

Memorandum



CITY OF DALLAS

DATE 11 April 2014

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem
Monica Alonzo, Mayor Pro Tem Tennell Atkins, Sandy Greyson, Sheffie Kadane

SUBJECT Trinity Parkway Environmental Impact Statement

On Monday, 14 April 2014, you will be briefed on the Trinity Parkway Environmental Impact Statement. The briefing materials are attached for your review.

Please let me know if you have any questions or need additional information.

for 
Jill A. Jordan, P.E.
Assistant City Manager



THE TRINITY
DALLAS

C: A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, (I) First Assistant City Manager
Forest E. Turner, Assistant City Manager

Joey Zapata, Assistant City Manager
Charles M. Cato, (I) Assistant City Manager
Theresa O'Donnell, (I) Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Shawn Williams, (I) Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council



Trinity Parkway Briefing

presented to
City of Dallas Transportation &
Trinity River Project Committee

Dan Chapman, P.E.

Trinity Parkway Corridor Manager

14 April 2014



Agenda

- Public Hearing Logistics and Notifications
- Review of Public Hearing Content
- Relationship between Dallas Floodway Project (Floodway) and Trinity Parkway Project (Parkway) Planning Processes
- Next Steps

Public Hearing Logistics

- Thursday, April 24, 2014
- Kay Bailey Hutchison Convention Center Arena
- Open house from 5:00 PM to 7:00 PM
- Presentation begins promptly at 7:00 PM
- 20 minute recess
- Public comments
- To be included in the record, all comments must be received or postmarked on or before Monday, May 5, 2014

Public Comment Process

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

Public Hearing Notifications

- Publication of notices of availability and public hearing:
 - *Federal Register*, Friday 3/21/2014
 - *Texas Register*, Friday 3/21/2014
 - *Al Dia*, Saturdays 3/22, 3/29, 4/5 and 4/12/2014 (w/display ad)
 - *Dallas Weekly*, Thursday 3/27, 4/3, 4/10 and 4/17/2014 (w/display ad)
 - *Dallas Morning News*, Saturday 3/22, Sunday 3/30, Sunday 4/6 and Sunday 4/13/2014 (w/display ad)

NOTICE OF PUBLIC HEARING AND NOTICE OF AVAILABILITY

TRINITY PARKWAY

**FINAL ENVIRONMENTAL IMPACT STATEMENT
City of Dallas, Dallas County, Texas**

The North Texas Tollway Authority (NTTA), in cooperation with the Texas Department of Transportation (TxDOT), will conduct a formal Public Hearing on Thursday, April 24, 2014, at 7:00 p.m., at the Kay Bailey Hutchison Convention Center Arena, located at 650 S. Griffin Street, Dallas, 75202, to discuss the proposed Trinity Parkway Project in the City of Dallas, Dallas County, Texas (the Project). The limits of the Project extend from the Interstate Highway (IH) 35E/State Highway (SH) 183 interchange to the United States Highway (US) 175/SH 310 interchange to the south for a distance of approximately 9 miles. The Project corridor includes a portion of the Dallas Floodway of the Trinity River, located on the west side of downtown Dallas. An Open House will be held from 5:00 p.m. to 7:00 p.m. prior to the Public Hearing at the same location to allow for questions and review of project exhibits. NTTA and TxDOT staff will be present to answer questions regarding the Project at the Open House. The formal Public Hearing presentation will begin promptly at 7:00 p.m. followed by a formal public comment period.

The purpose of the Public Hearing is to inform the public and agencies and solicit comments on the schematic plans for the Project alternatives and on the Final Environmental Impact Statement (FEIS). While not traditionally provided after the FEIS stage of project development, due to public interest in the Project, the NTTA, TxDOT, and the Federal Highway Administration (FHWA) have agreed to provide an additional Public Hearing after the FEIS was made available to the public.

The primary purpose of the Project is to provide a safe and efficient transportation solution to manage traffic congestion and improve safety in the area of the Dallas Central Business District. As proposed, the Project involves the construction of a six-lane controlled access toll facility with local street interchanges, and freeway-to-tollway interchanges at IH 35E/SH 183, US 175/SH 310, Woodall Rodgers Freeway, and IH 45. The Project would be grade separated at crossings of existing highways and local arterial streets. The number and configuration of interchanges vary among the Build Alternatives considered.

The FEIS was prepared by the NTTA, the FHWA, and TxDOT, in cooperation with the U.S. Army Corps of Engineers (USACE) and the U.S. Environmental Protection Agency (USEPA), and provides new or additional information and analysis performed since the publication of the Supplemental Draft Environmental Impact Statement (SEIS) in February 2009 and the Limited Scope Supplemental (LSS) in March 2012. The FEIS presents an analysis of information relating to the four Build Alternatives (Alternatives 2A, 2B, 3C, and 4B) under consideration as well as the No-Build Alternative (Alternative 1), and information about these alternatives will be presented at the Public Hearing. Alternatives 2A (elevated facility) and 2B (at-grade facility) would generally follow existing Irving/Reverfont (Industrial) Boulevard. Alternative 3C would generally follow along the east levee inside of the Dallas Floodway, and Alternative 4B would be a split configuration with north and southbound lanes generally following along inside the east and west Dallas Floodway levees, respectively.

The FEIS presents an analysis of expected impacts of the Build Alternatives as assessed in the SEIS/LSS and explains the recommendation of Build Alternative 3C for further design refinements and updated environmental impact analyses. The proposed project could affect (beneficially or adversely) land use, single-family residences, businesses, socio-economic conditions, wetlands and jurisdictional waters of the U.S., floodplains, water quality, air quality, noise conditions, cultural resources, parklands, visual quality, and hazardous materials. Alternative 3C would have an adverse effect on the historic Continental Avenue Viaduct. Alternative 3C would impact approximately 305 acres of the Federal Emergency Management Agency 100-year floodplain, and is considered a significant and longitudinal encroachment in the Dallas Floodway. The right-of-way for Build Alternative 3C would be approximately 559 acres. Potential displacements for this alternative would be three single-family residences and 27 commercial buildings.

Information concerning the NTTA's Relocation and Assistance Program will be discussed at the Public Hearing. The benefits and services for displaced residential and commercial property owners can also be obtained from the NTTA. The NTTA is committed to coordinate available programs provided by Workforce Solutions Greater Dallas to help minimize or mitigate for adverse impacts to business owners and individual employees as an anticipated result of the Project's implementation.

Conceptual schematic drawings depicting the geometric design, the FEIS, and other Project-related information will be displayed at the Open House and Public Hearing. The FEIS and conceptual schematic drawings are available for public inspection and review at the following places: City of Dallas, 1500 Marilla Street, Room 688, Dallas 75201; Dallas County, 411 Elm Street, 4th Floor, Dallas 75202; NTTA Offices, 5900 W. Plano Parkway, Suite 100, Plano 75093; TxDOT—Dallas District Library, 4777 E. Highway 80, Mesquite 75150; and the North Central Texas Council of Government's headquarters—Center Point Two, 1st Floor, 616 Six Flags Drive, Arlington 76011. The FEIS may also be obtained on the NTTA homepage via the internet at www.ntta.org. Select Roads & Projects on the NTTA homepage, and then click on 'Trinity Parkway' under the 'Future Projects' category. Finally, click on 'Project Meeting Materials' (<https://www.ntta.org/roadsprojects/futproj/trihwy/Pages/Project-Meeting-Materials.aspx>).

Copies of the FEIS are also available for public review at the following locations: J. Erik Jonsson Central Library, 1515 Young Street, Dallas 75201; Martin Luther King Jr. Branch Library, 2922 Martin Luther King Jr. Boulevard, Dallas 75215; Dallas West Branch Library, 2332 Singleton Boulevard, Dallas 75212; North Oak Cliff Branch Library, 302 W. Tenth Street, Dallas 75208; Oak Lawn Branch Library, 4100 Cedar Springs Road, Dallas 75219; Pleasant Grove Branch Library, 7310 Lake June Road, Dallas 75217; Dallas Regional Chamber, 500 N. Akard Street, Suite 2600, Dallas 75201; Oak Cliff Chamber of Commerce, 1001 N. Bishop Avenue, Dallas 75208; Dallas Black Chamber of Commerce, 2838 Martin Luther King Jr. Boulevard, Dallas 75215; Greater Dallas Hispanic Chamber of Commerce, 4622 Maple Avenue, Suite 207, Dallas 75219; Greater Dallas Asian American Chamber of Commerce, 7610 Stemmons Freeway, Suite 690, Dallas 75247; Downtown Dallas, 801 Main Street, Suite 7100, Dallas 75202; West Dallas Multipurpose Center, 2828 Fish Trap Road, Dallas 75212; St. Philip's School and Community Center, 1600 Pennsylvania Avenue, Dallas 75215; Exline Recreation Center, 2525 Pine Street, Dallas 75215; and TR Hoover Community Development Corporation, 5106 Bexar Street, Dallas 75215. Copies of the FEIS (both electronic and paper) may be requested online at trinityparkway@ntta.org or by mail. Written requests should be submitted to NTTA, Attn: Corridor Manager, Re: Trinity Parkway Project, P.O. Box 260729, Plano, TX 75026. Paper copies are available for \$320.00 plus shipping and handling, and a CD-ROM of the document in Adobe Acrobat format is available for \$10.00 plus shipping and handling.

Persons interested in attending the Public Hearing who have special communication or accommodation needs are encouraged to contact the NTTA at 214-224-3062 or by email at trinityparkway@ntta.org at least three (3) working days prior to the Public Hearing. Because the Public Hearing will be conducted in English, any request for language interpreters or other special communication needs should also be made at least three (3) working days prior to the hearing. The NTTA will make all reasonable efforts to accommodate these needs.

All interested parties are invited to attend this Public Hearing and Open House. Verbal and written comments relative to the Project and the FEIS may be presented at the hearing or written comments may be submitted to NTTA, Attn: Corridor Manager, Re: Trinity Parkway Project, P.O. Box 260729, Plano, TX 75026. Comments will also be accepted by email at trinityparkway@ntta.org. All comments must be received or postmarked on or before Monday, May 5, 2014, to be included in the Public Hearing record. Substantive comments not addressed in the FEIS will be noted in the Record of Decision (ROD). FHWA will execute a ROD no sooner than 30 days from the date of publication of the Notice of Availability (NOA) of the FEIS in the Federal Register.

Consent from a ROD from FHWA/USACE authorization pursuant to 33 United States Code Section 408 would be required due to the proposed location of the Project within the Dallas Floodway. Approximately 66 acres of waters of the U.S., including wetlands, would be impacted by Alternative 3C, and USACE authorization pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act of 1899 would also be required. USACE is proposing to utilize CESWF-09-RGP-12 Regional General Permit 12 (RGP-12) for the modification and alteration of Corps of Engineers Project for this action. The Texas Commission on Environmental Quality (TCEQ) has certified pursuant to Section 401 of the CWA and Title 30, Texas Administrative Code (TAC), Chapter 279, for activities for which it is responsible, and that result in the loss of less than 0.5 acre of waters of the state, that activities conducted under RGP-12 should not result in a violation of established Texas Water Quality Standards provided that the Standard Provisions are followed. Since impacts to waters of the U.S. result in the loss of greater than 0.5 acre of waters of the U.S., Section 401 water quality certification for the Trinity Parkway is being requested during the USACE Section 408 review process under the scope of RGP-12. Since USACE is a Cooperating Agency on this FEIS, USACE is utilizing this NOA to make the public aware that, concurrent with USACE processing of this Department of the Army application, the TCEQ is reviewing this application under Section 401 of the CWA, and 30 TAC Sections 279.1 - 13 to determine if the work would comply with State water quality standards. By virtue of an agreement between USACE and TCEQ, this public notice is also issued for the purpose of advising all known interested persons that there is pending before the TCEQ a decision on water quality certification under such act. Any comments concerning the Section 401 Water Quality Certification application may be submitted to the Texas Commission on Environmental Quality, 401 Coordinator, MSC-150, P.O. Box 13087, Austin, Texas 78711-3087 by Monday, May 5, 2014. The TCEQ may conduct a public meeting to consider all comments concerning water quality if requested in writing. A request for a public meeting must contain the following information: the name, mailing address, application number, or other recognizable reference to the application; a brief description of the interest of the requester, or of persons represented by the requester; and a brief description of how the application, if granted, would adversely affect such interest.

NOTICE OF PUBLIC HEARING

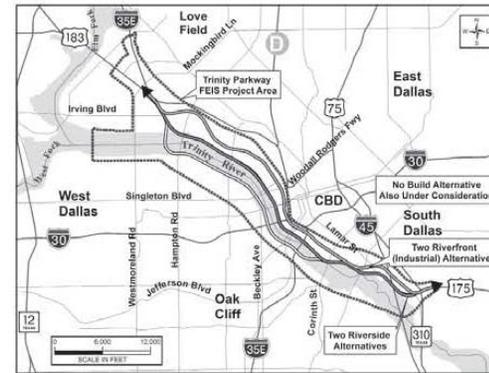
Thursday, April 24, 2014

TRINITY PARKWAY

FINAL ENVIRONMENTAL IMPACT STATEMENT

The North Texas Tollway Authority (NTTA) in cooperation with the Texas Department of Transportation (TxDOT) is hosting a formal public hearing and open house for the proposed Trinity Parkway project within the City of Dallas. The Hearing will inform the public and solicit comments on the schematics for the proposed project alternatives and on the Final Environmental Impact Statement (FEIS) for the proposed tolled facility. The limits of the proposed project extend from the Interstate Highway (IH) 35E/State Highway (SH) 183 interchange to the United States (US) Highway 175/SH 310 interchange to the south for a distance of approximately nine miles.

The FEIS presents new information relative to the proposed Trinity Parkway and presents the recommended build alternative.



OPEN HOUSE: 5 p.m.-7 p.m.

PUBLIC HEARING: 7 p.m.

LOCATION: Kay Bailey Hutchison Convention Center Arena, 650 S. Griffin Street, Dallas, 75202

Free parking is available in the Convention Center parking garage

A copy of the FEIS document may be obtained on the NTTA Website via the Internet at www.ntta.org. Select 'Roads & Projects' on the NTTA homepage, and then click on 'Trinity Parkway' under the 'Future Projects' category. Finally, click on 'Project Meeting Materials' (<https://www.ntta.org/roadsprojects/futproj/trihwy/Pages/Project-Meeting-Materials.aspx>). Also, please visit the NTTA Website for a complete list of locations where the documents can be viewed.

Persons interested in attending the Public Hearing who have special communication or accommodation needs should contact the NTTA at 214-224-3062 or by email at trinityparkway@ntta.org at least three (3) working days prior to the Public Hearing.

