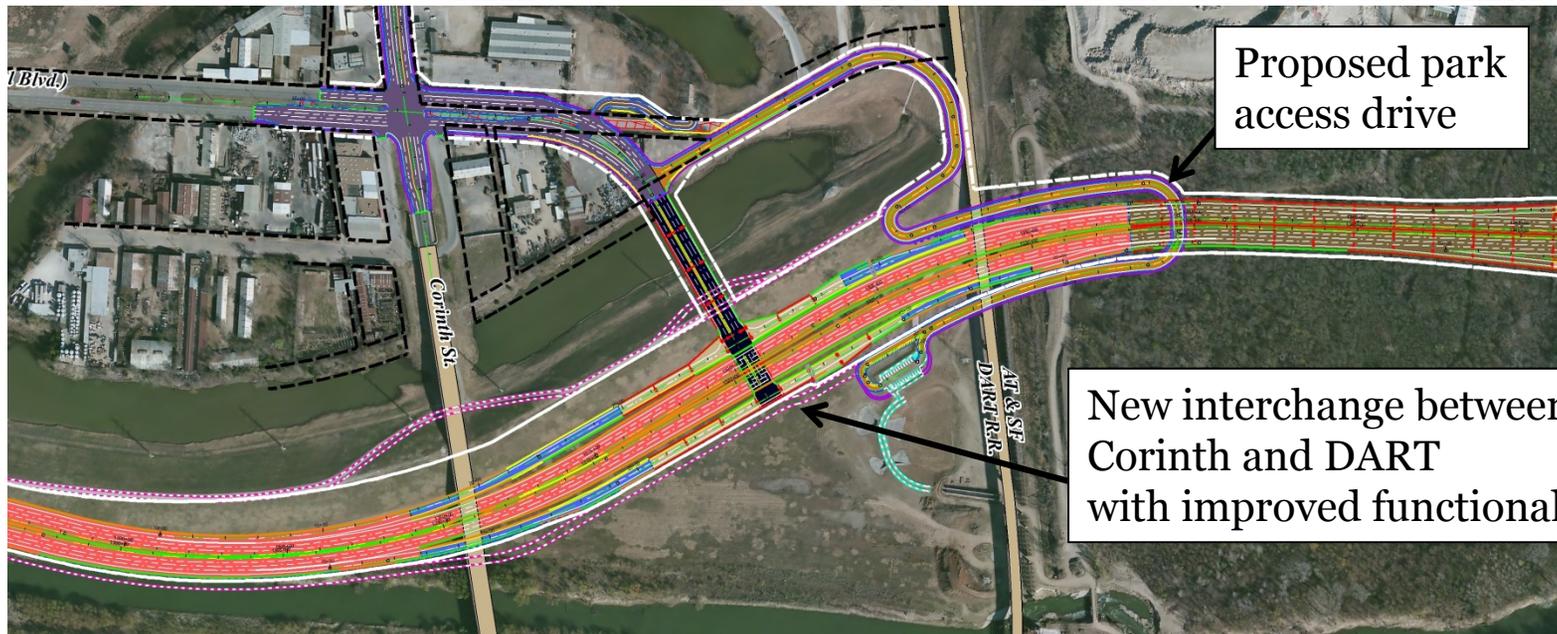
Design Refinements Corinth-Riverfront

Previous braided ramps to Riverfront extending beyond MLK



Previous half-diamond interchange with Corinth

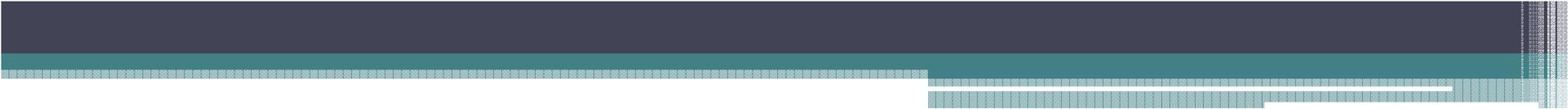
Proposed park access drive



New interchange between Corinth and DART with improved functionality

Alternative 3C Design Summary

Total Length	8.8 Miles
Total Estimated Right of Way	559 Acres
Floodway Excavation/Borrow	317 Acres
Total Cost (2013 Dollars)	\$1.31 Billion



