

Trinity Parkway Draft EIS and Public Hearing Update

April 6, 2005

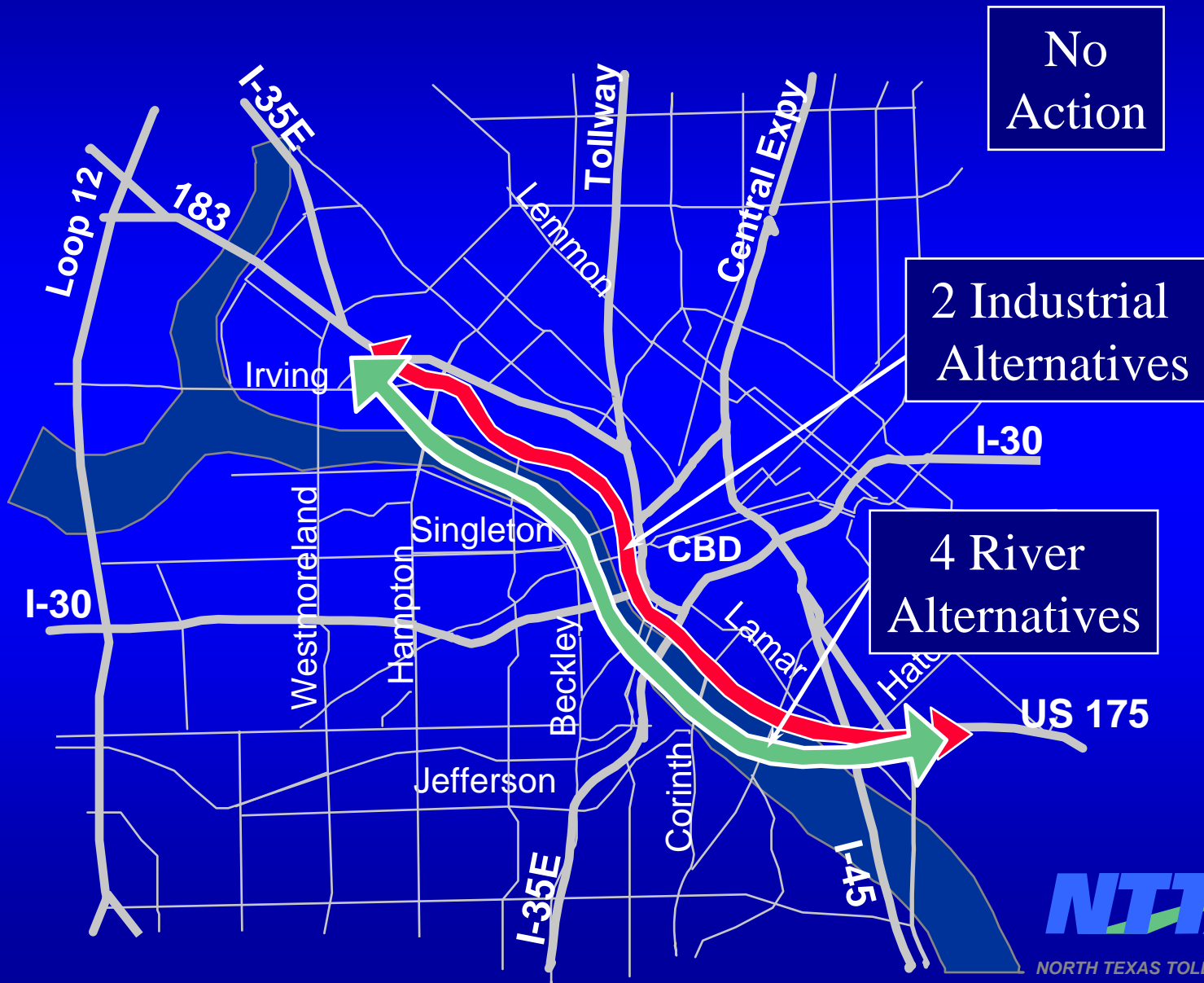
Trinity Parkway

Current Status of Trinity Parkway Draft EIS



Dallas City Council
April 6, 2005 Briefing

Alternatives in the DEIS



Roadway Alternatives



2A - Industrial Elevated



2B - Industrial At-Grade



3A - Combined Pky. Original



3B - Combined Pky. Modified



4 - Split Parkway Riverside



5 - Split Parkway Landside

Build Alternatives

Comments Applicable to all Build Alternatives:

- All are Designated as Controlled-Access Toll Roads
- All have Grade Separations at Crossings of Existing Highways and Streets
- All have a Posted Speed Limit of 55 mph
- All are configured as Six-Lane Facilities Throughout... Sized for Year 2025 Traffic
- All have Toll Collection Facilities Comprised of Main Lane Plazas and Ramp Plazas

Parkway Cost Comparison

Alternative	Displacements	Cost Estimate
2A - Industrial Blvd - Elevated	297	\$1,323 mil.
2B - Industrial Blvd – At Grade	245	\$ 952 mil.
3A - Combined Parkway – East Levee	31	\$ 668 mil.
3B - Combined Parkway – Modified	39	\$ 691 mil.
4 - Split Parkway – Riverside	39	\$ 726 mil.
5 - Split Parkway – Landside	59	\$ 919 mil.

Costs are in Year 2003 Dollars.

EIS Costs Include: Right of Way Acquisition, Environ. Mitigation, Construction, 20% Contingencies, Toll Facilities, Park Access, I-35E Access, Design, Testing & Inspection.

EIS Costs Exclude: Approx. \$50 million in anticipated cost shares from other agencies to reconstruct Sylvan bridge, Commerce/Beckley, I-35E bridge and raise Floodway levees.