Public Hearing Notifications

- Approximately 200 letters and notices mailed March 18th to local, state and federal officials
- More than 1,900 notices mailed March 19th to abutting property owners, commenters on previous documents, and community stakeholders
- NTTA customer e-newsletter on March 31st to 728,000 subscribers (w/link to formal notice)
- Information posted on USACE and TxDOT websites
- NTTA press release two weeks in advance of public hearing

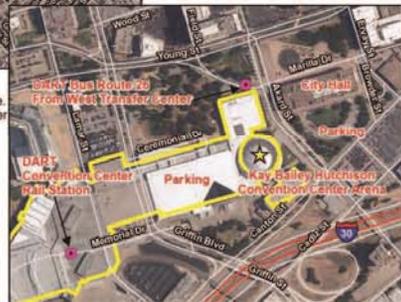
Driving Directions to the Kay Bailey Hutchison Convention Center Arena:

- On Central Expressway (U.S. 75)**
Take U.S. 75 southbound. Take exit to I-35E/U.S. 77 to Field Street. Turn left under the freeway and veer to the right onto Griffin Street. The Convention Center is straight ahead.
- On the Tollway**
Go south on the Dallas North Tollway. Take the Harry Hines/Downtown exit to Field Street to Griffin Street. The Convention Center is straight ahead.
- On Highway 183 / I-35E**
Go south on I-35E. Take the I-45/U.S. 75 exit to the Griffin Street exit. The Convention Center is straight ahead. On I-35E from the South, take I-35E northbound. Take I-30 east to Griffin/Lamar exit. Stay in the left lane as you exit to continue on Griffin Street. The Convention Center is straight ahead.
- On I-30**
Take I-30 westbound to Dallas. Take the Downtown/Ervey Street exit from the left lane of the freeway. As you exit, you will be on Griffin Street. The Convention Center is straight ahead.
- On I-45**
Take I-45 northbound. Take I-30 West to Downtown/Ervey Street exit to Griffin Street. The Convention Center is straight ahead.



Como llegar al Kay Bailey Hutchison Convention Center Arena:

- Desde Central Expressway (U.S. 75)**
Tomar U.S. 75 sur. Tomar rampa de salida a I-35E/U.S. 77 a Field Street. Viente a la izquierda por debajo de la autopista e incorporarse por el carril derecho hasta Griffin Street. Llegará de frente al Convention Center.
- Desde el Tollway**
Tomar Dallas North Tollway sur. Tomar rampa de salida Harry Hines/Downtown hacia Field Street e incorporarse por el carril derecho hasta Griffin Street. Llegará de frente al Convention Center.
- Desde el Highway 183 / I-35E**
Tomar I-35E sur. Tomar rampa de salida hacia I-45/U.S. 75 y a continuación rampa de salida hacia Griffin Street. Llegará de frente al Convention Center. Desde I-35E de sur a norte, tomar I-30E norte. Tomar I-30 este hacia rampa de salida a Griffin/Lamar. Mantenerse por carril izquierdo hasta incorporarse a Griffin Street. Llegará de frente al Convention Center.
- Desde I-30**
Tomar I-30 oeste hacia Dallas. Tomar rampa de salida hacia Downtown/Ervey Street por el carril izquierdo. Al tomar esta salida estará incorporándose en Griffin Street. Llegará de frente al Convention Center.
- Desde I-45**
Tomar I-45 norte. Tomar rampa de salida I-30 oeste y rampa de salida Downtown/Ervey Street así incorporándose hasta Griffin Street. Llegará de frente al Convention Center.



Free parking will be provided in the Convention Center garage. Additional parking at City Hall surface lot. (Meters are free after 5:00 p.m.)

Public Transportation: The site is served by DART Bus and Rail Service.

Para estacionarse: El estacionamiento será gratuito en el garage del Convention Center. Habrá estacionamiento adicional en el lote de City Hall. (Estacionómetros gratuitos a partir de las 5:00 p.m.)

Transporte Público: Servicio de DART autobuses y metro riel disponibles.

TRINITY PARKWAY

City of Dallas, Dallas County, Texas

NOTICE OF PUBLIC HEARING

Date: April 24, 2014, Open House from 5:00 p.m. to 7:00 p.m., Public Hearing at 7:00 p.m.
Location: Kay Bailey Hutchison Convention Center Arena, 650 S. Griffin Street, Dallas, 75202

NOTICE OF AVAILABILITY FINAL ENVIRONMENTAL IMPACT STATEMENT

The FEIS presents new information relative to the proposed Trinity Parkway, and presents the recommended build alternative.

More information is available at www.ntta.org



Project Study Area

AVISO DE UNA AUDIENCIA PUBLICA

Fecha: 24 de abril de 2014, Exposición de 5:00 p.m. a 7:00 p.m., y Audiencia Pública a las 7:00 p.m.
Ubicación: Kay Bailey Hutchison Convention Center Arena, 650 S. Griffin Street, Dallas, 75202

NOTIFICACION DE DISPONIBILIDAD DECLARATION OF IMPACT AMBIENTAL FINAL

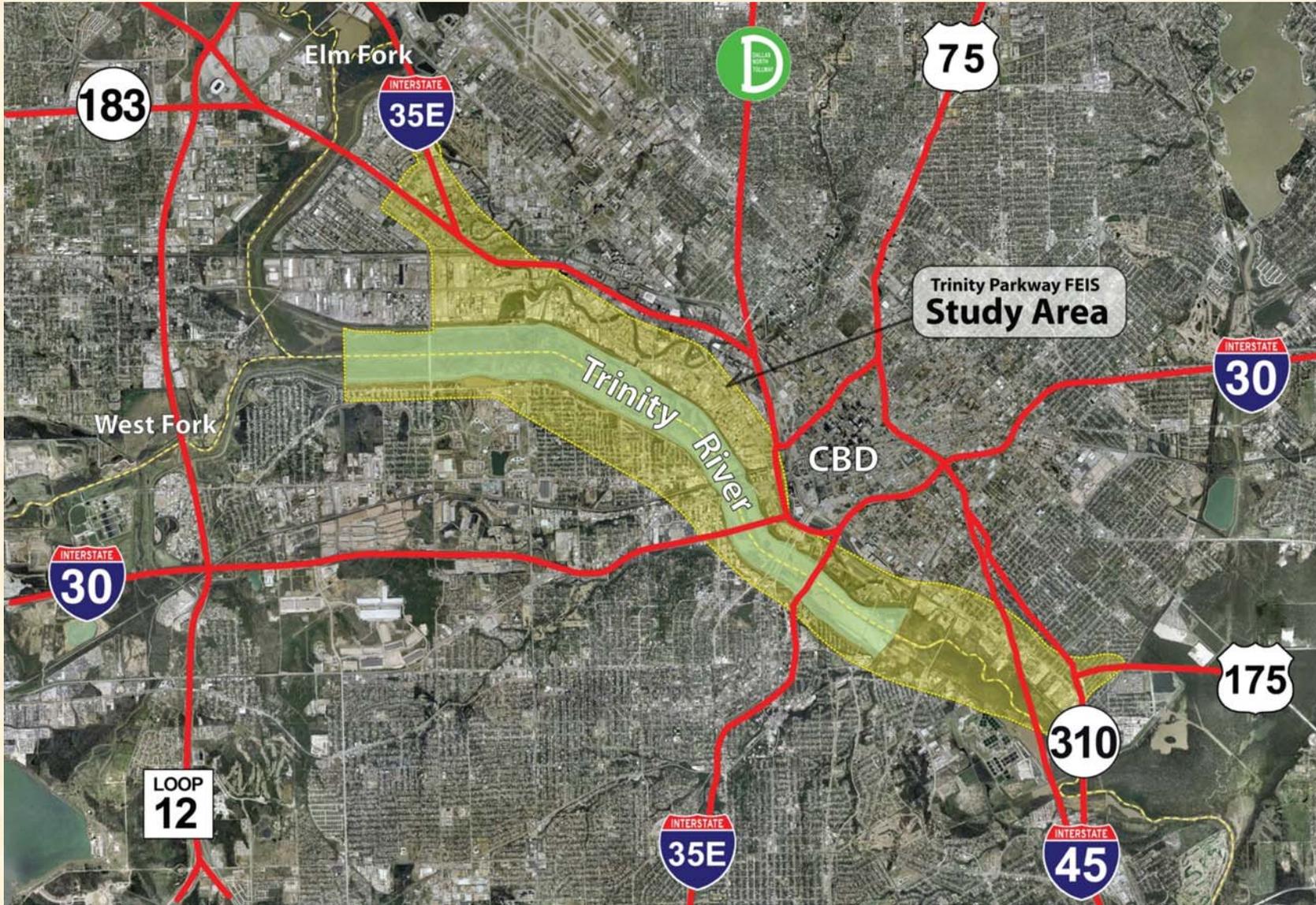
La FEIS presenta nueva información relacionada al propuesto Trinity Parkway, y presenta la alternativa constructiva recomendada.

Para más información www.ntta.org

Public Hearing Content

- Study Area
- Purpose of Public Hearing
- Status of the Project
- Project Design
- Environmental Impacts
- Right-of-Way Acquisition and Relocation

Trinity Parkway Corridor



Purpose of Public 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 the alternatives under consideration so the public can determine how it may be effected
- Provide the public another opportunity for input before location and design decisions are finalized
- Develop a record of public views and participation

Status of the Project

Trinity Parkway National Environmental Policy Act (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 alternatives:
 - Design developed to higher level of detail
 - Impacts analysis to facilitate environmental compliance and mitigation plans

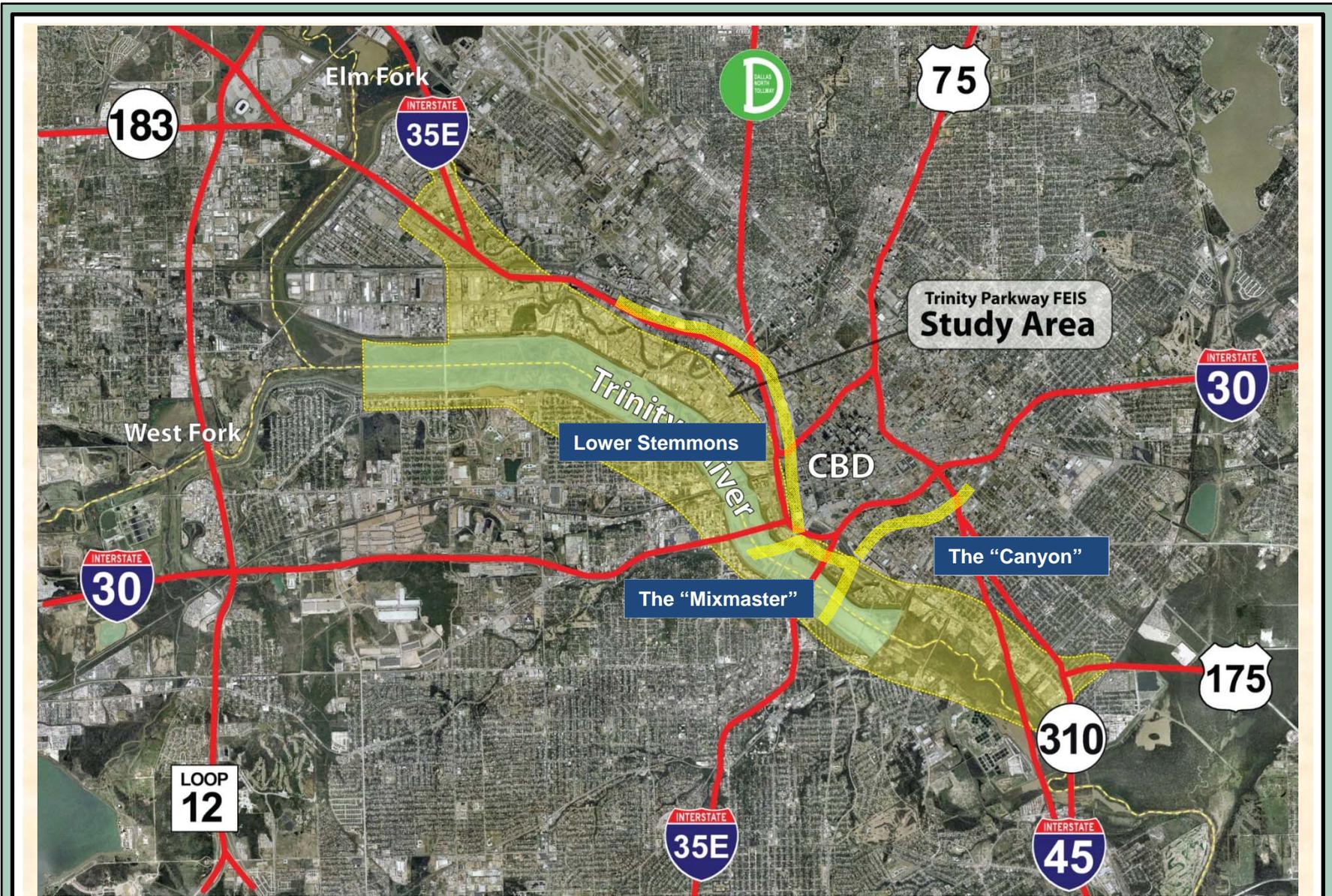
Agency Coordination & Public Outreach

- Initial public meeting to determine scope of project (1999)
- Interagency coordination meetings
- Extensive consultation with the USACE
- Public meetings & presentations to local organizations, business associations, neighborhood groups, and elected officials
- Media outreach, internet website, project newsletters, and corridor progress reports
- Public Hearings (2005, 2009, 2012, and 2014)

What Happens after the Public Hearing?