Environmental Impacts

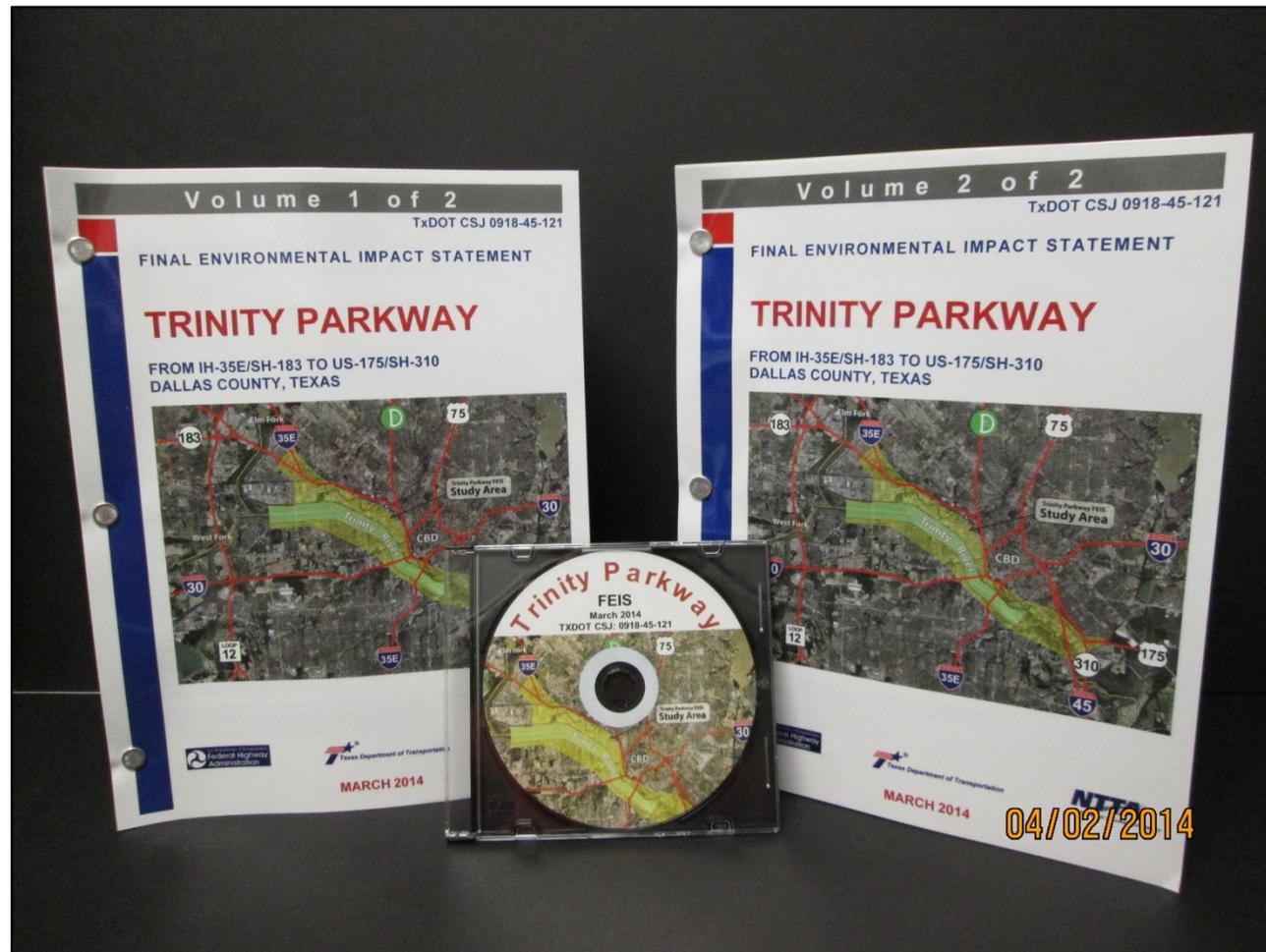
National Environmental Policy Act (NEPA)