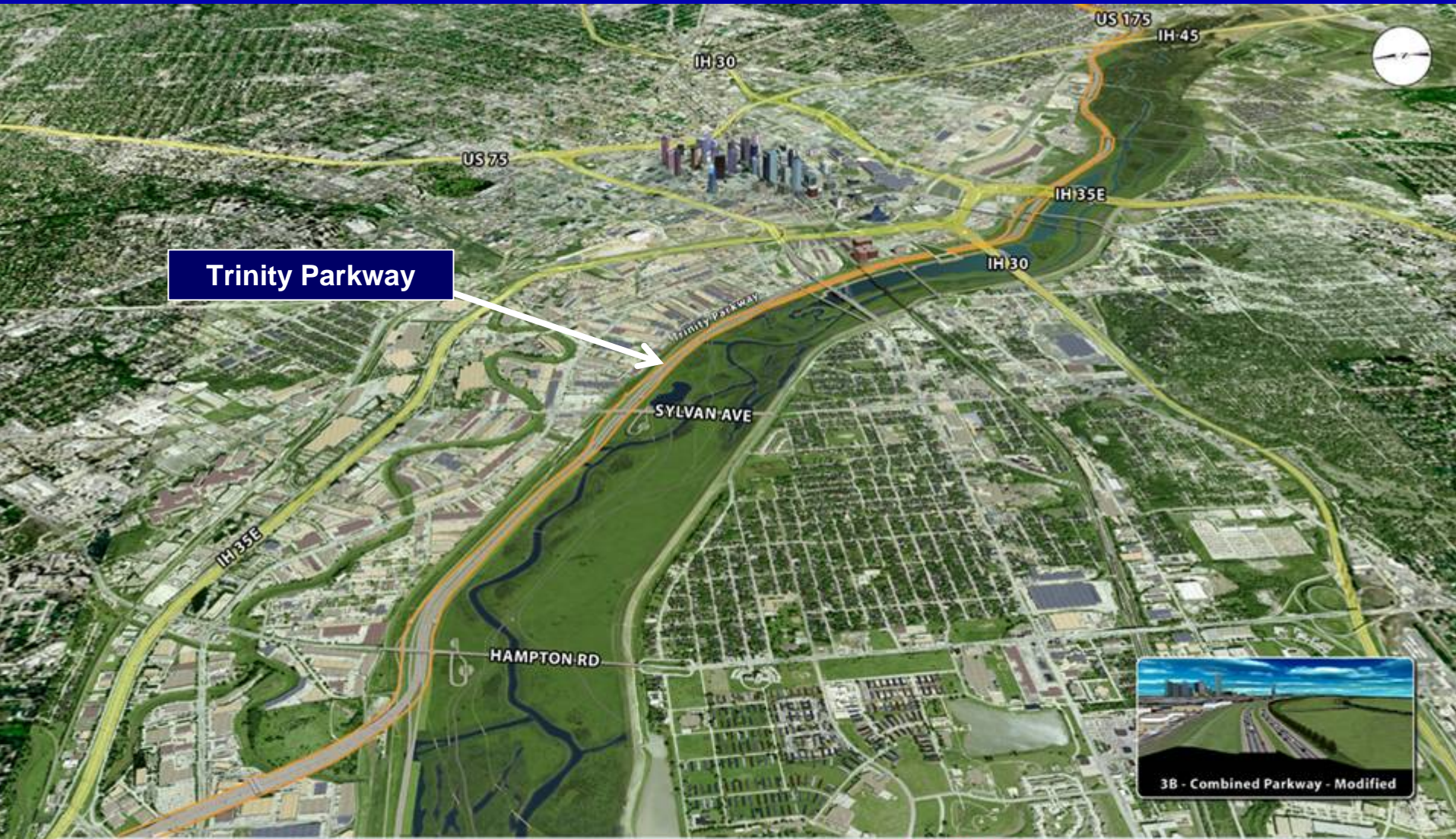
Possible Cost Sharing

- City of Dallas - \$84 million
- NTTA - \$150+ million
- State and Federal - \$434 to \$1,089 million
- Timing – 2007 thru 2010

Milestones since the October 08, 2003 Dallas City Council Briefing

- Alternative 3B was incorporated, as per the City of Dallas' request
- Updated traffic projections, and air & noise impacts, based on Mobility Plan 2025 – 2004 Update. Other data, such as cost estimates. updated as necessary.
- August 2004 – Environmental Streamlining Designation Received
- Released DEIS, Newsletter & Project Website
- Public Hearing Occurred on March 29, 2005.

Alternative 3B – Combined Modified



Trinity Parkway



Environmental Streamlining

August 19, 2004

METRO

DallasNews.com

The Dallas Morning News

Trinity project on priority list

Proposed parkway 1 of 6 projects nationally to get accelerated review

By **EMILY RAMSHAW**
Staff Writer

With the rush of afternoon traffic as a backdrop, Gov. Rick Perry and Federal Highway Administrator Mary Peters announced Wednesday the selection of Dallas' Trinity River Parkway as one of six national projects to be put on the Bush administration's priority review list.

Citing growing congestion in the Interstate 30/35E mixmaster and the slow pace of the project's environmental permitting process, Mr. Perry said the appointment should lead to faster construction — and resulting economic development.

"Every sensitive environmen-

tal issue will be studied as it should be," he said. "But instead of 10 different agencies working independently on 27 different permitting issues, they will coordinate and collaborate so this project is no longer mired in bureaucratic mud."

The decision, made by U.S. Secretary of Transportation Norman Mineta, directs federal officials to complete environmental and regulatory reviews at a faster pace, with respect for existing laws. Senior staff members from federal departments will focus on completing these projects for the next several years.

"These projects were chosen not because they are easy but because they're important," Ms. Peters said. "They still have to complete all the environmental review processes, but it doesn't need to take longer to do it."

Dallas voters approved a \$246

million bond package six years ago to fund the Trinity River Project, which includes the parkway. But environmental reviews and red tape have stalled progress.

"Clearly the biggest hurdle for us in getting the Trinity River Project visibly under way is getting authorization from the federal government to proceed," Dallas Mayor Laura Miller said. "The fact that they're leaving it needs to be on fast track in Dallas."

Mr. Perry noted that the Trinity River Parkway project's expedited review last week. Officials have been in Dallas news. Although the project will not necessarily change the construction — set for 2005 — Trinity River Parkway will definitely ease the project. "Before this project was no slack in c-

said. "This will give us some breathing room."