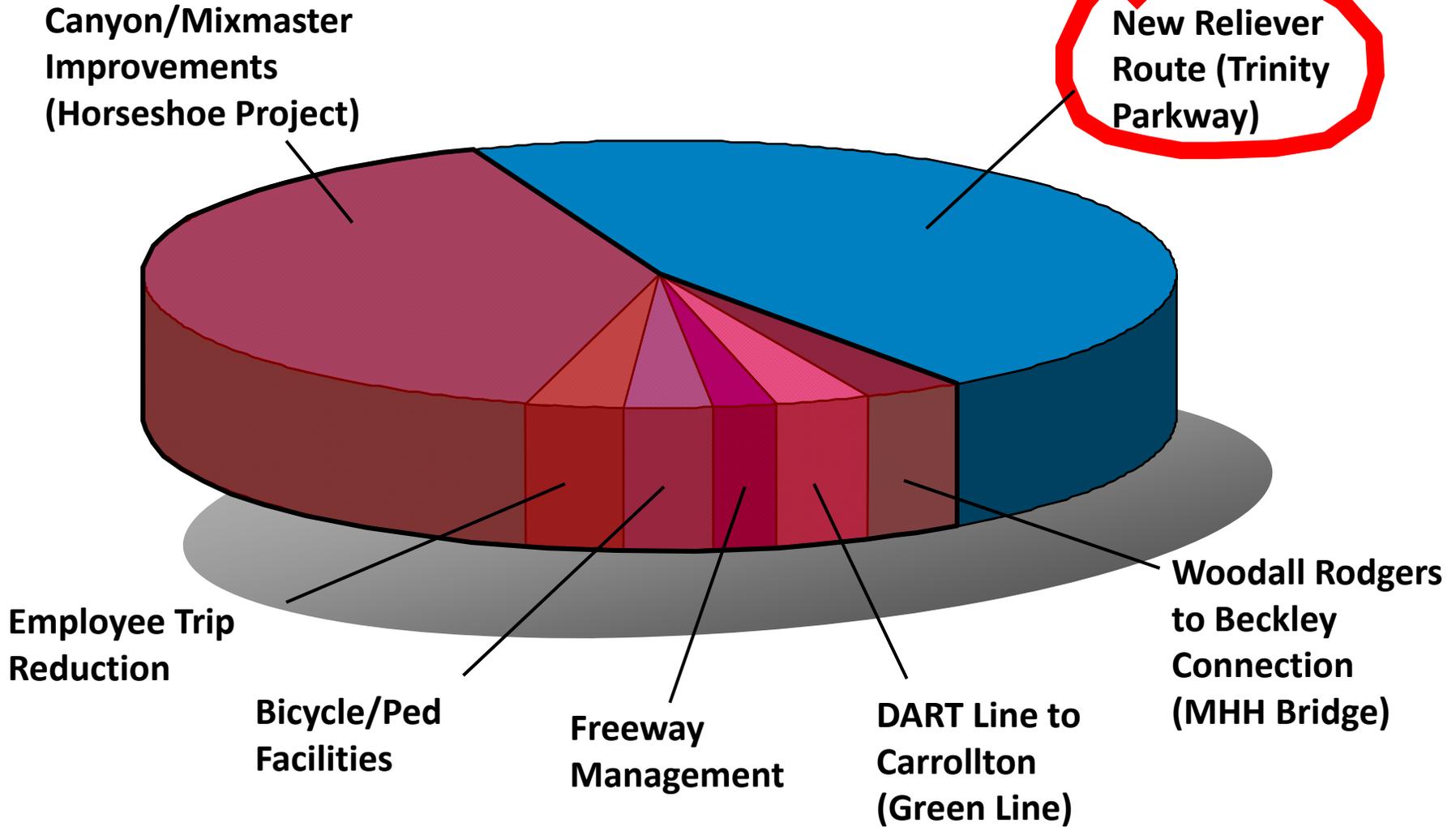
- Public comment period (ends May 5, 2014)
- Preparation of Public Hearing Summary & Analysis Report
- Record of Decision by Federal Highway Administration (FHWA) (selects an alternative)