In order to meet NEPA process goals and comply with laws, regulations and policies, projects need to:

- Avoid adverse (negative) impacts
- Where adverse impacts cannot be avoided, impacts would be minimized
- Unavoidable direct adverse impacts should be mitigated
- Environmental enhancements should be developed as appropriate
- Mitigation and enhancement measures are eligible for federal funding

“Avoid, Minimize, Mitigate, Enhance”

Environmental Document



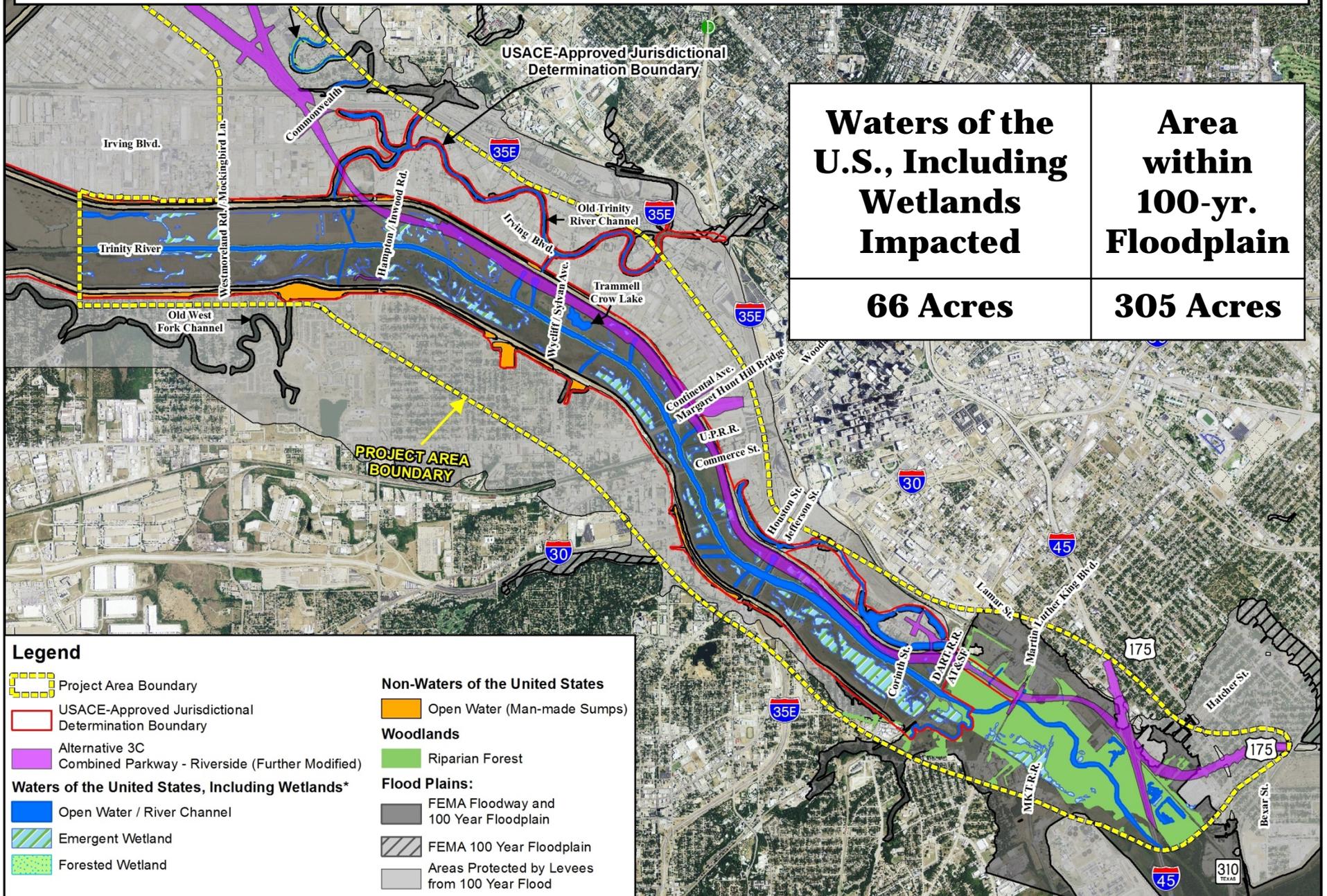
Environmental Document

- Need and Purpose
- Alternatives
- Project Design
- Right of Way and Utilities
- Project Cost and Funding
- Displacements and Relocations
- Waters of the US, including Wetlands
- Lakes, Rivers, and Streams
- Water Quality
- Floodplains
- Regional and Community Growth
- Socio-Economic Impacts
- Community Cohesion and Environmental Justice
- Public Facilities and Services
- Parkland
- Threatened/Endangered Species and Wildlife Habitat
- Historic and Archeological Sites
- Aesthetic Considerations
- Topography and Soils
- Prime Farmland Soil Impacts
- Land Use
- Air Quality Assessment
- Mobile Source Air Toxics
- Congestion Management
- Traffic Noise Assessment
- Hazardous Materials
- Construction Impacts
- Indirect and Cumulative Impacts

Summary of Impacts of Alternative 3C

Residential Relocations	3
Commercial Displacements	27
Community/Public Facility Displacements	0
Parkland Converted to Transportation	222 Acres
100-Yr Floodplain Encroachment	305 Acres
Proposed Condition Meets USACE Criteria for Valley Storage, Change in Flood Elevation, and Erosive Velocities	Yes – SPF No – 100-yr. (max. rise of 0.27 ft.)
Air Conformity	Yes
Noise Impacts	Yes
Hazardous Material Sites Encountered	24
Waters of the U.S., including Wetlands	66 Acres
Riparian Forest	49 Acres
Threatened/Endangered Species Effected	No
Historic Properties with Adverse Effects	1