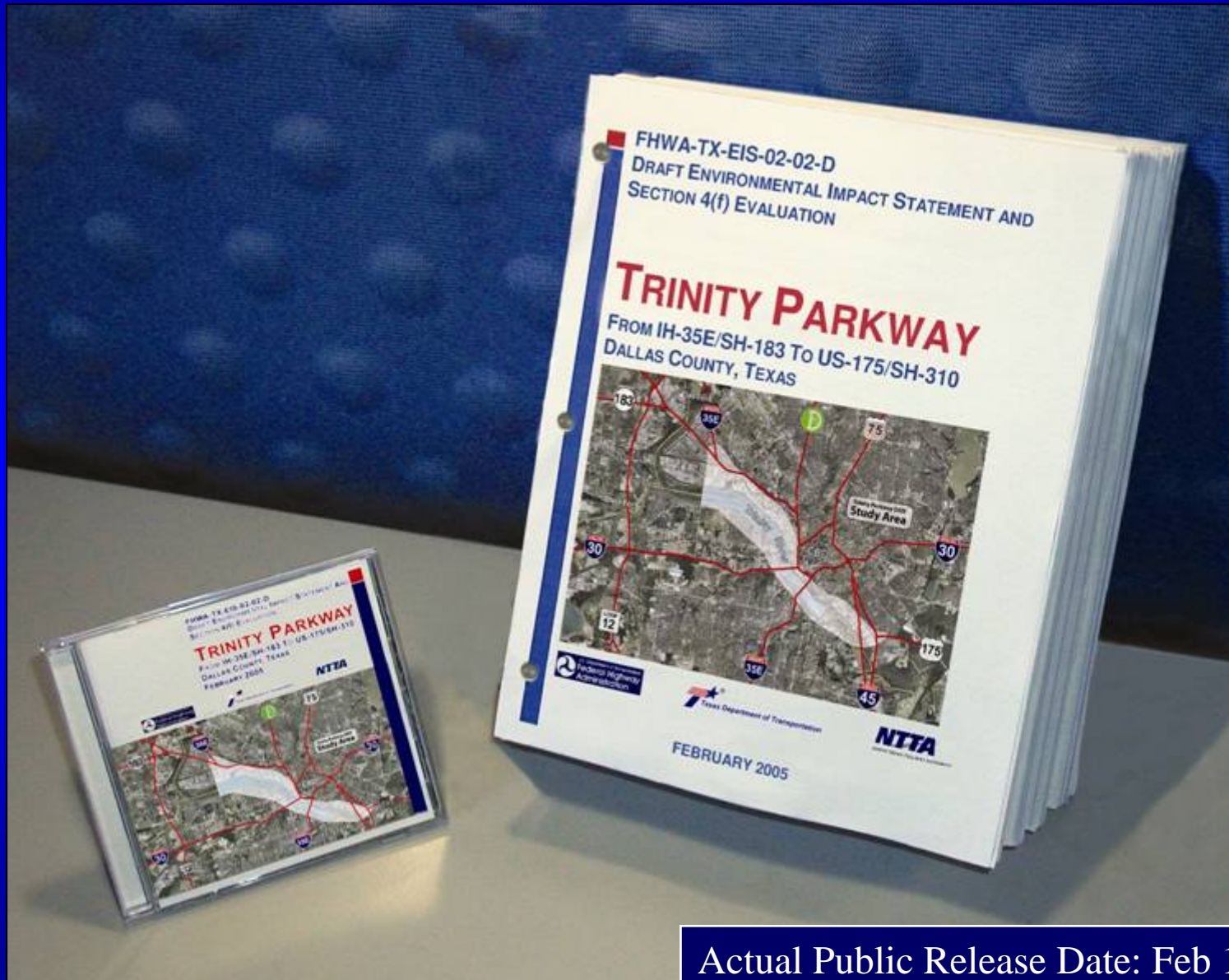
Since President Bush authorized the expedited review process in 2002, 13 projects have been designated as high priorities. In addition to the Trinity River Parkway, projects in Ohio, Utah, Georgia and Connecticut were added to the list this week.

Mr. Perry said transportation improvements in the Trinity Ri-



Aug 18, 2004
Ceremony to Announce TP
Environmental Streamlining

FHWA Authorized Release of DEIS



Actual Public Release Date: Feb 11, 2005

Public Hearing and Open House



Tuesday, March 29, 2005
Dallas Convention Center Arena
Open House – 2:00 to 6:00 p.m.
Public Hearing – 6:00 p.m.

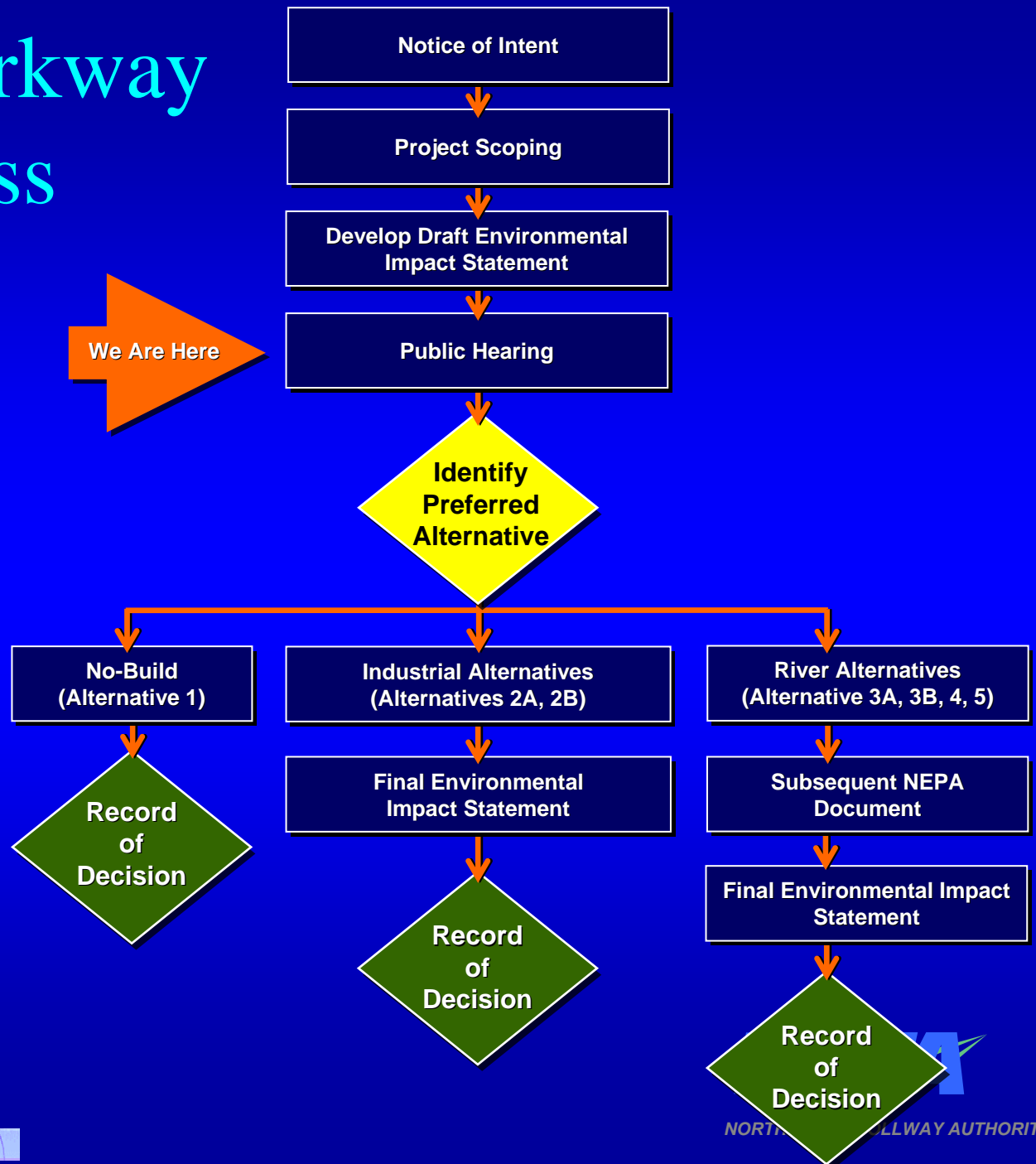
Public Comments

Public Hearing & Open House

- 155 Attendees
- 17 Speakers
- 32 Written Comments Received
- Expressed Support (Written & Oral)
 - No-Build Option – 33%
 - Combined Modified Alt. – 58%
 - Industrial Alternative – 9%
- Awaiting Agency Comments