Project Design



Trinity Parkway - Need and Purpose

TxDOT 1998 Trinity Parkway MTIS* Plan of Action for the CBD

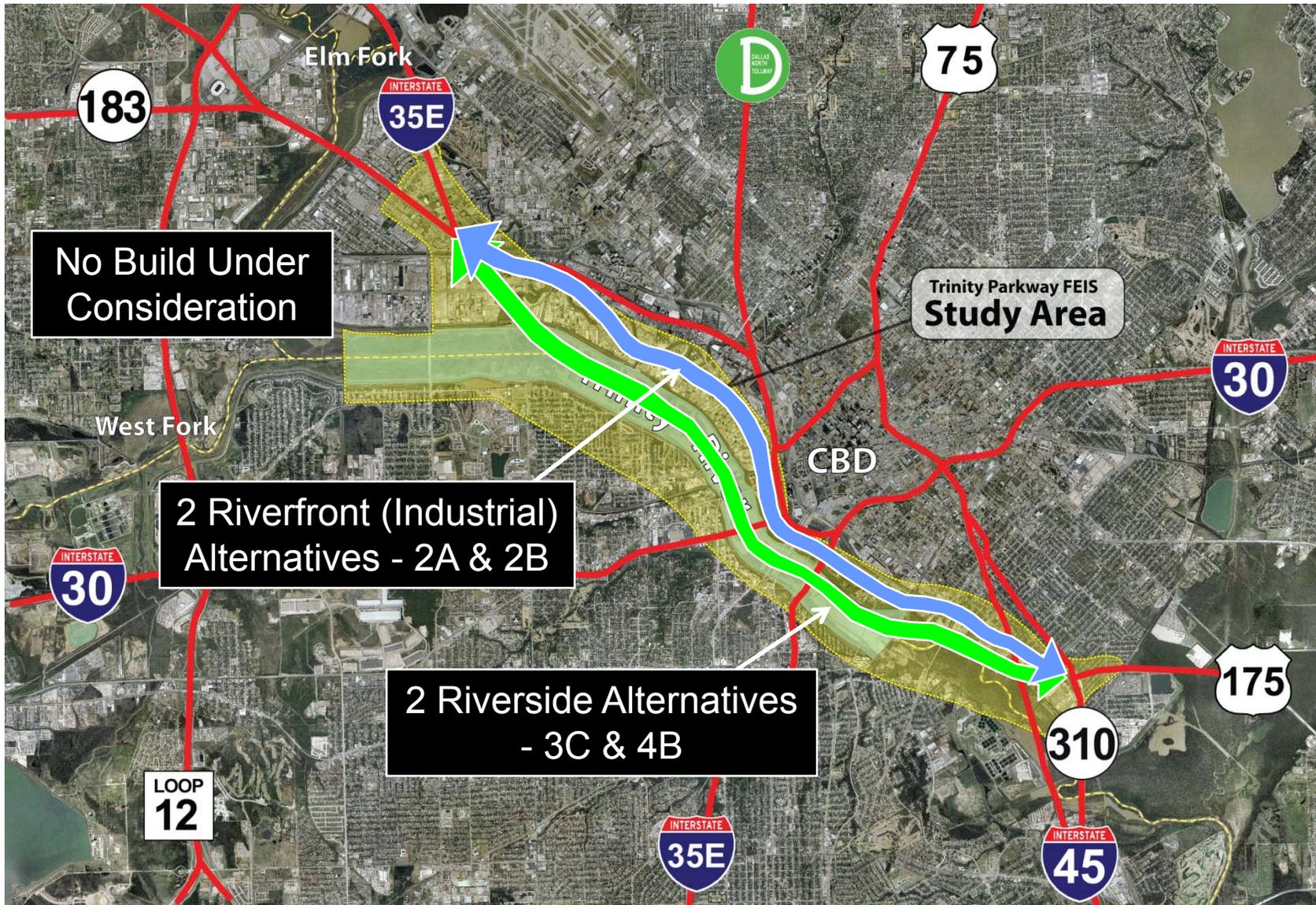


* Major Transportation Investment Study

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 plan

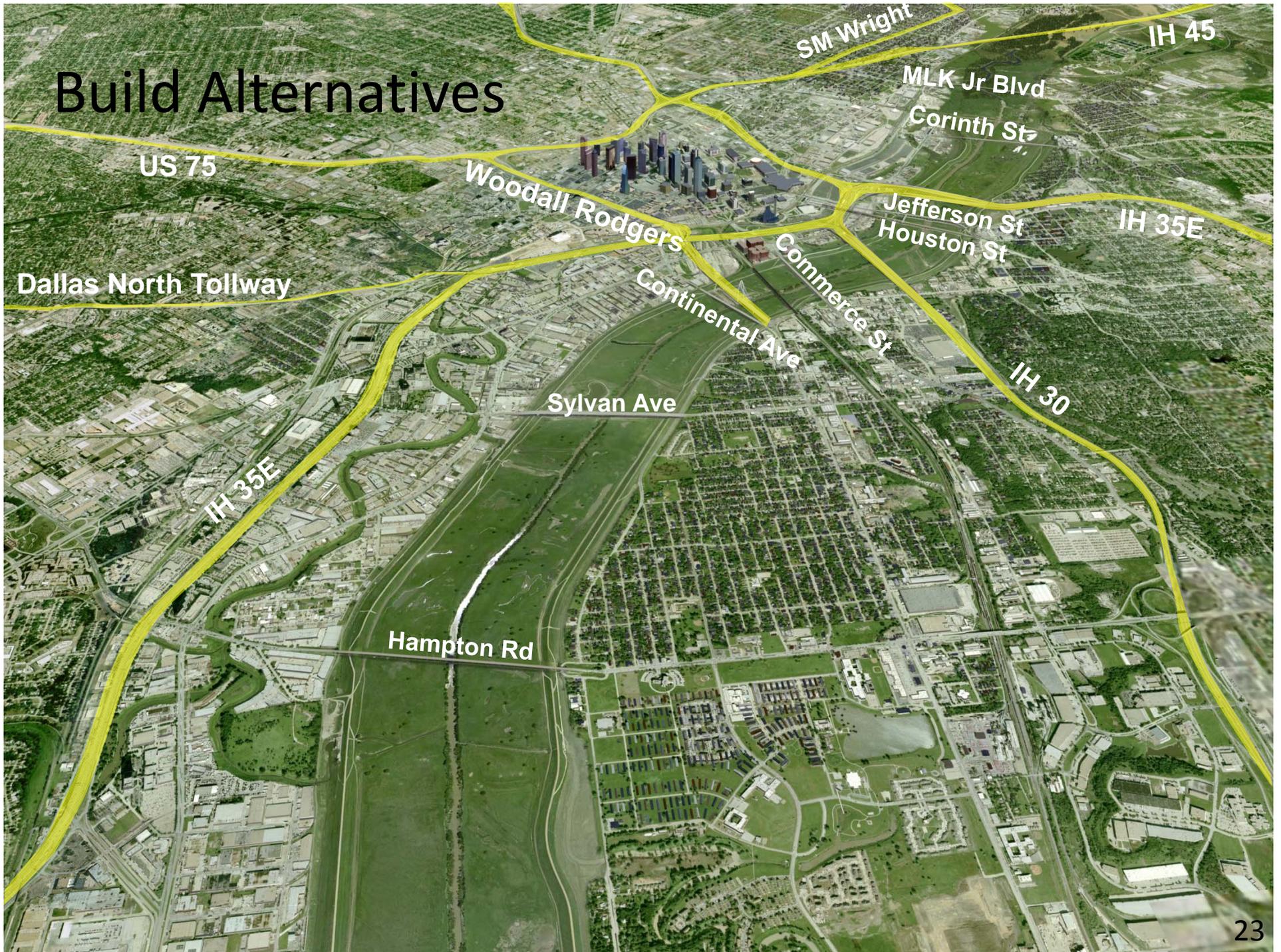
Project Alternatives



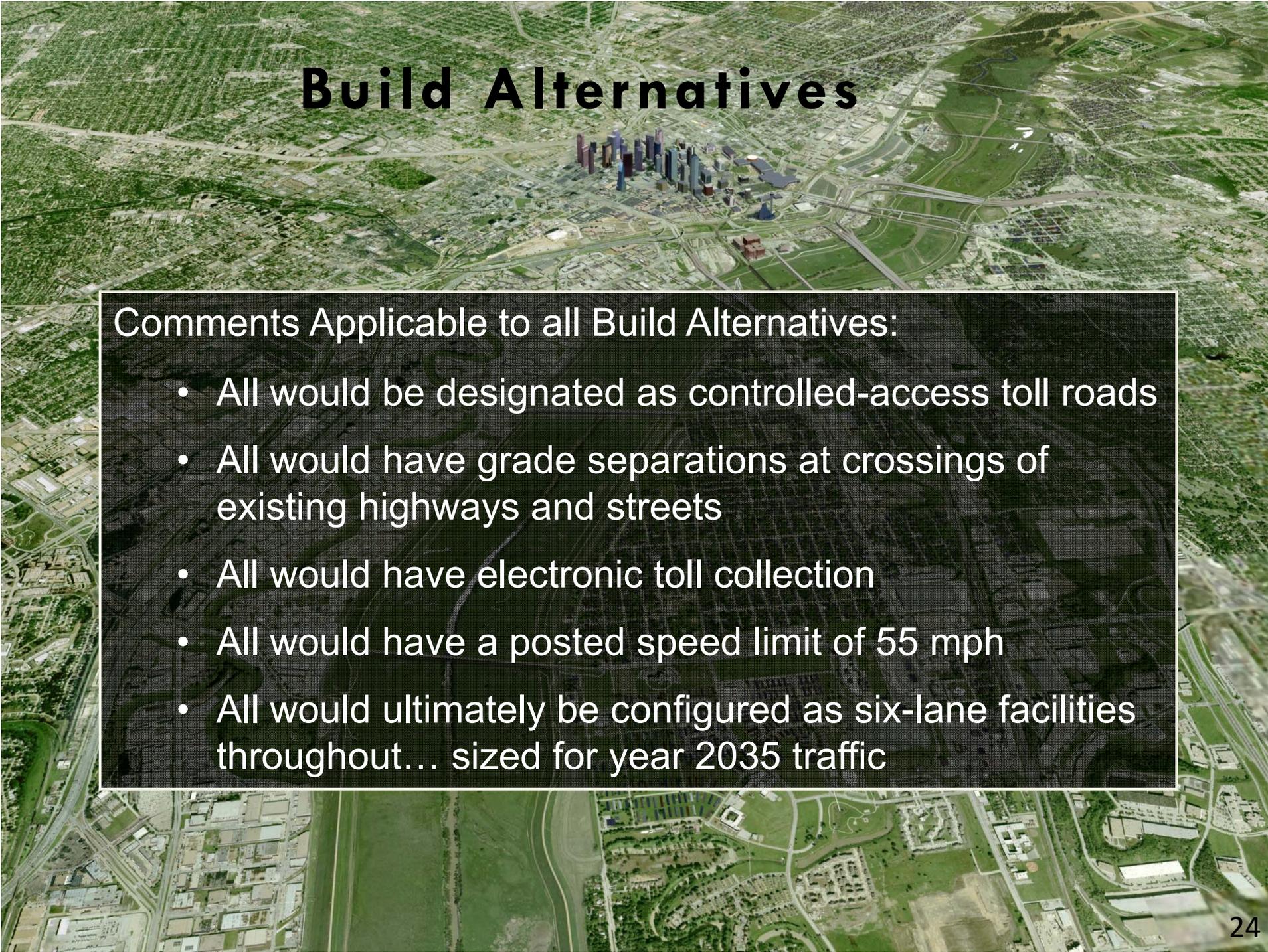
Build Alternatives



Build Alternatives



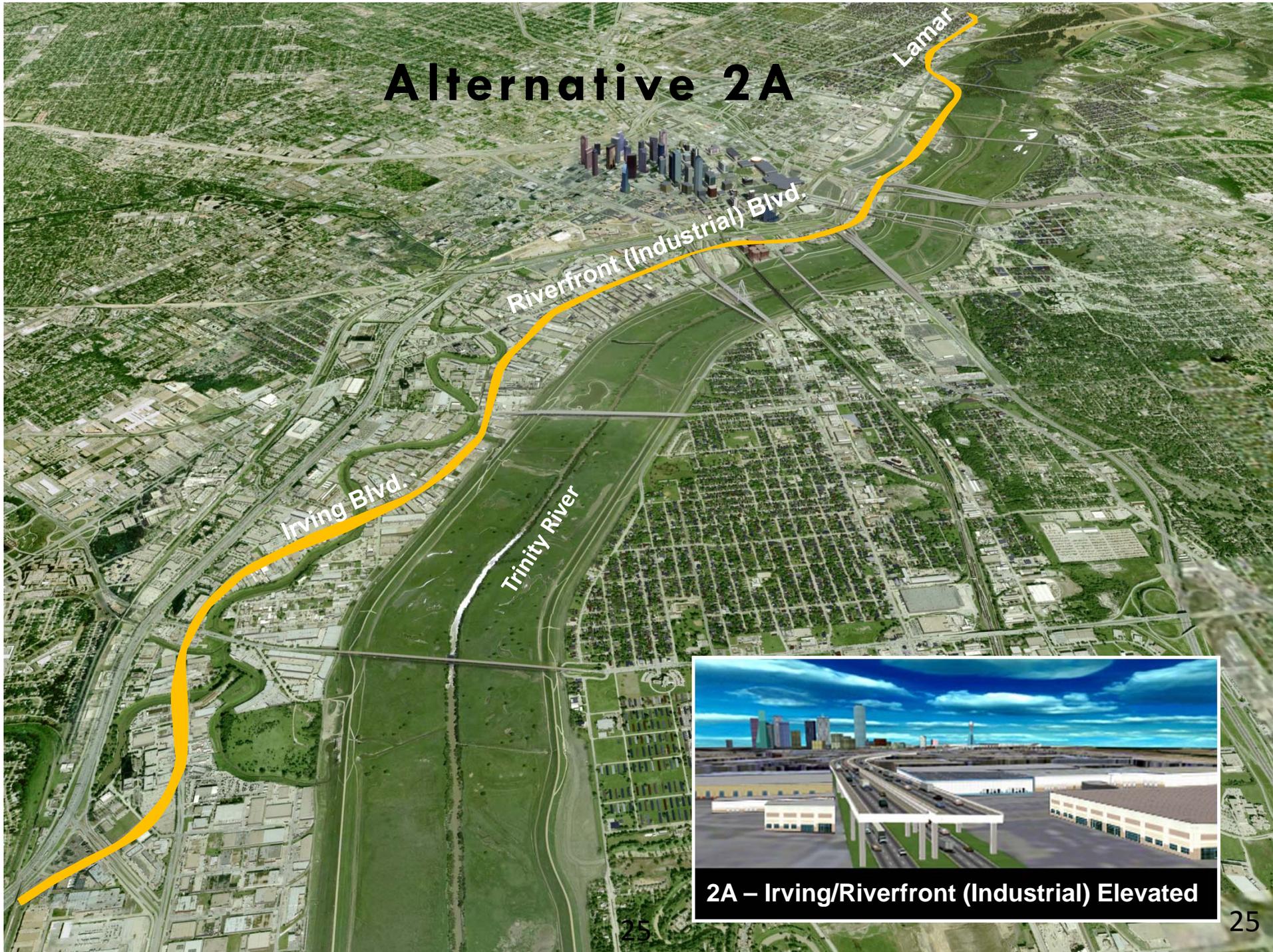
Build Alternatives

An aerial photograph of a city, likely Denver, showing a dense urban area with a grid of streets and green spaces. In the center, a 3D architectural model of a highway interchange is overlaid, showing multiple lanes and ramps in various colors (blue, purple, red). The background is a mix of green fields and urban development.

Comments Applicable to all Build Alternatives:

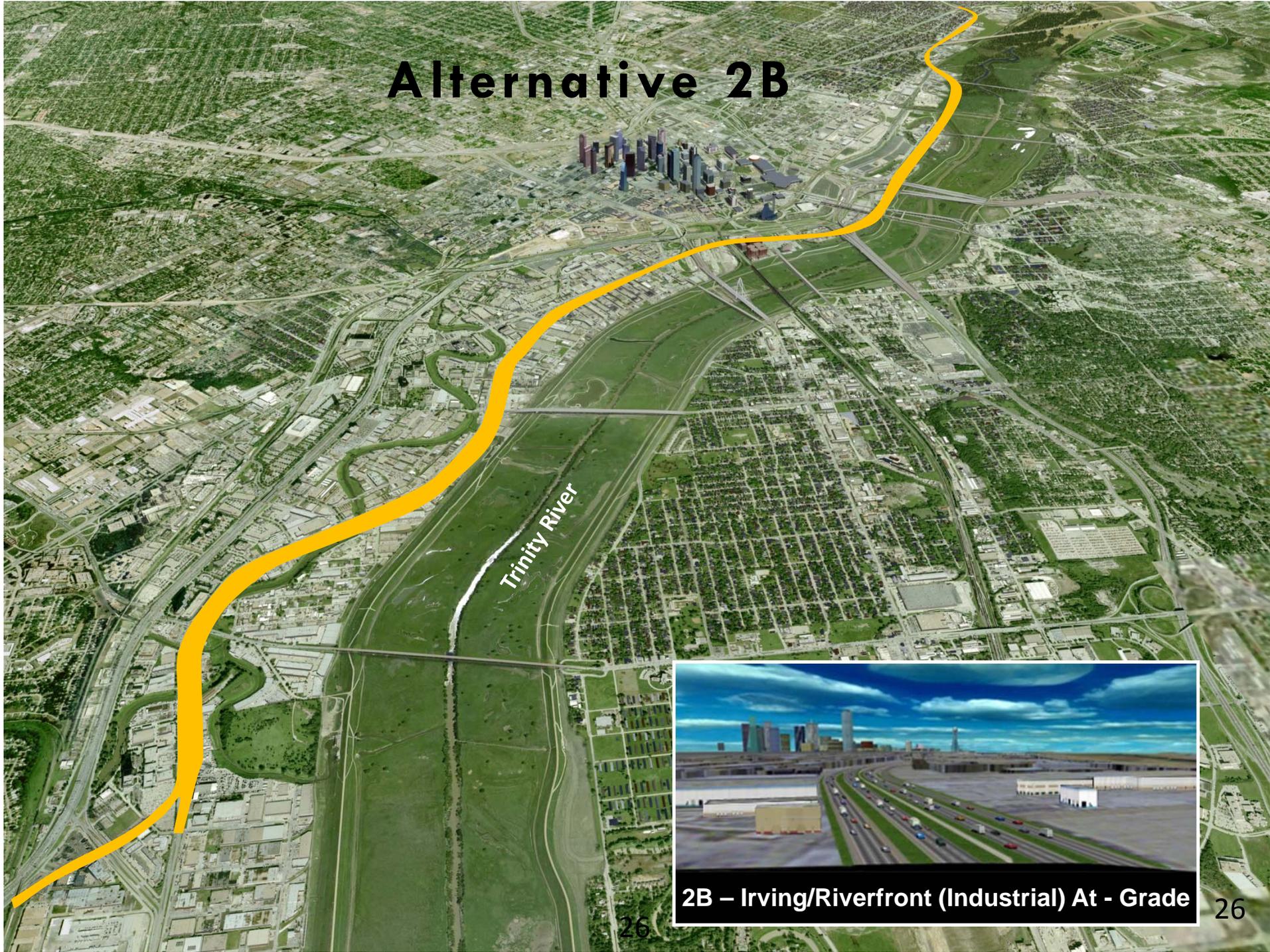
- All would be designated as controlled-access toll roads
- All would have grade separations at crossings of existing highways and streets
- All would have electronic toll collection
- All would have a posted speed limit of 55 mph
- All would ultimately be configured as six-lane facilities throughout...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

Alternative 2A



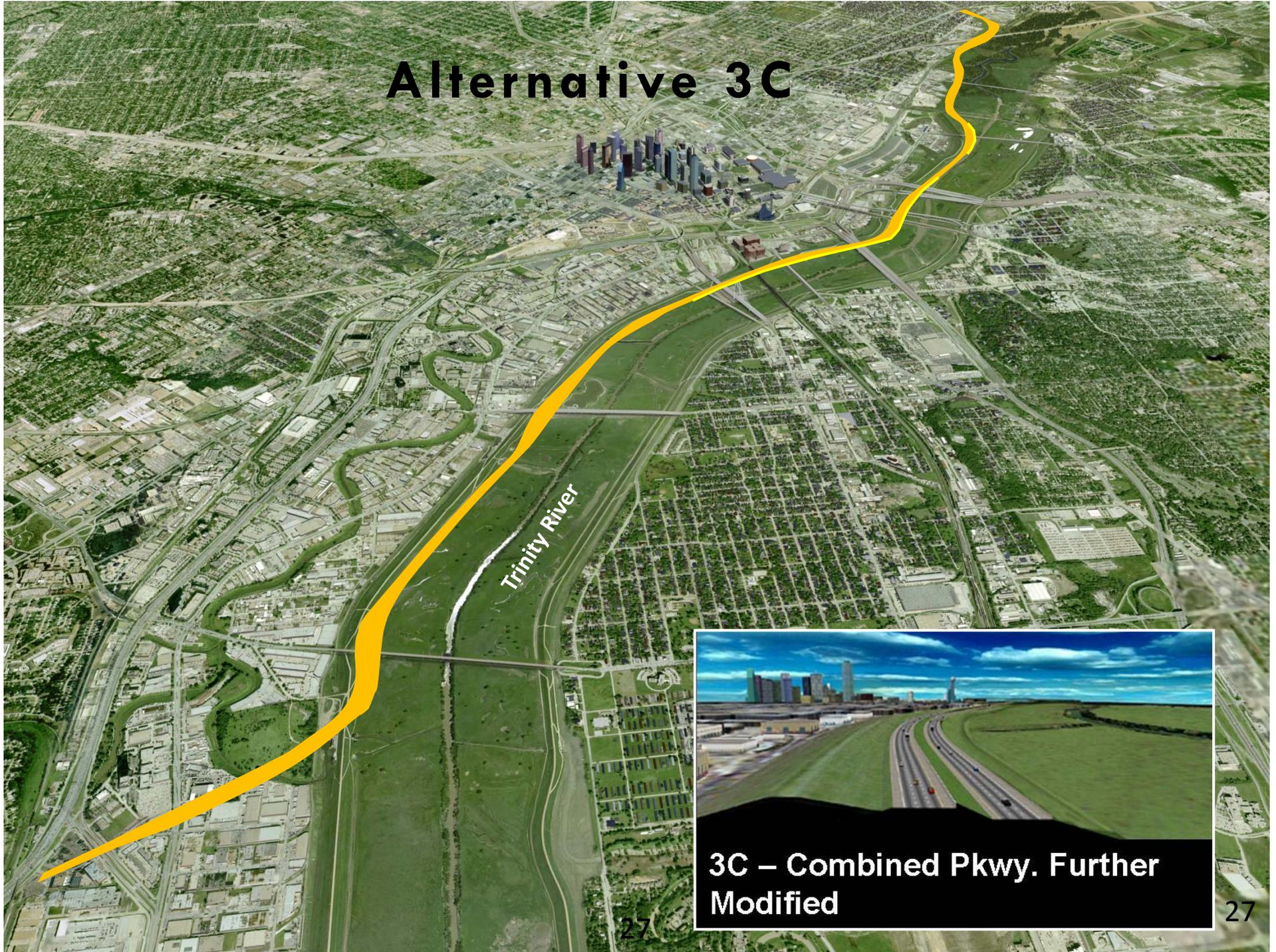
2A – Irving/Riverfront (Industrial) Elevated