Floodplains and Wetlands

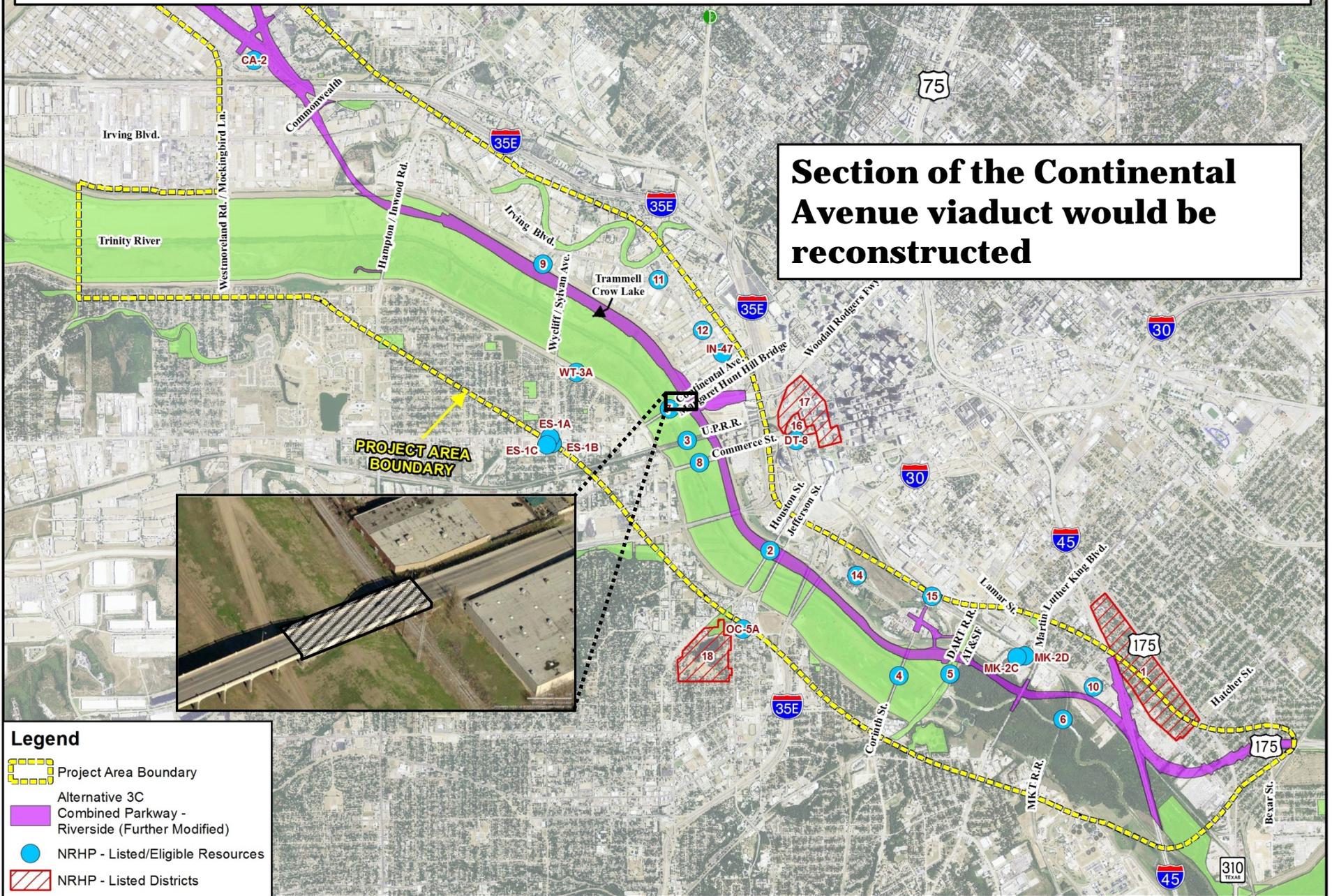


<p>Waters of the U.S., Including Wetlands Impacted</p>	<p>Area within 100-yr. Floodplain</p>
<p>66 Acres</p>	<p>305 Acres</p>

Legend

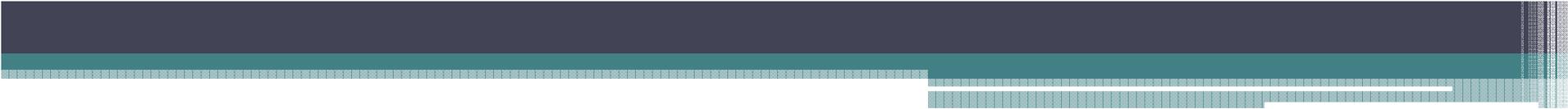
- Project Area Boundary
 - USACE-Approved Jurisdictional Determination Boundary
 - Alternative 3C
 - Combined Parkway - Riverside (Further Modified)
- Waters of the United States, Including Wetlands***
- Open Water / River Channel
 - Emergent Wetland
 - Forested Wetland
- Non-Waters of the United States**
- Open Water (Man-made Sumps)
- Woodlands**
- Riparian Forest
- Flood Plains:**
- FEMA Floodway and 100 Year Floodplain
 - FEMA 100 Year Floodplain
 - Areas Protected by Levees from 100 Year Flood