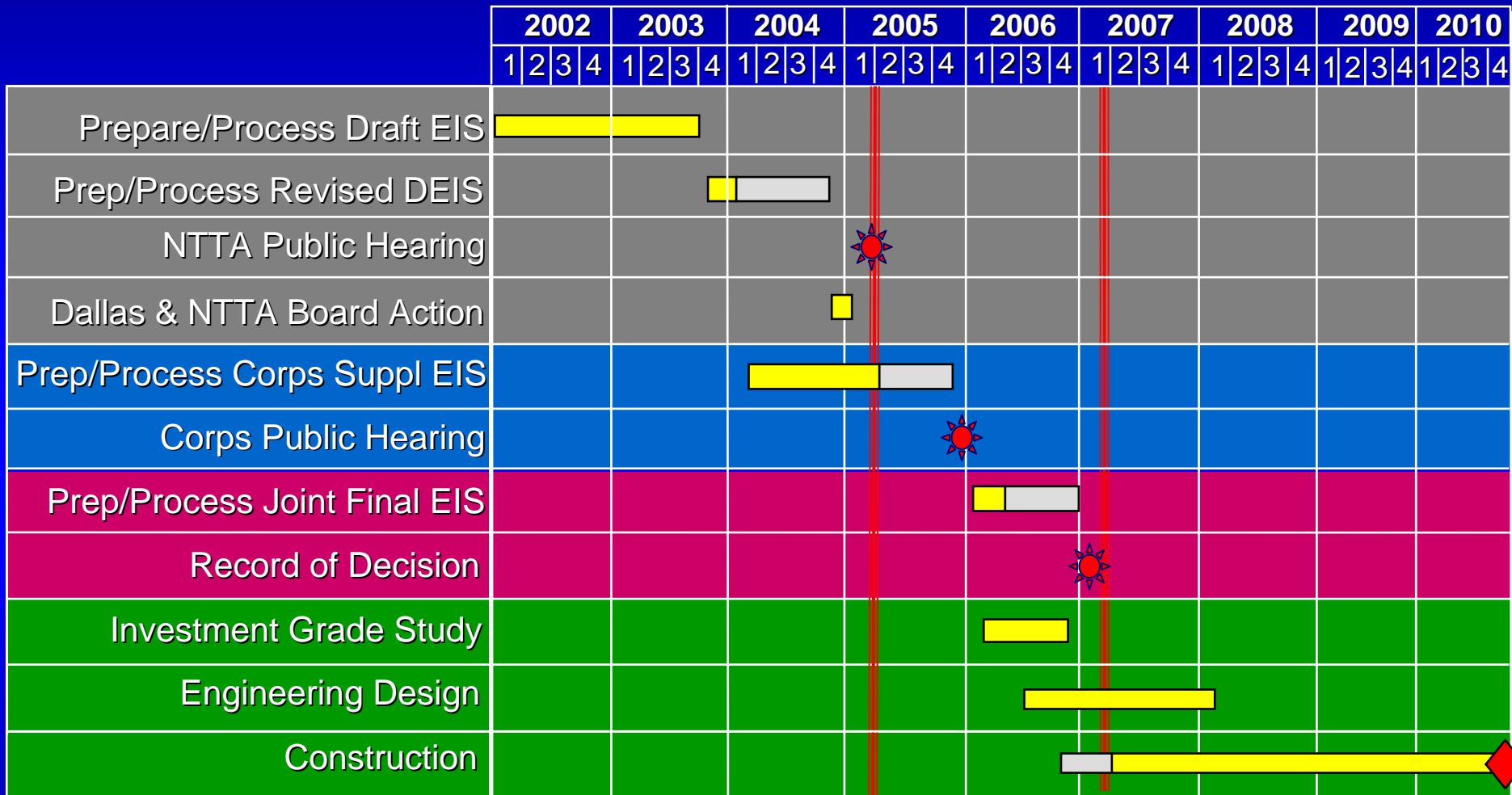
Trinity Parkway EIS Process Options



Trinity Parkway DEIS Schedule

- Public Comment Period Starts – Feb. 11, 2005
- Public Hearing / Open House – March 29, 2005
- Dallas City Council Briefing – April 6, 2005
- Public Comment Period Ends – April 8, 2005
- Dallas City Council Resolution – on Locally Preferred Roadway Alternative, Anticipated April 13, 2005
- NTTA Board Recommendation – Anticipated April 20, 2005

Long Term Tentative Schedule *



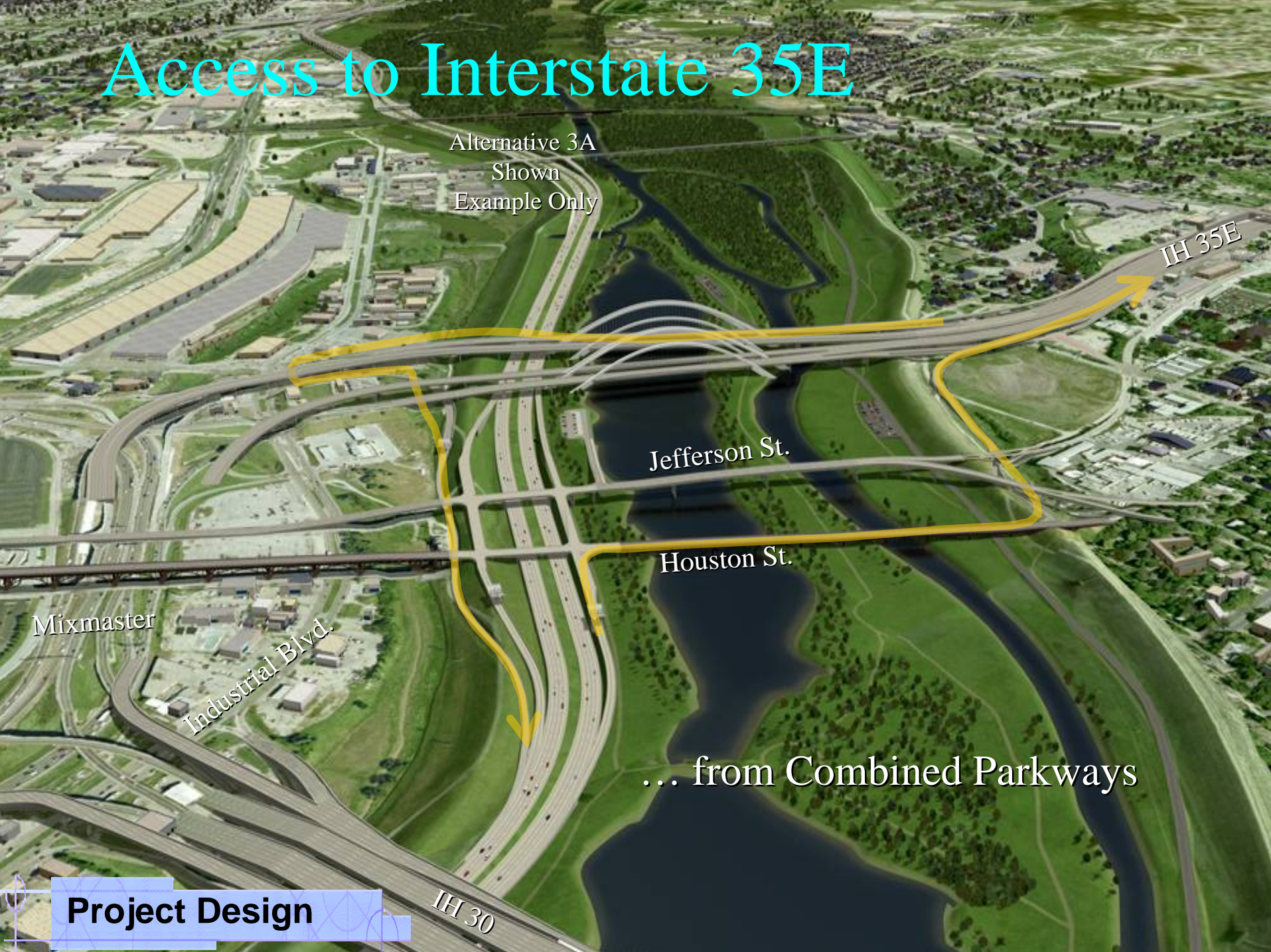
* This target schedule assumes that a roadway “build” alternative is located within the Dallas Floodway, and assumes the longest development time. This schedule does not apply in the event an Industrial roadway alternative is selected.