Alternative 2B



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

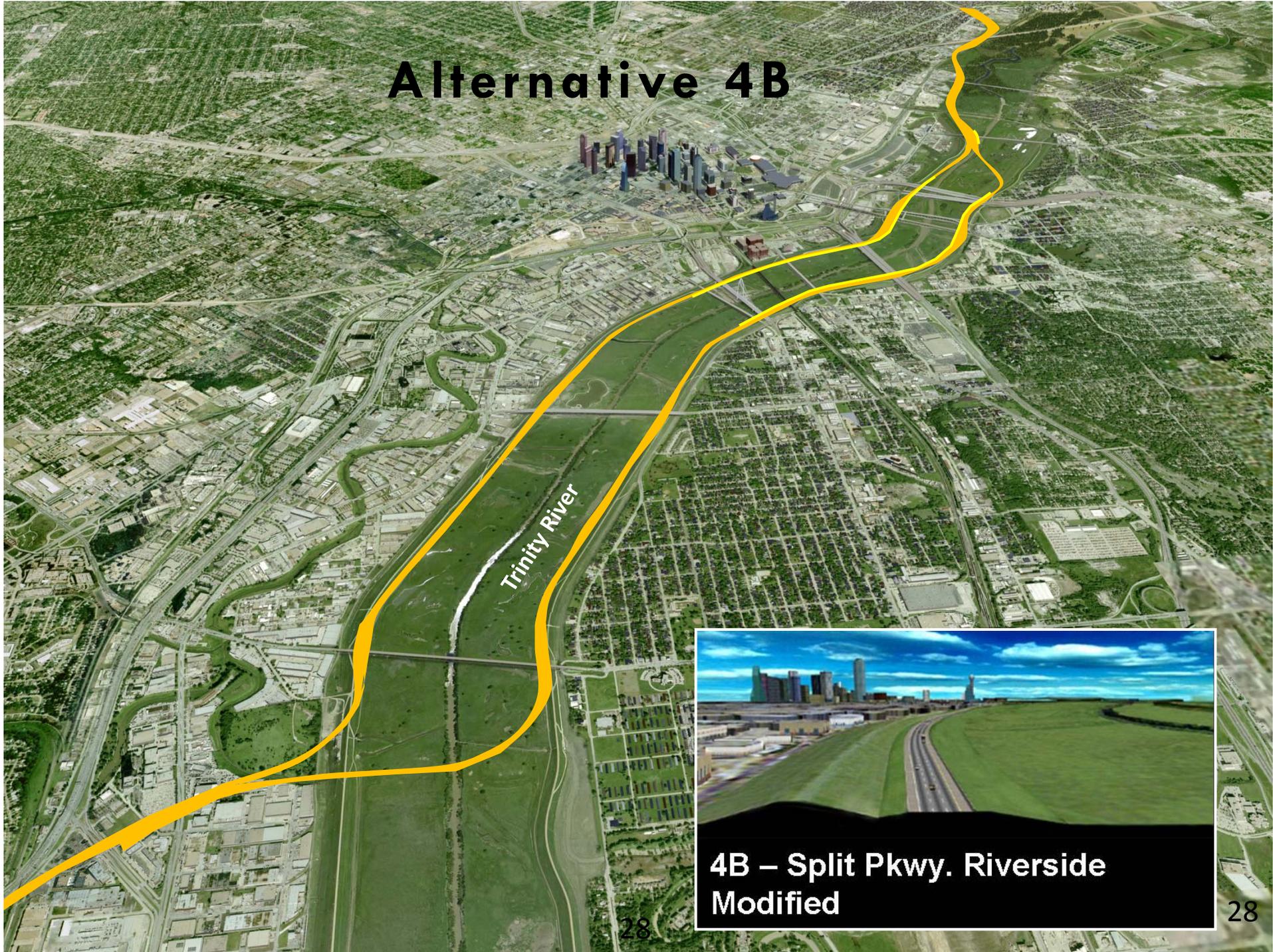
Alternative 3C



Trinity River

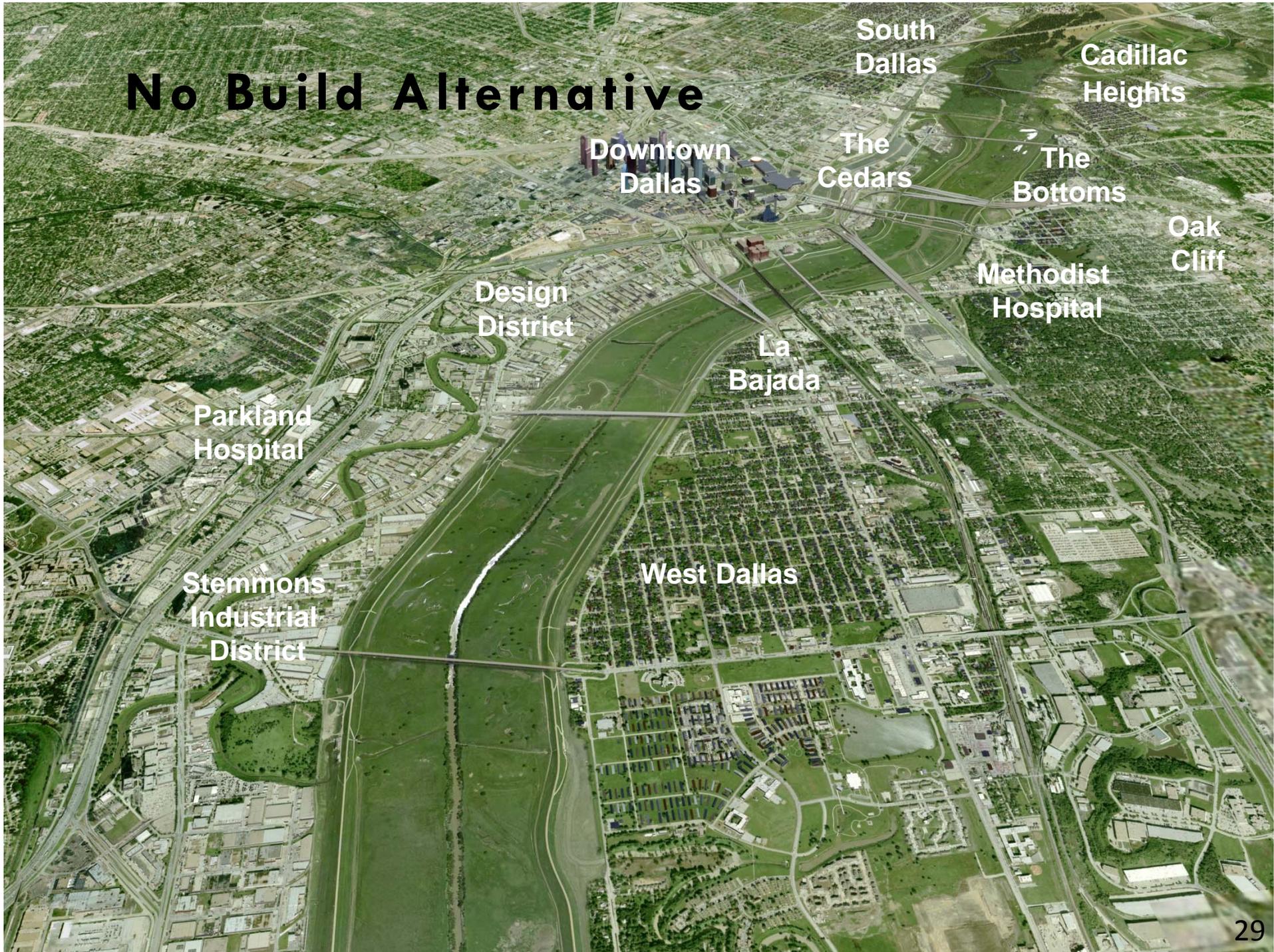
3C – Combined Pkwy. Further Modified

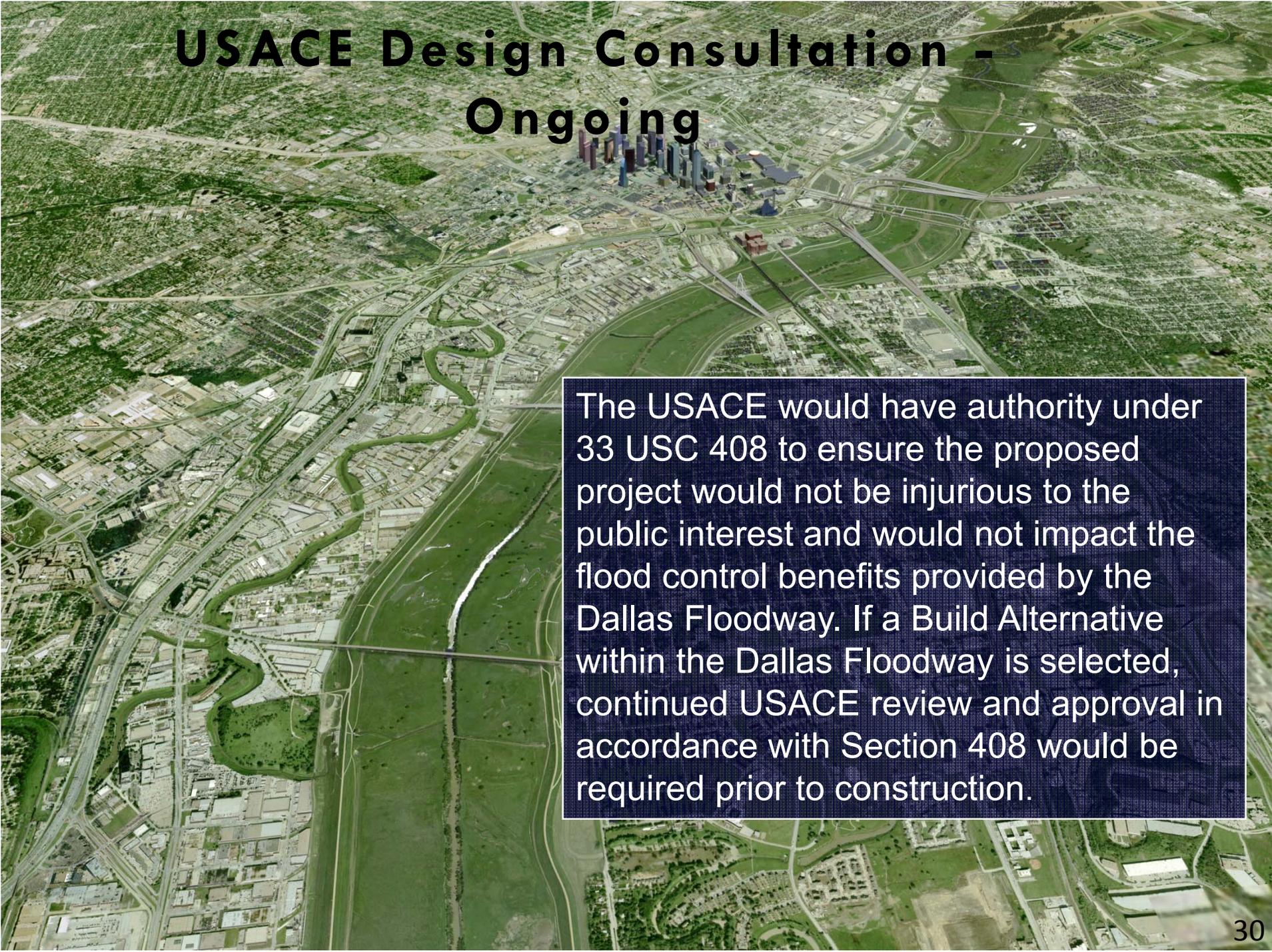
Alternative 4B



4B – Split Pkwy. Riverside Modified

No Build Alternative



An aerial photograph of a city, likely Dallas, showing a river and a large floodway. The city is densely packed with buildings and roads. The river flows through the city, and the floodway is a large, green, open area adjacent to the river. The text "USACE Design Consultation - Ongoing" is overlaid on the top part of the image.

USACE Design Consultation - Ongoing

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

- Method of analysis prescribed by Executive Orders (EO's)
 - EO 11988 – Management of Floodplains
 - EO 11990 – Protection of Wetlands
- EO's 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

Practicability Analysis (Cont'd)

– 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

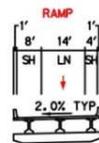
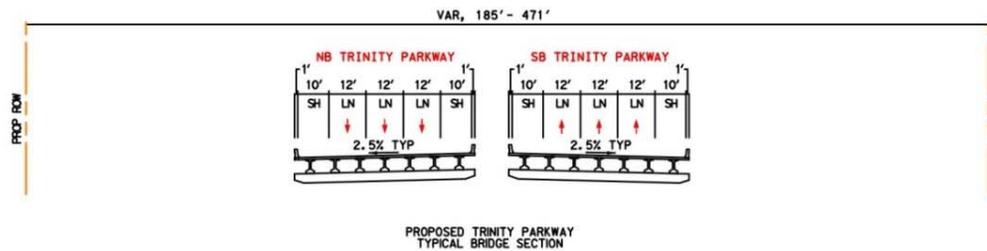
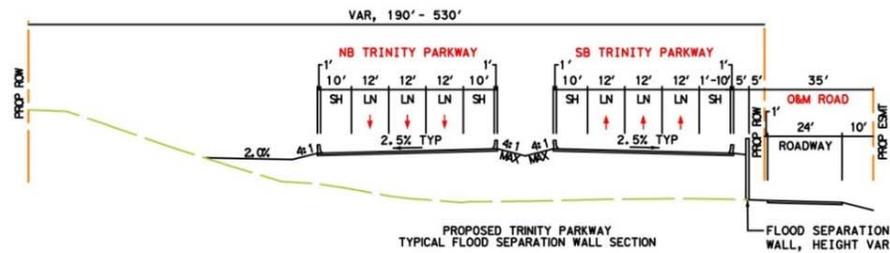
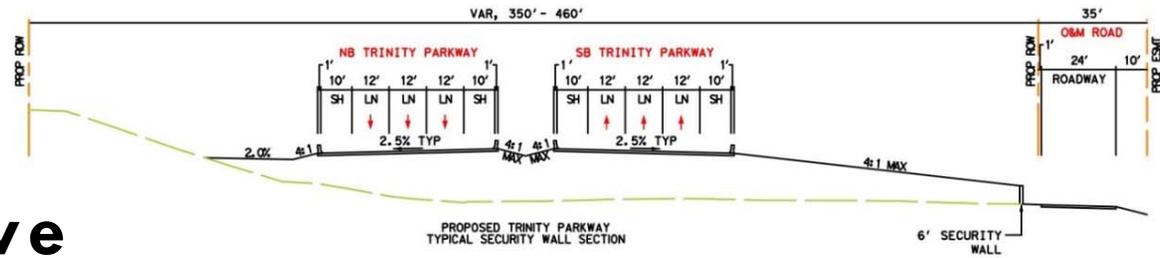
Conclusion

- Alternative 3C is recommended build alternative for further refinements and updated environmental impact analysis:
 - Developed to a higher level of design detail in the FEIS
 - Impacts analysis updated to reflect design refinements and facilitate mitigation and environmental compliance
- No-Build Alternative remains under consideration by FHWA

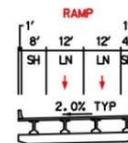
Alternative 3C Design Overview



Alternative 3C Typical Sections



TYPICAL 1-LANE
RAMP SECTION



TYPICAL 2-LANE
RAMP SECTION

Alternative 3C



Alternative 3C approaching the Continental Bridge

Dallas Floodway east levee



Alternative 3C at Margaret Hunt Hill Bridge



Flood separation
wall

Alternative 3C Design Refinements

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

Design Refinements Northern Terminus

FEIS incorporates transition area previously cleared under Project Pegasus

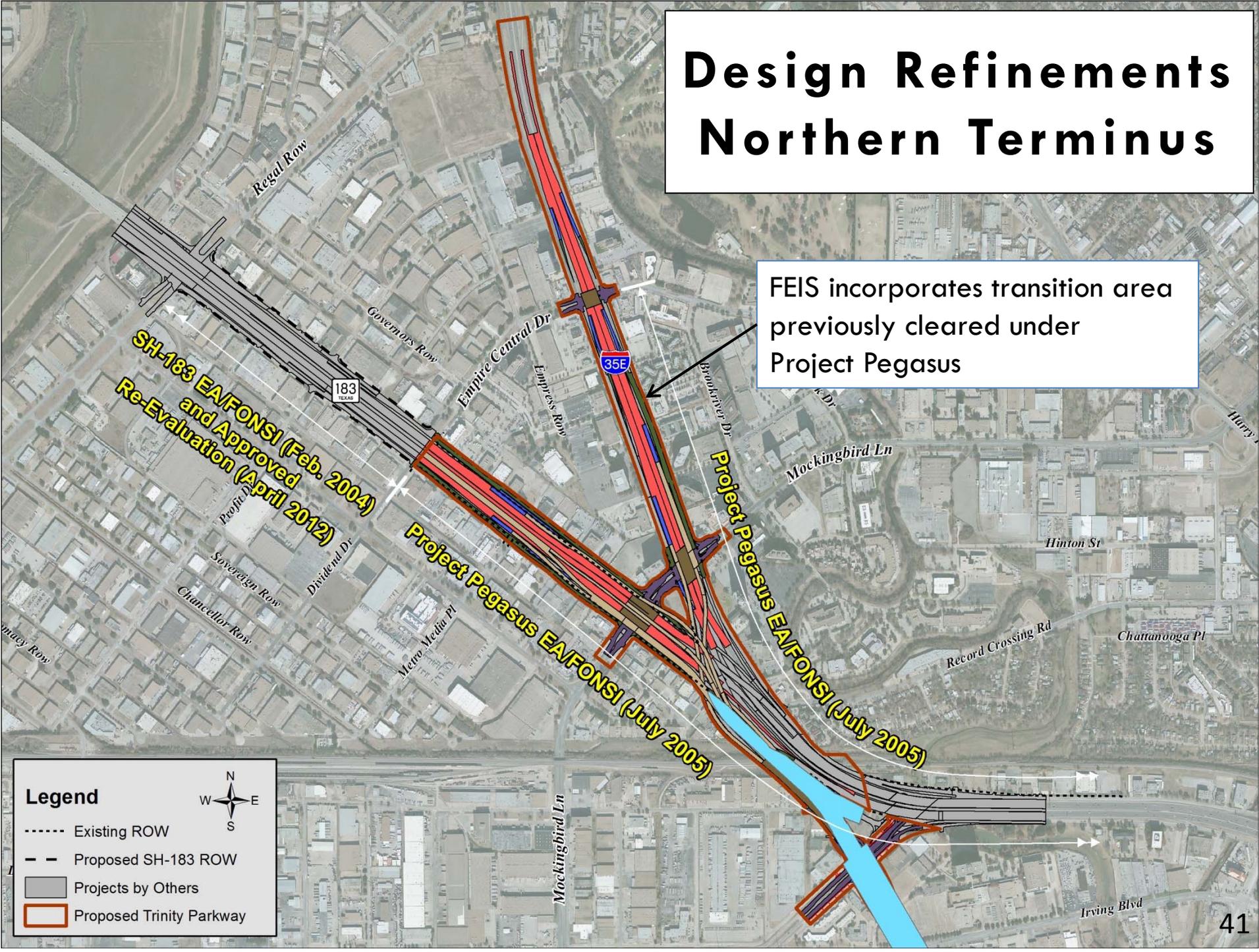
SH-183 EA/FONSI (Feb. 2004)
and Approved
Re-Evaluation (April 2012)

Project Pegasus EA/FONSI (July 2005)