Historic Properties and Parks



Possible Permits and Approvals Needed

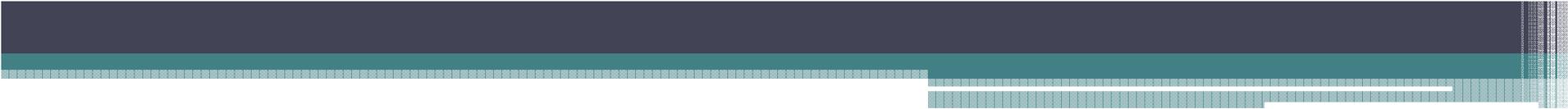
- TPDES General Permit for Construction (TCEQ)
- Rivers and Harbors Act, Section 10 permit (USACE)
- Clean Water Act, Section 404 permit (USACE)
- Municipal Separate Storm Sewer System permit (TCEQ)
- Clean Air Act Conformity Determination (FHWA)
- Section 401 Water Quality Certification (TCEQ)
- National Flood Insurance Program (FEMA, City of Dallas)
- Trinity River Corridor Development Certificate (City of Dallas)
- NHPA Section 106 (FHWA, TxDOT, SHPO and ACHP)
- Interstate Access Agreement (FHWA, TxDOT and NTTA)
- Toll Agreement (FHWA, TxDOT and NTTA)
- Record of Decision (FHWA)
- 33 U.S.C. Section 408 (USACE)



Mitigation & Monitoring may include...