Trinity Parkway
EIS - Public
Involvement
Efforts



Access to Interstate 35E

Alternative 3A
Shown
Example Only



Mixmaster

Industrial Blvd.

Jefferson St.

Houston St.

IH 35E

... from Combined Parkways

Project Design

IH 30

Access to Interstate 35E

Alternative 4
Shown
Example Only



IH 35E

Jefferson St.

Houston St.

Mixmaster

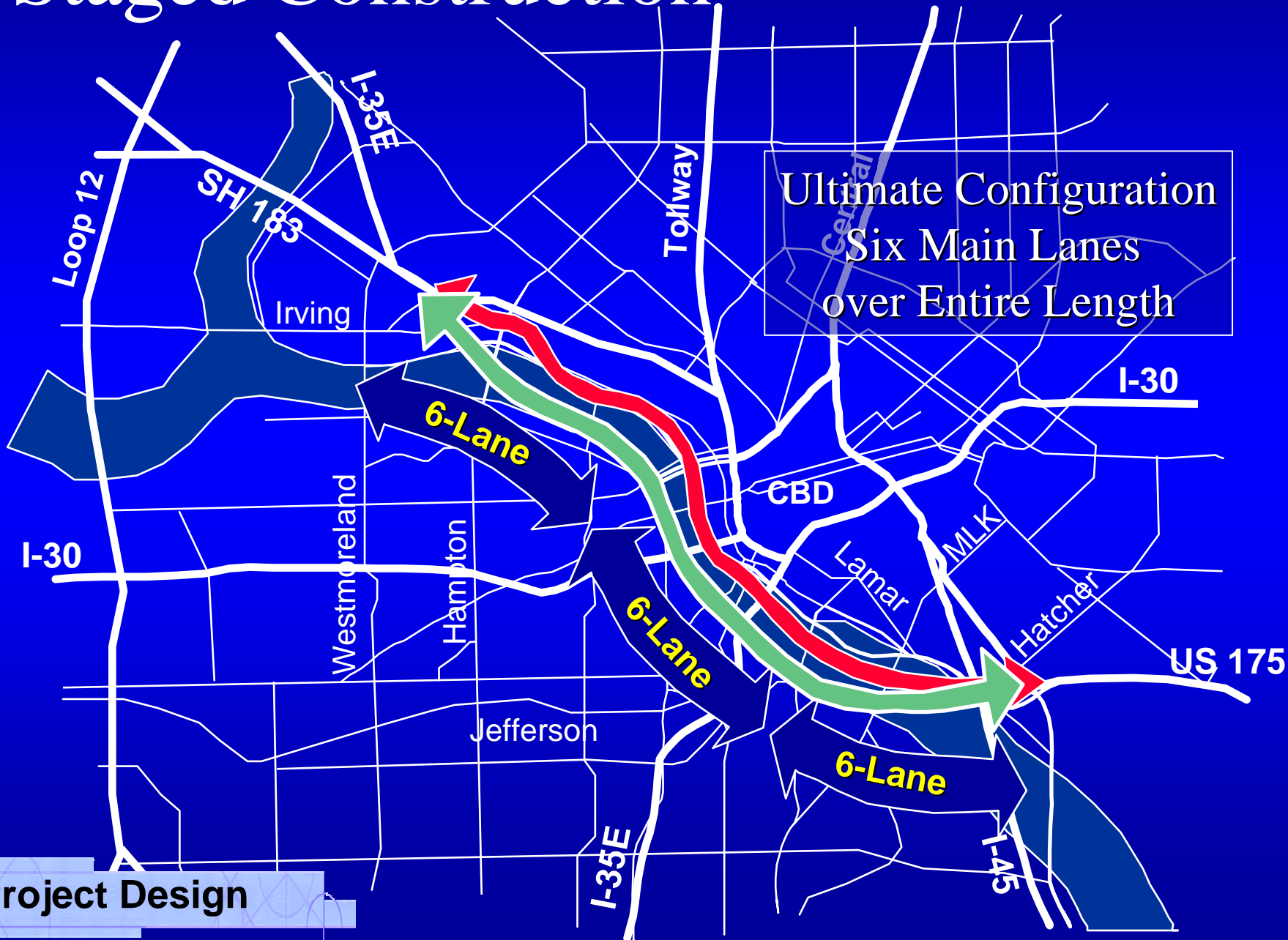
Industrial Blvd.