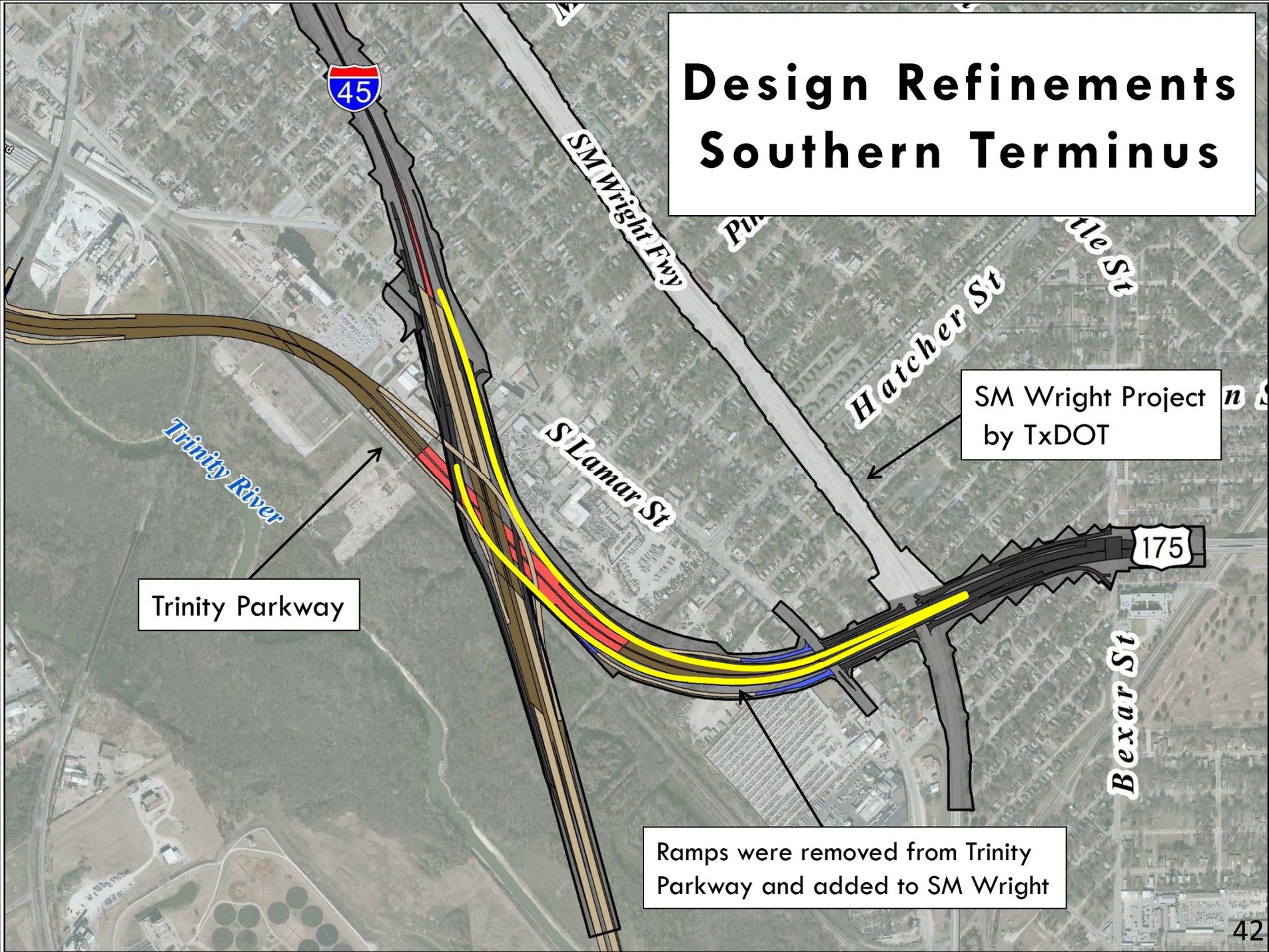
Project Pegasus EA/FONSI (July 2005)

Legend

- Existing ROW
- - - Proposed SH-183 ROW
- ▒ Projects by Others
- ▭ Proposed Trinity Parkway



Design Refinements Southern Terminus

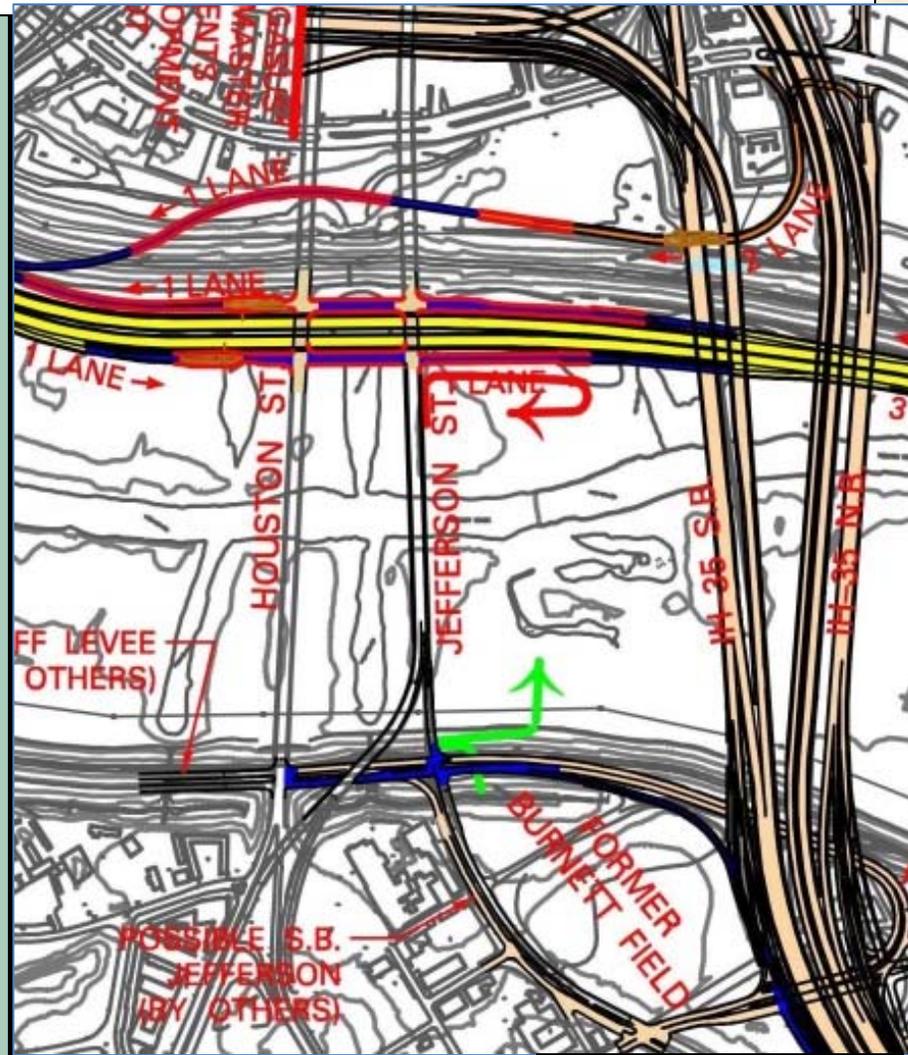


SM Wright Project
by TxDOT

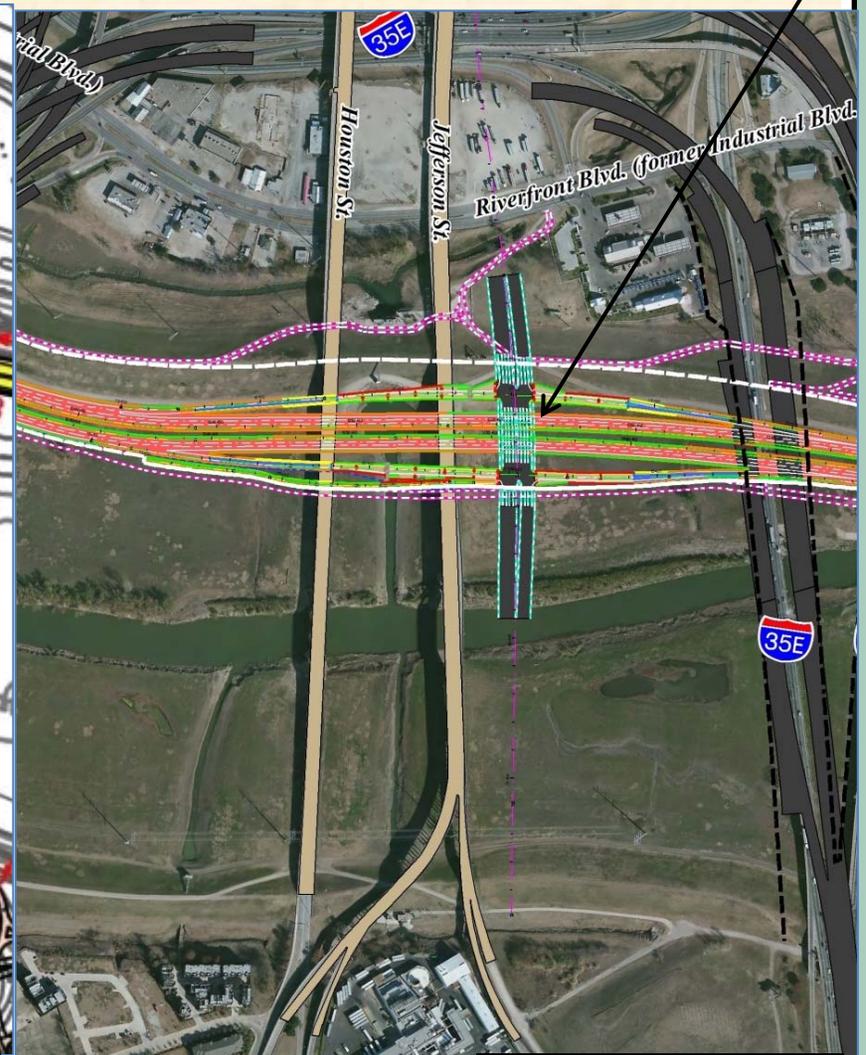
Trinity Parkway

Ramps were removed from Trinity
Parkway and added to SM Wright

Design Refinements Houston-Jefferson



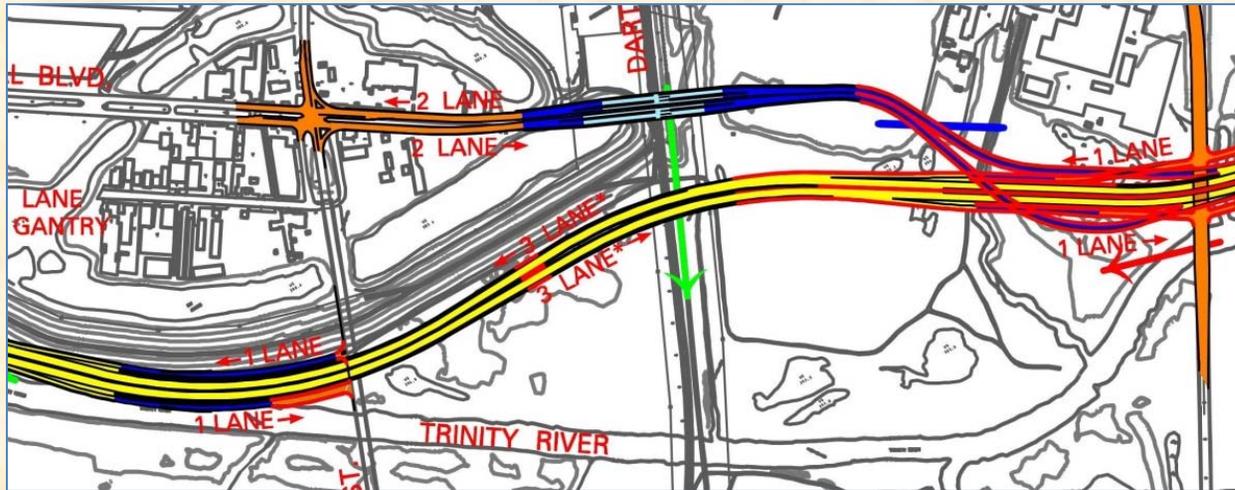
Original Concept



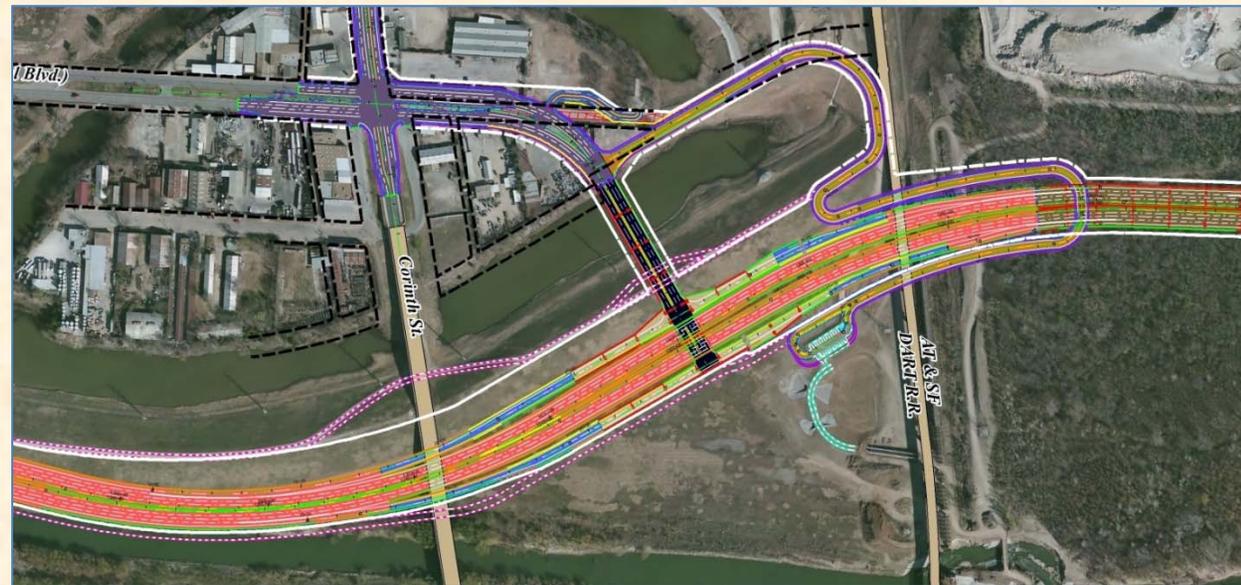
Refined Concept

Future Jefferson-Memorial Bridge

Design Refinements Corinth-Riverfront



Original Concept



Refined Concept

Environmental Impacts

Environmental Consequences

- 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

Environmental Consequences (Cont'd)