- Relocation assistance
- Construction oversight and environmental monitoring
- Noise walls
- Mitigation bank for impacts to waters of the U.S., including wetlands
- Implementation of landscaping and revegetation
- Mitigation Agreement with Texas Historical Commission
- Sidewalks; neighborhood access

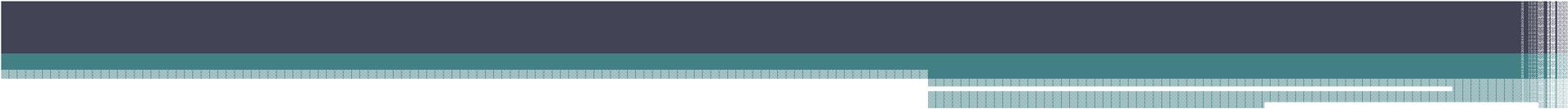
If a Build Alternative is selected, detailed mitigation plans would be developed and refined during final design



Right-of-Way Acquisition and Relocation

Booklets Available



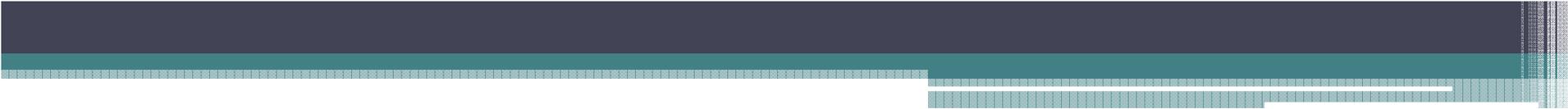


Right-of-Way Acquisition Process

Conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended

1. The Acquiring Entity obtains:

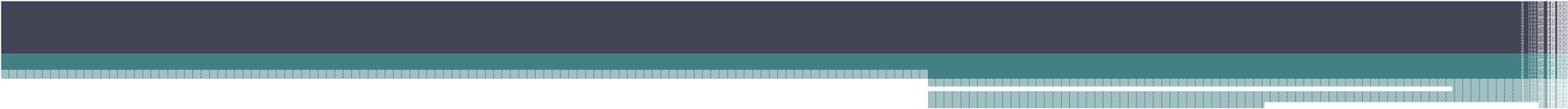
- Environmental clearance
- Local agency agreements
- Approved right-of-way map
- Funding
- Release from TxDOT Austin to begin the acquisition process



Right-of-Way Acquisition Process

2. Acquiring Entity orders:

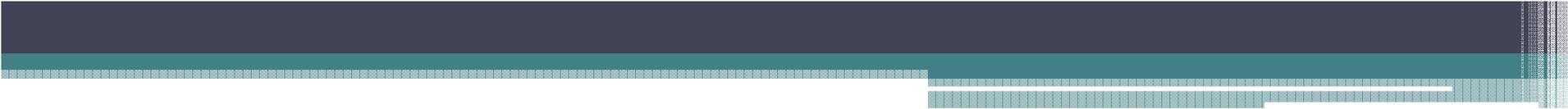
- Property title information
- Five-year sales data
- Preliminary title commitment



Right-of-Way Acquisition Process

3. Acquiring Entity assigns independent appraisers:

- Appraisers contact owners
- Appraisers submit appraisals
- Acquiring Entity reviews appraisals for approval



Right-of-Way Acquisition Process

4. Acquisition agent presents offer to property owner, including:

- Appraised value of property
- Compensable damages to remaining real property
- Relocation assistance

Right-of-Way Acquisition Process

5. Property owner may then:

- a. Donate land
- b. Accept offer
- c. Submit counter offer, if appropriate
- d. Begin eminent domain proceedings, if an agreement on value is not reached

Right-of-Way Acquisition Process

5b. When owner accepts:

- Owner signs deed and Memorandum of Agreement
- The Acquiring Entity issues a warrant to owner and title company
- Owner closes at title company and is compensated for new right of way