... from Split Parkways

IH 30

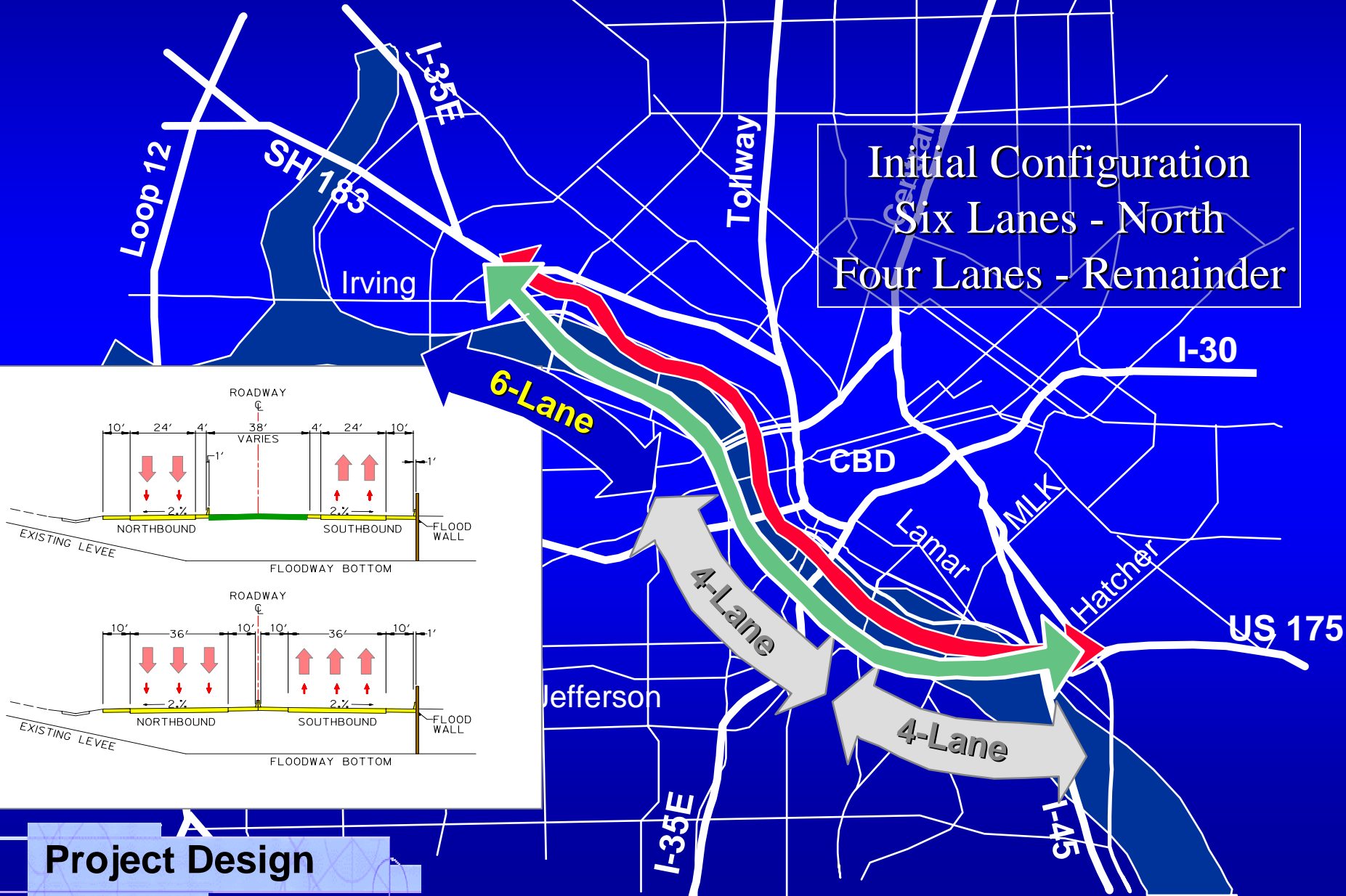
Project Design

Staged Construction



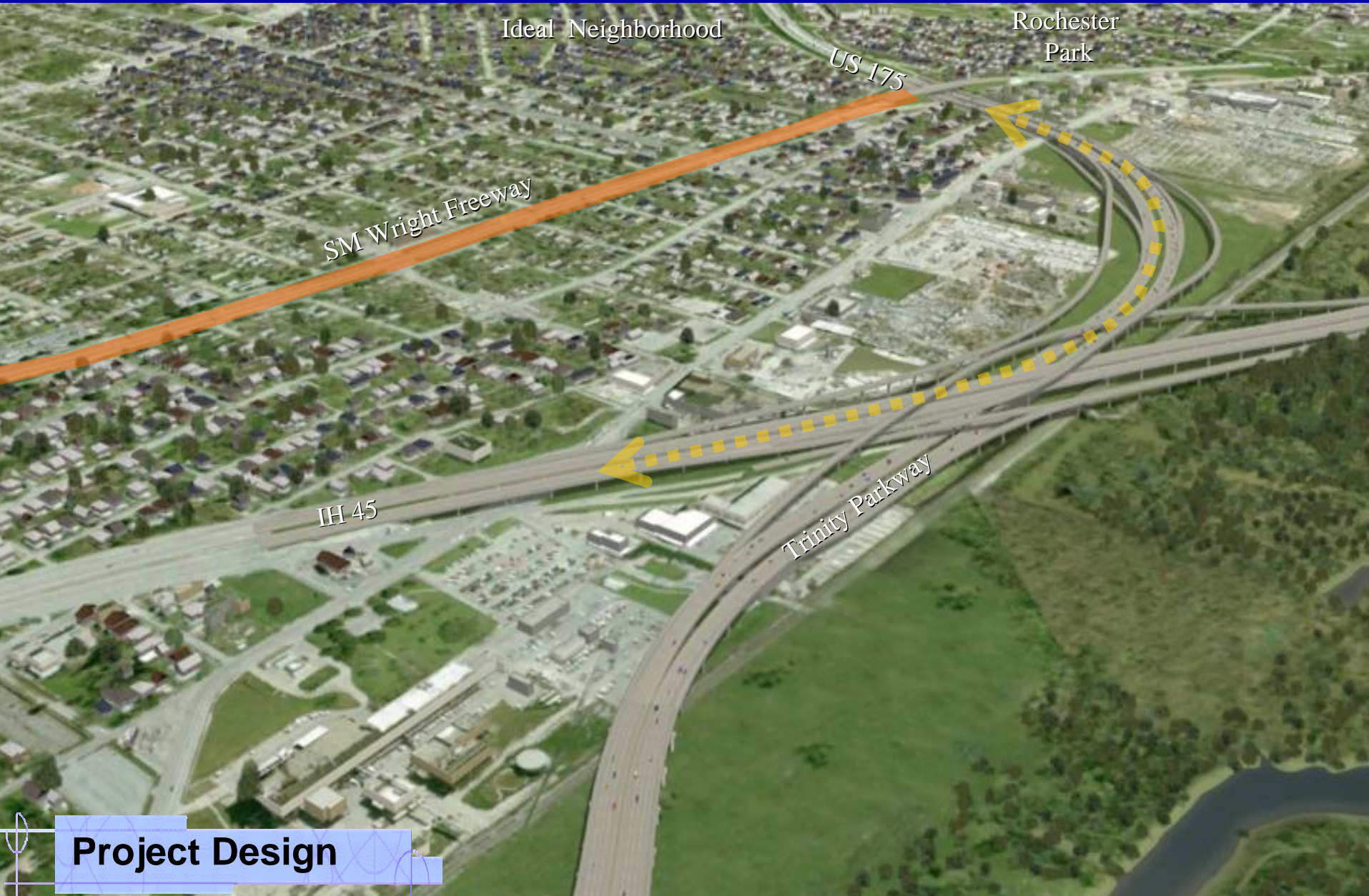
Staged Construction

Initial Configuration
Six Lanes - North
Four Lanes - Remainder



Project Design

SM Wright Freeway Downgrade



Ideal Neighborhood

Rochester Park

US 175

SM Wright Freeway

IH 45

Trinity Parkway

Trinity River Corridor Interagency Executive Team

- City of Dallas
- Dallas County
- North Texas Tollway Authority
- Texas Department of Transportation
- Federal Highway Administration
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- Texas Natural Resource Conservation Commission
- North Central Texas Council of Governments
- Texas Parks and Wildlife Dept.