- 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

Right-of-Way Acquisition and Relocation

Purchase
of
Right of Way
by
Counties
and
Cities



Right of Way Division

Relocation
Assistance



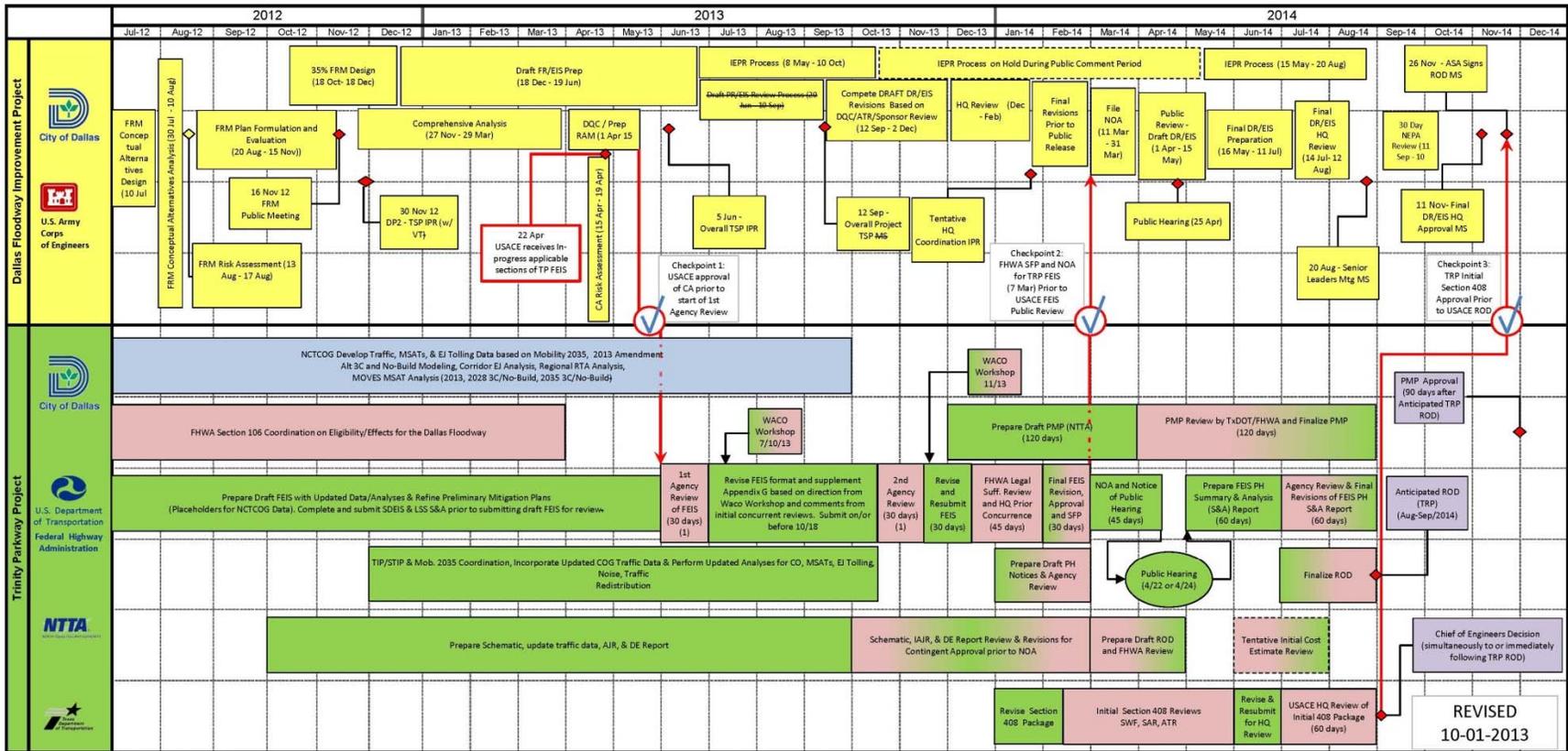
RIGHT OF WAY DIVISION

Relationship between Floodway and Parkway Planning Processes

- **Coordination Checkpoint 1** 
 - USACE completion of Floodway comprehensive analysis prior to start of 1st Trinity Parkway FEIS agency review
- **Coordination Checkpoint 2** 
 - FHWA publication of Trinity Parkway notices of availability and public hearing prior to USACE Floodway draft environmental impact statement (EIS) public review and hearing
- **Coordination Checkpoint 3**
 - Trinity Parkway initial Section 408 approval prior to USACE Record of Decision on Floodway EIS

Relationship between Floodway and Parkway Planning Processes

Coordination of Environmental Impact Statements for Proposed Dallas Floodway and Trinity Parkway Projects (Swim Lane Exhibit)

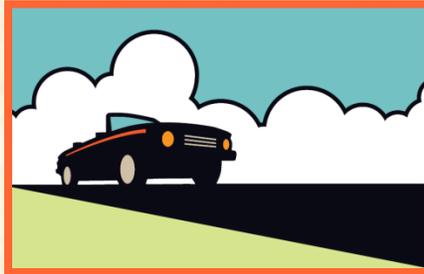


Abbreviations Key	Task	Task	Task	Task	Task	Task	Task	Task	Task
ATR	Agency Technical Review	EJ	Environmental Justice	LSS	Limited Scope Supplemental	RAM	Read Ahead Material	SWD	Southwestern Division
CA	Comprehensive Analysis	FEIS	Final Environmental Impact Statement	MS	Milestone	ROD	Record of Decision	SWF	Fort Worth District
CO	Carbon Monoxide	FR	Feasibility Report	MSAT	Mobile Source Air Toxics	RTC	Regional Transportation Council	TIP	Transportation Improvement Program
DE	Design Exceptions	FRM	Flood Risk Management	NOA	Notice of Availability	S&A	Summary and Analysis	TTP	Transportation and Programming Division
DP	Decision Point	IAJR	Interstate Access Justification Report	PD	Project Delivery	SAR	Safety Assurance Review	TRP	Trinity River Parkway
DQC	District Quality Control	IEPR	Independent External Peer Review	PH	Public Hearing	SFP	Satisfactory for Further Processing	TSP	Tentatively Selected Plan
EIS	Environmental Impact Statement	IPR	In-Progress Review	PMP	Project Management Plan	STIP	Statewide Transportation Improvement Program	Task	Completed Task

[1] Concurrent Agency Reviews by TxDOT DAL, TxDOT ENV, FHWA HQ, FHWA DIV, USACE SWF and NTTA. Note: TRP timeline modified to incorporate FEIS modifications as discussed at 7/10/13 Waco Workshop. USACE timeline modified to reflect impacts from changes to TRP timeline. Draft approved by PAET meeting participants 10-01-13

Next Steps

- Conduct FEIS public hearing April 24, 2014
- Prepare summary and analysis report programed
- Prepare initial section 408 submittal package
- USACE and safety assurance review (SAR) of initial section 408 submittal package
- FHWA record of decision (ROD)
- USACE headquarters review and approval of initial Section 408 submittal package
- Prepare Project management plan



• provide a safe and reliable toll road system • increase value and mobility options for our customers • operate the Authority in a businesslike manner • protect our bondholders • partner to meet our region's growing need for transportation infrastructure.

Memorandum



CITY OF DALLAS

DATE 11 April 2014

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem
Monica Alonzo, Mayor Pro Tem Tennell Atkins, Sandy Greyson, Sheffie Kadane

SUBJECT Trinity Parkway Final Environmental Impact Statement Summary Chapter

On Monday, April 14th, you will be briefed on the Trinity Parkway Environmental Impact Statement by North Texas Tollway Authority. To assist with your review of this briefing, I have attached the summary chapter from the actual Final Environmental Impact Statement. You may view the entire document through the link listed below:

<https://www.ntta.org/roadsprojects/futproj/trihwy/Pages/Project-Meeting-Materials.aspx>

Please let me know if you have any questions or need additional information.


 Jill A. Jordan, P.E.
Assistant City Manager



THE TRINITY
DALLAS

c: A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, (I) First Assistant City Manager
Forest E. Turner, Assistant City Manager

Joey Zapata, Assistant City Manager
Charles M. Cato, (I) Assistant City Manager
Theresa O'Donnell, (I) Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Shawn Williams, (I) Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

SUMMARY

S-1 INTRODUCTION

The Trinity Parkway is a proposed new toll road located in the City of Dallas, Dallas County, Texas (TxDOT Control-Section-Job (CSJ) Number 0918-45-121). The Trinity Parkway would provide a reliever route generally to the west of downtown Dallas, connecting from the IH-35E/SH-183 interchange (northern terminus) to the US-175/SH-310 interchange (southern terminus), a distance of approximately 9 miles. The FHWA (lead agency), NTTA, TxDOT, and the City of Dallas are project sponsors. The USEPA and the USACE are cooperating agencies for the project.

The EIS for the Trinity Parkway is being prepared pursuant to NEPA and in compliance with the NEPA regulations issued by the CEQ and the FHWA. The NEPA regulations are a mandate for federal agencies to examine the potential environmental consequences of their proposals, consult with other agencies, document the analysis, and make the information available to the public prior to making a decision. An EIS presents detailed socioeconomic, environmental, and engineering information about a project so that the general public and federal, state, and local agencies can appropriately review and comment on it.

Completion of the environmental review and impact documentation process of this FEIS, followed by an anticipated ROD by the FHWA, would permit the proposed action to proceed to the final design phase unless the No-Build Alternative is selected.

S-2 THE RELATIONSHIP OF THE TRINITY PARKWAY FEIS TO PREVIOUS DOCUMENTS

On January 28, 2005, the FHWA approved the Trinity Parkway DEIS for public release, and the DEIS was subsequently released for public review in February 2005. On March 29, 2005, a public hearing for the Trinity Parkway DEIS was held at the Dallas Convention Center Arena. On April 8, 2005, the public comment period for the DEIS concluded.

On November 17, 2005, the FHWA, in consultation with the USACE, agreed to publish a SDEIS for the Trinity Parkway (see **FEIS Section 1.6.2**). On February 19, 2009, the FHWA approved the Trinity Parkway SDEIS for public release. On May 5, 2009, a public hearing for the Trinity Parkway SDEIS was held at the Dallas Convention Center Arena. The extended comment period began on March 20 and continued through June 30, 2009.

In 2009, subsequent to the publication of the SDEIS, the southbound IH-45 to southbound US-175 direct connect (DC) ramp and the northbound US-175 to northbound IH-45 DC ramp, which were originally proposed to be constructed as part of the Trinity Parkway, were instead incorporated into the Phase I portion of the SM Wright Project being advanced separately by TxDOT. The SM Wright Project is an independent project with its own logical termini, but dovetails the proposed Trinity Parkway project near its southern project terminus (US-175/SH-310). On December 18, 2012, the FHWA approved the SM Wright Project Environmental Assessment (EA) for public release (CSJs: 0092-01-052, 0197-02-108 and 0092-14-081). Public hearings for the SM Wright Project were held on January 31, 2013 and June 27, 2013. The SM Wright Project EA was prepared during the Metropolitan Transportation Plan (MTP) transition period between *Mobility 2035* and *Mobility 2035: The Metropolitan Transportation Plan for North Central Texas, 2013 Update (hereinafter 'Mobility 2035 – 2013 Update')*; therefore, a consistency report was prepared that determined that the SM Wright Project EA was consistent with the *Mobility 2035 – 2013 Update*. On September 13, 2013, the FHWA determined that the SM Wright Project had completed all requirements under NEPA, and the project is proceeding with final project design. The removal of SM Wright Project ramps from the Trinity Parkway and the associated changes in impacts to the environment are reflected in the discussion and analysis presented in this FEIS.

On April 1, 2009, the USACE released the *Periodic Inspection Report, Dallas Floodway, Trinity River, Dallas, Dallas County, Texas (Report No. 9)* which cited deficiencies in the Dallas Floodway levee system, including segments adjacent to Trinity Parkway Build Alternatives. Because the SDEIS was released prior to the USACE inspection report, it did not include a discussion of the reported deficiencies and any impacts that these may have on the Trinity Parkway Build Alternatives. However, the inspection report was acknowledged during the May 5, 2009, public hearing on the SDEIS. Subsequently, the FHWA, TxDOT, and the NTTA stated their intent to further evaluate the levee deficiencies and a future levee remediation plan being developed by the City of Dallas and the USACE as it relates to the Trinity Parkway. This further analysis of levee deficiencies and remediation, along with an enhanced evaluation on the practicability of the Trinity Parkway alternatives in accordance with EO 11988 (Floodplain Management) and EO 11990 (Protection of Wetlands) and an update on activities performed in compliance with Section 106 of the NHPA, were completed as part of a LSS to the SDEIS.

On March 7, 2012, the FHWA approved the Trinity Parkway LSS to the SDEIS for public release. On May 8, 2012, a public hearing for the Trinity Parkway LSS was held at the Dallas Convention Center Arena. The public comment period for the LSS concluded on May 18, 2012.

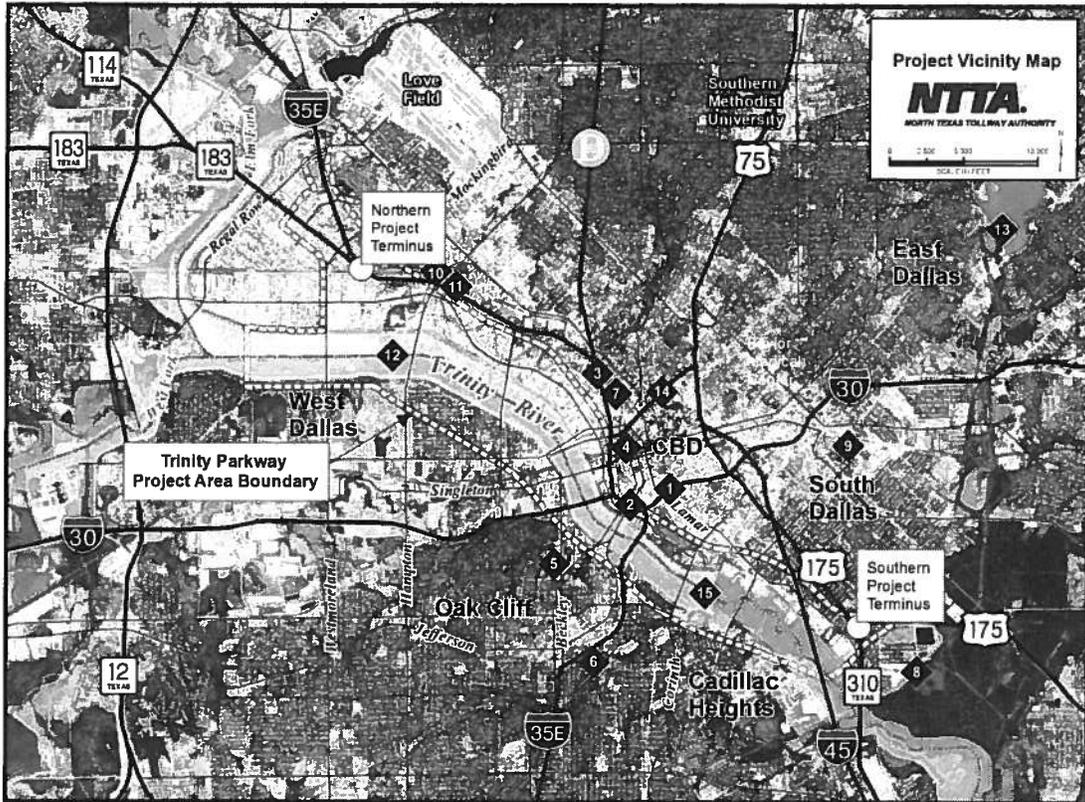
In March 2013, project partners agreed on the expansion of the Trinity Parkway project area to the north by approximately 0.5 mile along IH-35E (Lower Stemmons Freeway) and SH-183. The expansion of the project area was needed to accommodate the deferral of the IH-35E at SH-183 portion of Project Pegasus from the current financially-constrained MTP, *Mobility 2035 – 2013 Update* (NCTCOG, 2013). Environmental approval for Project Pegasus was obtained in July 2005 but the deferral of the project from the MTP due to lack of funding will likely result in its completion after the Trinity Parkway, assuming that it is reactivated in some form. Accordingly, modifications to project design were necessary to ensure the functional transition of the Trinity Parkway onto IH-35E and SH-183. These design modifications and the associated changes in impacts to the environment are reflected in the discussion and analysis presented in this FEIS.