Right-of-Way Acquisition Process

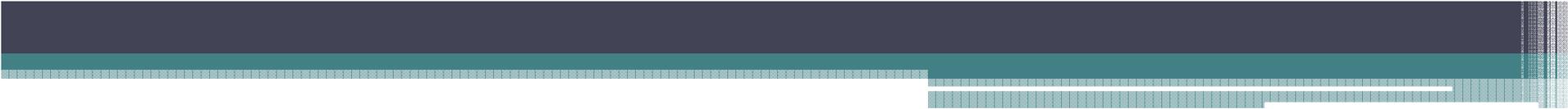
5c. Owner counter offers:

- Owner may submit counter offer if owner believes it does not represent fair market value
- Acquiring Entity reviews counter offer and either accepts or rejects it
- If rejected, owner may accept original offer or proceed to eminent domain

Right-of-Way Acquisition Process

5d. Eminent Domain:

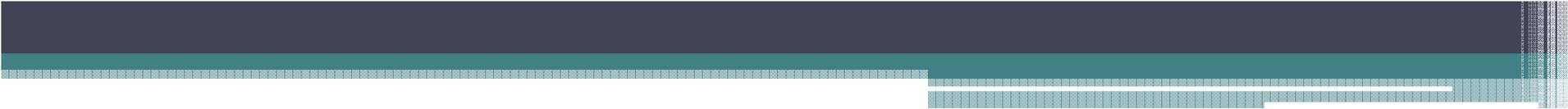
- Court appoints three (3) commissioners to hear owner and Acquiring Entity
- Commissioners decide award
- Acquiring Entity deposits award in registry of court and takes possession
- Either owner or Acquiring Entity shall have the right to appeal to jury trial



Right-of-Way Acquisition Process

6. Relocation Assistance

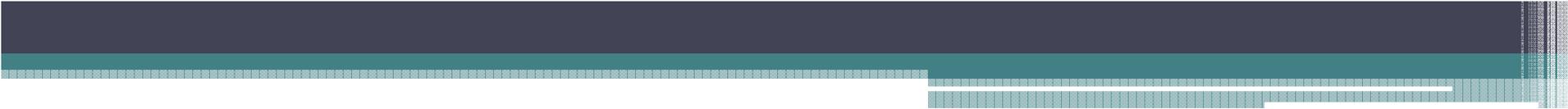
- Administered by Acquiring Entity
- Available to those who qualify as a result of the acquisition of right of way



Right-of-Way Acquisition Process

6a. Relocation Assistance (cont.)

- The benefits are applicable to all individuals, families, businesses, farmers, ranchers and non-profit organizations without regard to race, color, religion, sex, or national origin



Right-of-Way Acquisition Process

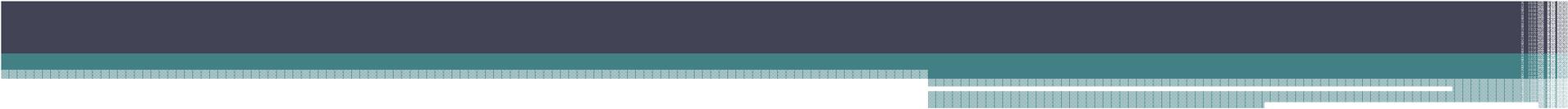
6b. Relocation Assistance (cont.)

- If the owner will need to move, do not do so until negotiations have begun unless you first secure a written notice of “Intent to Acquire” from the Acquiring Entity

Right-of-Way Acquisition Process

6c. Relocation Assistance (cont.)

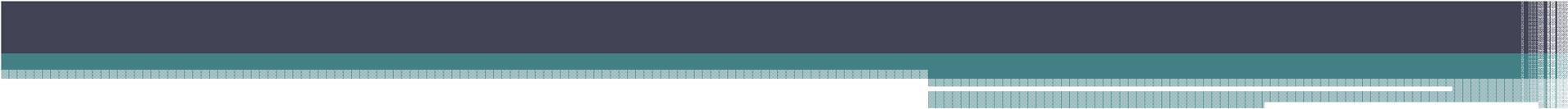
- Appeal procedures are available for displacees who do not agree with any amounts offered for relocation reimbursement (see “Relocation Assistance” booklet)