Trinity Parkway EIS Highlights & Processing



Environmental Highlights

- No NTTA recommendation of an Alternative at this Stage
- Potential Historic Bridges
- Potential Historic Buildings
- Park Land & Recreation Areas
- Displacements
- Noise impacts
- Environmental Justice
- Vegetation, Wetlands & Floodplain Impacts
- Potential Joint Development Actions



NORTH TEXAS TOLLWAY AUTHORITY

Recommendation
of a Locally
Preferred
Alternative (LPA)

Key Factors in Recommending a Locally Preferred Alternative (LPA)

- Cost
- Displacements of businesses and homes
- Environmental Issues (noise, wetlands, air quality)
- Historical Site Impacts
- Access
- Economic Development Impacts
- Compatibility with Park

No one factor is significantly more important than another...

Staff Recommends

Combined-Modified Alignment

- Costs, economic impacts, access are reasonably comparable to Split-Riverside and Combined-Original alignments
- Developed specifically by the Balanced Vision Plan to be compatible with the Park amenities in the floodway
- Provides opportunity for Industrial Blvd. economic development upgrade

Impacts of Delayed Decision

- EIS schedule is extremely tight, with deadline of March 2007 to meet Air Conformity Plan
- Missed deadline means revision of EIS, using 2030 demographics
- Revision of EIS delays construction
- 2030 demographics may require a re-evaluation of environmental impacts, adding one or more years prior to construction start.

Next Steps

- Council approves Combined-Modified alignment as Locally Preferred Alternative (LPA) on April 13, 2005
- NTTA Board approves LPA as final alignment on April 20, 2005
- NTTA finalizes EIS
- Begin design (at risk) in 2006 / 2007
- Begin construction in 2007 / 2008
- Complete construction in 2011



NORTH TEXAS TOLLWAY AUTHORITY

Public Outreach & Agency Coord.

Community Advisory Work Group

- 92 Representatives and Alternates
- Co-chaired by former Dallas Councilperson Barbara Mallory Caraway & former Dallas Co. Judge Lee Jackson
- 12 Meetings averaging 44 attendees

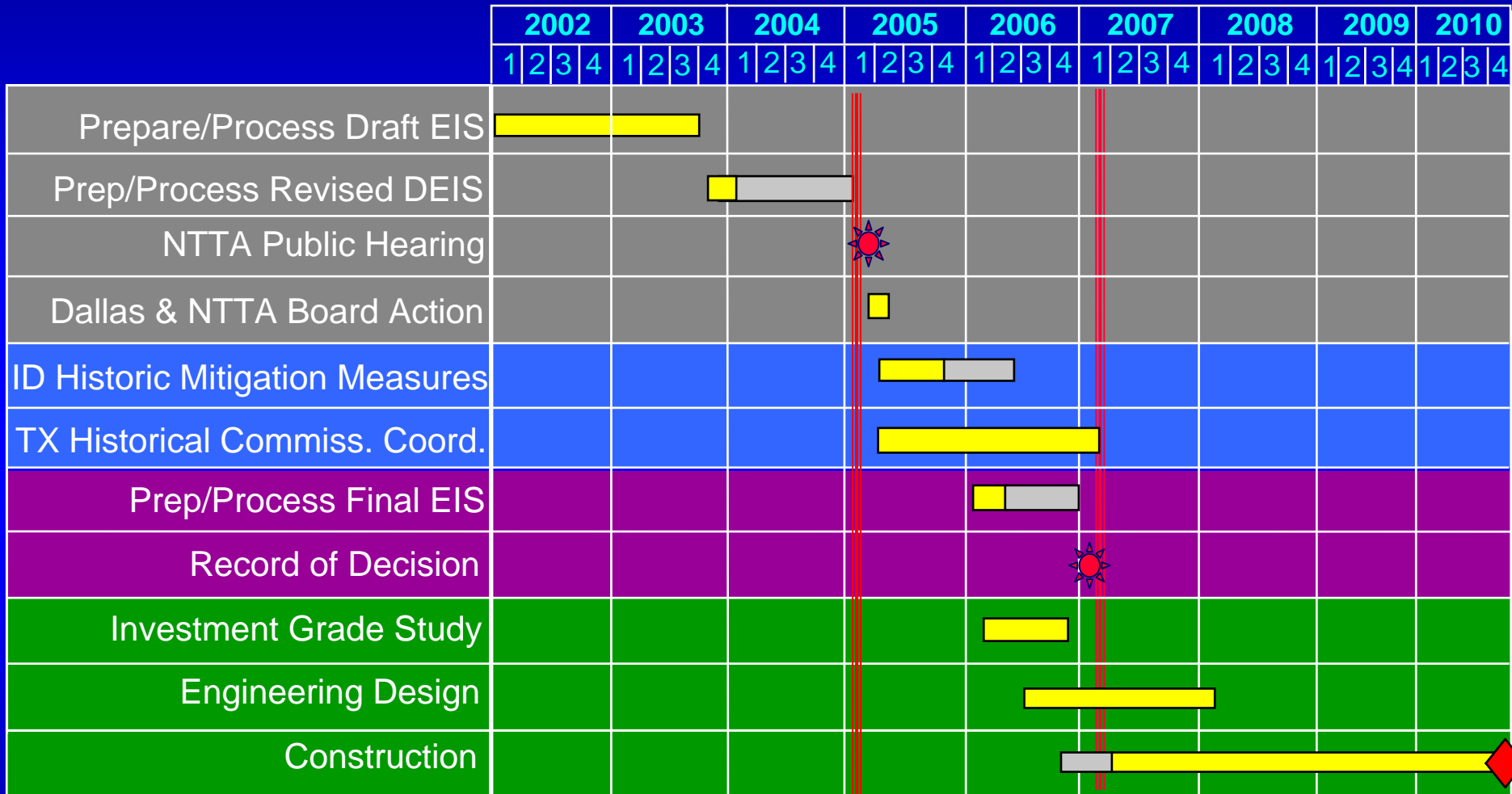
Other Public Outreach and Agency Coordination

- Public Scoping Meeting at Study Start – July 8, 1999
- 150+ Public Outreach Meetings and Presentations to General Interest Groups to Date (On-going)
- 55+ Monthly Trinity Interagency Executive Team Meetings to Date (On-going)
- 4 Southern Sector Elected Officials Briefings

Community Advisory Work Group

- Best Southwest Chamber of Commerce
- Big City Crushed Concrete
- Blackard Industries
- Cedars/Fair Park/East Dallas Neigh'd (2)
- Central Dallas Association
- Dallas Black Chamber of Commerce
- Dallas Citizen's Council
- Dallas Co. Audubon Society
- Dallas Hispanic Chamber of Commerce
- Dallas Methodist Hospitals Foundation
- Dallas Parks and Recreation Dept.
- East Oak Cliff Neighborhood (2)
- Friends of the Trinity
- Greater Dallas Chamber of Commerce
- Greater Dallas Planning Council
- Industrial Properties Corp.
- JPI Properties
- Magna Vista/Cedar Crest Neigh'd (2)
- Mixmaster Business Association
- Mobil Oil Corp.
- New Trinity Coalition
- North Oak Cliff Neighborhood (2)
- Oak Cliff Chamber of Commerce
- Oak Farms Dairy
- Save Open Space (2)
- Sierra Club
- South Central Community Develop. Corp.
- South Dallas Neighborhood (2)
- Stemmons Corridor Business Assoc.
- Texas Comm. on Natural Resources
- Texas Trails Network
- The Dallas Plan
- Trammell Crow Co.
- Trinity River Corridor Citizens Comm. (6)
- Trinity Improvement Association
- West Dallas Business Association
- West Dallas East of Hampton Neigh'd (2)
- West Dallas West of Hampton Neigh'd (2)
- West Dallas Neighborhood Devel Corp.
- Woodbine Development Corp.

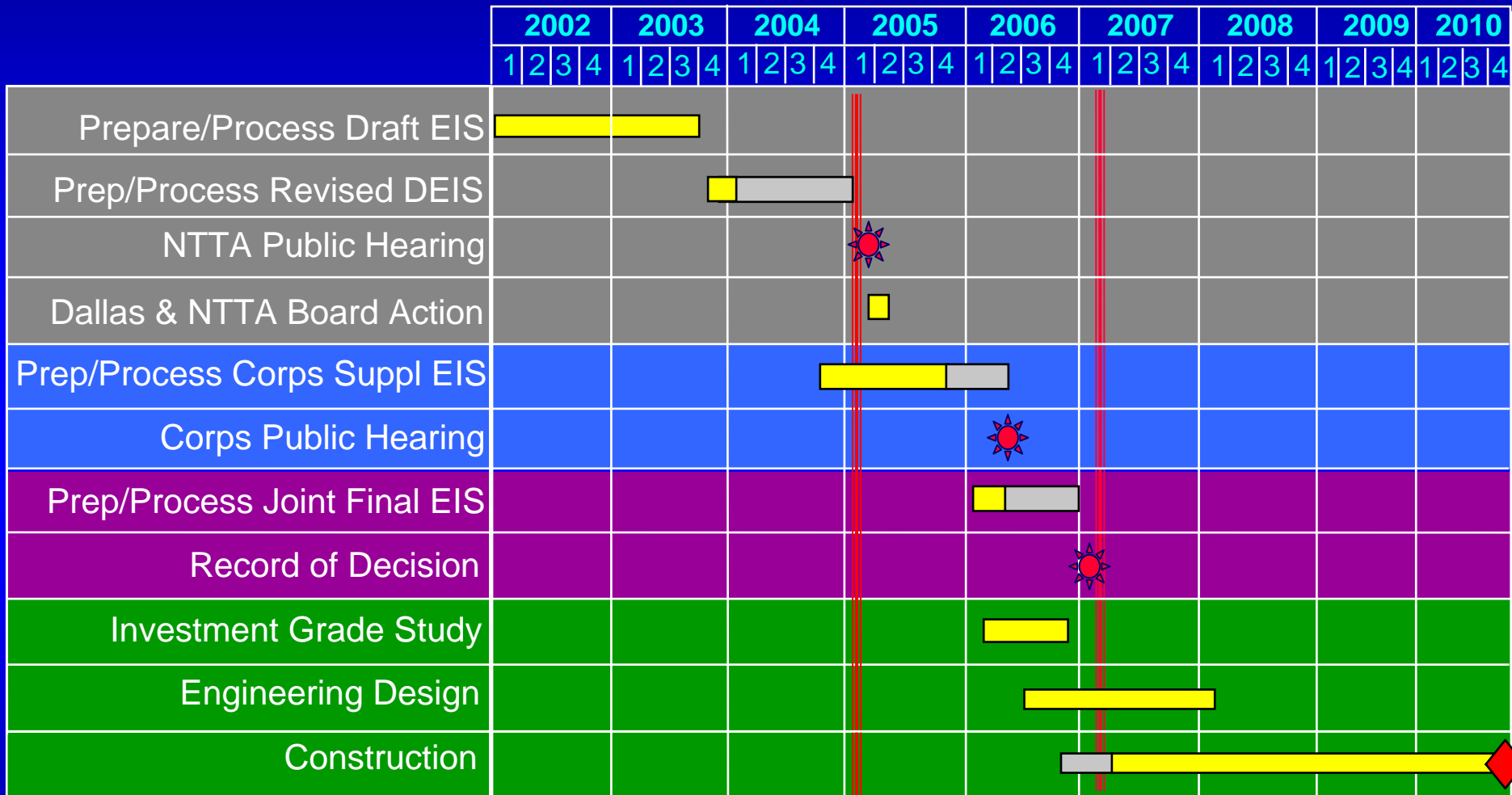
Long Term Tentative Schedule (Alts. 2A/2B) *



* This target schedule assumes that a roadway “build” alternative is located within the Irving/Industrial Blvd. corridor (Alts. 2A or 2B). This schedule does not apply in the event a river corridor roadway (Alternative 3A, 3B, 4 or 5) is selected.

The design, funding, and construction of a Tollway is a long and complicated process. Ultimate funding and construction is dependent upon many factors not in the control of the NTTA or other governmental entities. A substantial amount of information must be obtained and many decisions must be made by the NTTA Board of Directors and other entities before the project can go forward. No one should rely upon the statements made in this document regarding the status of the project or statements made regarding other projects as a basis for making a financial decision.

Long Term Tentative Schedule (Alts. 3A-5) *



* This target schedule assumes that a roadway “build” alternative is located within the Dallas Floodway, and assumes the longest development time. This schedule does not apply in the event an Industrial roadway alternative is selected.

Environmental Summary (Partial Listing)

Topic	1 No- Build	2A Industrial Elevated	2B Industrial At-Grade	3A Combined Riverside	3B Combined Modified	4 Split Riverside	5 Split Landside
Right-of-Way Area Required (Acres)	--	252.1	342.3	393.1	393.5	495.2	393.6
Commercial Displacements (Bldgs)	--	281	234	23	31	26	35
Residential Relocations	--	13	9	8	10	13	24
Public Displacements – Facilities/ (Bldgs)	--	3 (4)	4 (7)	--	--	--	4 (7)
2025 Traffic Volume (ADT at Sylvan)	--	95,500	95,500	98,200	97,200	98,200	98,200
Total Historical Sites Affected							
Potential Historic Districts	--	1	1	--	--	--	--
Potential Historic Property	--	4	1	--	--	--	1
Potential Historic Bridges	--	2	1	5	5	5	6
Parks & Rec. Area Affected (Acres)	--	0	0	171	152	205	14
100-Yr. Floodplain Impacts (Acres)	--	39	56	345	333	442	324
Wetland & Jurisdictional Water (Ac)	--	--	<3	155	155	153	<6
High Quality Wildlife Habitat (Acres)	--	7	7	7	7	7	7
Noise Receivers Impacted	--	209	202	128	128	166	226
Consistent with Env Justice Order	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Potential for Joint Development	No	No	No	Yes	Yes	Yes	Yes
Local Government Support	No	No	No	No	Yes	No	No