Right-of-Way Acquisition Process

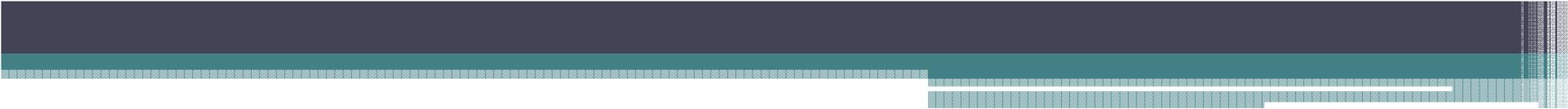
6d. Relocation Assistance (cont.)

- See pages 31 and 32 in the “Relocation Assistance” booklet for regulations governing the relocation of advertising signs which are not purchased by the acquiring entity as real property



Public Comment Process

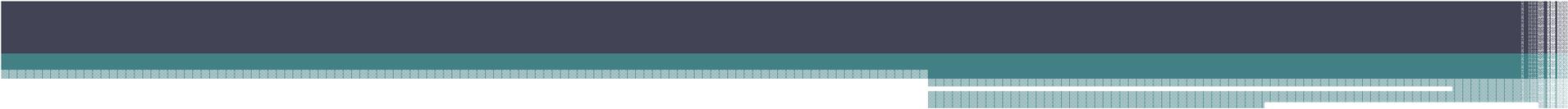
- Elected officials or representatives from local governments will be allowed to provide a statement
- Speakers will be called based on returned verbal comment forms
- Following registered speakers, unregistered speakers will be allowed an opportunity to comment



Recess

20 minute recess

Comment period following recess



Public Comments

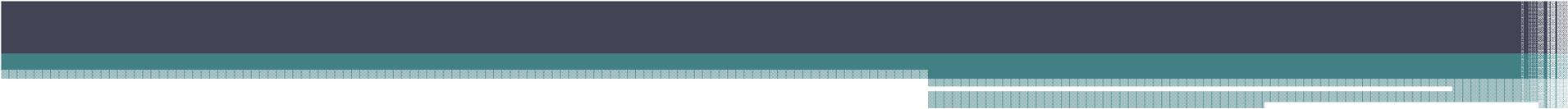
Please note that we will not attempt to respond to your comments at this time

All substantive comments will be fully considered and responded to in the project record

Submission of Comments

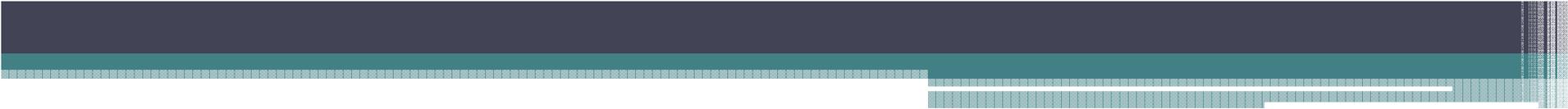
- Submit comment form or letter to:
Written comment table (tonight) or
Attn: Corridor Manager
Re: Trinity Parkway Project
NTTA
P.O. Box 260729
Plano, TX 75026
- Comments will also be accepted by email at trinityparkway@ntta.org

Comments must be postmarked or received before or on
May 9, 2014



Elected Officials Comments

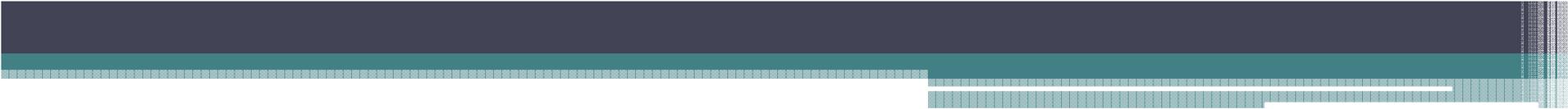
Please step to the microphone and state
your name, title, and comment



Public Comments

Please step to the microphone and state your name, address, and comment

Please limit comments to 3 minutes



Speaker's Time Remaining:

0:00

Conclusion of the Public Hearing

Thank you for your attendance & comments!

Please visit www.ntta.org
for future project updates