S-3 PROJECT DESCRIPTION

The NTTA proposes to design, construct, operate, and maintain a limited-access toll facility in the City of Dallas extending from the IH-35E/SH-183 interchange (northern terminus) to the US-175/SH-310 interchange (southern terminus), a distance of approximately 9 miles. The proposed project, known as the Trinity Parkway, would provide a needed reliever route for Lower Stemmons, Mixmaster, and the Canyon and would be generally located west of the existing freeway loop that encircles downtown Dallas (see **Figure S-1**).

The project area includes the Dallas Floodway, a federal flood conveyance and levee system carrying the main stem drainage flows of the Trinity River. As previously mentioned, the northern project area boundary along IH-35E (Lower Stemmons Freeway) and SH-183 was extended approximately 0.5 mile north from that originally presented in the DEIS, SDEIS, and LSS documents. The expansion of the project area was necessary to accommodate the transition of the Trinity Parkway onto IH-35E (Lower Stemmons Freeway) and SH-183. Additional discussion related to this project area expansion is presented in **FEIS Sections 1.1.2 and 2.9.1.1**.

FIGURE S-1. PROJECT VICINITY MAP



Places of Interest

- | | | |
|-------------------------------|------------------------------|-------------------------------|
| 1 - Canyon (IH-30) | 6 - Dallas Zoo | 11 - Dallas Market Center |
| 2 - Mixmaster (IH-35E/IH-30) | 7 - American Airlines Center | 12 - Dallas Floodway |
| 3 - Lower Stemmons (IH-35E) | 8 - Rochester Park | 13 - White Rock Lake |
| 4 - West End and Dealey Plaza | 9 - Fair Park | 14 - Woodall Rodgers Freeway |
| 5 - Methodist Medical Center | 10 - Parkland Hospital | 15 - DART Rail River Crossing |

The proposed facility would ultimately consist of six mixed-flow tolled mainlanes, local street interchanges, and tollway-to-freeway interchanges at the northern terminus, southern terminus, Woodall Rodgers Freeway, and IH-45 (see **FEIS Chapter 2**). Additional interchange connections are included, but vary between each of the Build Alternatives under consideration. Funding for the proposed project is anticipated to be provided by local, state, and federal sources, and through the collection of tolls. The design features for the four Build Alternatives considered are discussed in **FEIS Chapter 2**.

As presented in this FEIS, the logical termini for the purpose of evaluating alternatives and impacts of the proposed improvements are the junctions at IH-35E/SH-183 and US-175/SH-310. The proposed action has independent utility and would not preclude other foreseeable transportation improvements.

Various municipalities and agencies such as the NCTCOG, TxDOT, Dallas Area Rapid Transit (DART), Dallas County, and the City of Dallas have demonstrated long-term support for the project. The proposed project is included as part of a regional freeway/tollway plan in *Mobility 2035 – 2013 Update* (NCTCOG, 2013), which is the regional MTP covering all modes of transportation and transportation system improvements. The inclusion of the Trinity Parkway in *Mobility 2035 – 2013 Update* indicates regional governmental support. Additional discussion relating to the historical background of the MTP and its relationship with the proposed project is included within **FEIS Section 1.6.1.1**.

S-4 NEED AND PURPOSE FOR ACTION

FEIS Chapter 1 describes the need and purpose for the proposed action. The transportation needs in the Trinity Parkway project area are summarized below:

- There is insufficient transportation capacity (e.g., freeway lanes, city streets, transit) in the Lower Stemmons/Canyon/Mixmaster area near downtown Dallas to carry trips flowing north-south (generally along IH-35E) and east-west (generally along IH-30). This is most evident in the morning and evening rush hours on weekdays, with the heaviest traffic flowing northbound and westbound in the morning hours, and southbound and eastbound in the evening hours.
- The traffic problems in the Canyon and Mixmaster are intensified by the layout of mainlanes, service roads, ramps, and surface streets in the area which fail to properly provide for the routes and destinations of the traveling public. Secondary problems include forced lane changes; abrupt and unexpected merges, weaves, and exits; missing connections for direct freeway-to-freeway movements; high accident rates; and poor access for emergency response vehicles.

The existing transportation problems in the corridor are the result of various urban influences, including high population growth, increased suburbanization, changing employment patterns, trade-related transportation, lack of alternative routes, and high use of single-occupant vehicles. These influences, discussed further in **FEIS Section 1.3.2**, result in many effects, including slow travel speeds, extended hours of congestion, accidents, reduced air quality due to congestion, and poor attraction of businesses to adjacent areas. Population and economic growth projections for the region indicate that corridor congestion problems would continue to worsen unless action is taken.

Congestion in the Trinity Parkway Corridor also slows travel for many miles along freeways feeding into the Dallas Central Business District (CBD) center, such as IH-35E (Lower Stemmons and South R.L. Thornton Freeways), IH-30 (Tom Landry Freeway and East R.L. Thornton Freeway), SH-183 (Airport Freeway), SH-114, and IH-45. In fact, segments of IH-35E (Lower Stemmons portion - from SH-183 to the Jefferson Street Viaduct), IH-30 (through the Canyon area), and IH-35E (from US-67 to the Jefferson Street Viaduct) all leading into the CBD were ranked in the top 25 of TxDOT's top 100 congested roadway segments in the State of Texas for 2013 (see additional discussion in **FEIS Section 1.3.4.3**). Proposals for improving outlying segments of these freeways would not be entirely effective until traffic capacity is increased in and around the downtown area.

The primary purpose for the Trinity Parkway is to manage congestion on existing highways through the downtown Dallas area by creating a tollway that would effectively bypass the CBD. The proposed Trinity Parkway reliever route would help manage congestion on IH-35E (Lower Stemmons and South R.L. Thornton Freeways), IH-30, and other major transportation facilities within the Trinity Parkway project area to improve mobility and safety, and thereby increase accessibility to businesses and public facilities. The proposed Trinity Parkway thus addresses localized congestion in and near the Dallas CBD, and thereby alleviates a major traffic bottleneck that affects mobility throughout the DFW region.

S-5 ALTERNATIVES CONSIDERED

FEIS Chapter 2 describes the alternatives analysis process and the Build Alternatives carried forward in the FEIS for further evaluation. Planning for the Trinity Parkway was developed from TxDOT's *Trinity Parkway Corridor Major Transportation Investment Study* (MTIS) published in March 1998 (TxDOT, 1998a). The *Trinity Parkway Corridor MTIS* focused on transportation needs in the vicinity of the Dallas CBD, and developed a seven-point plan of action as follows:

1. Enhanced work trip reduction measures;
2. Bicycle and pedestrian facilities;
3. Enhanced transportation facility management;
4. Improvements to the Canyon, Mixmaster, and Lower Stemmons Freeway corridors;
5. Extension of Woodall Rodgers Freeway westward across the Dallas Floodway to connect to Singleton Boulevard and Beckley Avenue;
6. A continuous high-occupancy vehicle (HOV) system through the Canyon, Mixmaster, and Lower Stemmons corridors; and
7. A Trinity Parkway reliever route (proposed action).

Building on the MTIS and the NEPA scoping process, the DEIS used the same corridors as the MTIS. The DEIS analyzed six Build Alternatives (Alternatives 2A, 2B, 3A, 3B, 4A, and 5) as well as the No-Build Alternative. The SDEIS republished the DEIS along with evaluating two additional Build Alternatives (Alternatives 3C and 4B) based on agency consultation after the February 2005 publication of the DEIS. Given the above, a total of eight Build Alternatives and the No-Build Alternative were evaluated as part of the SDEIS.

Throughout the EIS process, the iterative process of proposing alternatives and receiving feedback from the USACE, other agencies, and the public has shaped the list of candidate alternatives. In October 2006, the USACE Fort Worth District provided comments on a draft version of a SDEIS provided to the District in July 2006. In the comments, the USACE raised several logistic concerns about the Trinity Parkway, specifically focusing on the Build Alternatives located in the Dallas Floodway. These alternatives, as proposed, appeared to adversely impact operations and maintenance requirements within the Dallas Floodway. The USACE logistic concerns are summarized as follows:

- The project must not interfere with the ability of the USACE or City of Dallas to operate and maintain the Dallas Floodway, conduct flood fighting activities, or restore or improve the flood damage reduction capability of the federal project.
- No cuts, flood separation walls, or retaining walls will be allowed that impact the existing or planned expansion of the Dallas Floodway or Dallas Floodway Extension levees.

The February 2009 SDEIS noted that the USACE considered Alternatives 3A, 3B, and 4A unapprovable due to these logistic issues, and these four alternatives were eliminated from further analysis and consideration. Similarly, the feasibility of realigning or modifying Alternative 5 to address the USACE concerns was evaluated during the development of the LSS. The evaluation involved shifting the mainlanes away from the levees and a limited analysis of potential impacts to provide the FHWA with quantitative data to support a decision regarding the viability of a modified version of Alternative 5. The analysis found that a shift away from the levees would result in a substantial increase in residential displacements in minority and low-income neighborhoods and substantially greater costs associated with right-of-way (ROW) acquisition and relocation assistance. Consequently, the FHWA determined that Alternative 5 could not be practicably modified to avoid adverse impacts to the levees as identified by the USACE.

As a result of the extensive history behind the development of Trinity Parkway design options, four Build Alternatives presented in the SDEIS and further evaluated in the LSS (Alternatives 2A,

2B, 3C, and 4B) were identified as reasonable for meeting the need and purpose of the Trinity Parkway.

FEIS Chapter 2 also discusses the legislative and regulatory obligations of the FHWA to conduct an analysis as to whether each of the Trinity Parkway Build Alternatives is “practicable.” All four Build Alternatives are expected to have effects on waters of the U.S., including wetlands, and therefore would involve consideration of EO 11990 (Protection of Wetlands). In addition, EO 11988 (Floodplain Management) applies because the alternatives are located either partially (Alternatives 2A and 2B) or primarily (Alternatives 3C and 4B) within the Dallas Floodway. Regulations implementing these EOs require federal agencies, prior to selecting an alternative that would be located wholly or partially within wetlands or floodplains, to first demonstrate that there is no “practicable alternative” to placing any portion of the project within wetlands or floodplains. The analysis in **FEIS Chapter 2** of the practicability of the Build Alternatives, using the comprehensive criteria established by federal regulations implementing the above mentioned EOs, essentially includes the consideration of cost, existing technology, and logistics, in addition to several types of natural and social constraints. The analysis of practicability under EO 11990 (Protection of Wetlands) and EO 11988 (Floodplain Management) concluded that only Alternatives 3C and 4B are practicable and that Alternatives 2A and 2B are not practicable. As both EOs further require that if more than one of the practicable Build Alternatives would result in impacts to wetlands or floodplains, then federal agencies must select the least environmentally damaging of the available practicable alternatives. Accordingly, as compared to Alternative 4B, Alternative 3C is the least environmentally damaging practicable alternative.

The practicability of the alternatives must also be assessed as part of the process for issuing a permit under Section 404 of the Clean Water Act. The analysis of practicability under the criteria issued by the USEPA in its Section 404(b)(1) Guidelines (40 CFR Part 230) focuses individually on the factors of cost, logistics, and technology to determine practicability. Under Section 404 regulations, the USACE makes the determination of practicability when considering a permit application. However, a preliminary analysis of Section 404 practicability has been developed in coordination with the USACE and is included in **FEIS Appendix G-1**, which indicates that Alternatives 2A and 2B are not practicable and that Alternative 3C is practicable on the basis of project cost.

As discussed in **FEIS Section 2.9**, the FHWA recommends Alternative 3C; however, the No-Build Alternative remains under consideration within this FEIS. As discussed in **FEIS Section 2.8**, the FHWA’s decision to recommend Alternative 3C for further evaluation is based on a unique set of factors that warrant favoring an alternative with significant and longitudinal encroachments of the

Dallas Floodway, even though general FHWA policy (i.e., 23 CFR Part 650) would not favor such an alternative. These factors relate to the risks of constructing a roadway longitudinally within a floodplain and community support for such roadway. First, the proposed project has been designed to avoid any substantial impacts to the ability of the Dallas Floodway to perform its fundamental mission of safely conveying floodwaters from extreme storm events past the Dallas CBD. Second, Alternative 3C is designed to protect the roadway from any substantial harm from floodwaters passing through the Dallas Floodway. Third, the concept of placing a longitudinal roadway in the Dallas Floodway has been a prominent aspect of City of Dallas planning for over four decades. Accordingly, subsequent to the environmental review of this FEIS and consideration of comments from all sources, the FHWA will select an alternative in the anticipated ROD.

S-6 ENVIRONMENTAL CONSEQUENCES

FEIS Chapter 3 describes the existing human, natural, and physical environmental conditions of the Trinity Parkway project area. In general, this chapter describes the project area as it is, as well as how likely it is to be in the future under the No-Build Alternative, and forms the baseline standard against which potential impacts of the Build Alternative may be assessed.

FEIS Chapter 4 describes the anticipated impacts (beneficial and/or adverse) to existing social, economic, and environmental resources within the project area for the FHWA-recommended Build Alternative and the No-Build Alternative. **Table S-1** summarizes information related to project design and the impact analyses discussed in **FEIS Chapter 4**.

TABLE S-1. SUMMARY OF ATTRIBUTES AND IMPACTS OF ALTERNATIVES

Comparison Factors	Unit of Measure	Trinity Parkway Alternatives	
		1 No-Build	3C Floodway
Roadway Characteristics and Costs			
Total Length	Miles	---	8.79
Total Estimated Right-of-Way	Acres	---	559 ¹⁸
Excavation/Borrow Areas	Acres	---	317
ROW and Utility Relocation Cost	2013 \$ Millions	---	146
Construction Cost (includes ITS cost)		---	940
Agency Cost		---	228
Total Cost (sum of 3 cost items above)		---	1,314

TABLE S-1. SUMMARY OF ATTRIBUTES AND IMPACTS OF ALTERNATIVES

Comparison Factors	Unit of Measure	Trinity Parkway Alternatives	
		1 No-Build	3C Floodway
Traffic Utilization			
Commonwealth to Hampton/Inwood	Average Daily Traffic (ADT)	---	145,000
Hampton/Inwood to Wycliff/Sylvan		---	121,000
Wycliff/Sylvan to Woodall Rodgers		---	127,000
Woodall Rodgers to Houston/Jefferson		---	104,000
Houston/Jefferson to Corinth		---	99,000
Corinth to MLK		---	122,000
MLK to IH-45		---	128,000
IH-45 to US-175		---	90,000
Measures of Effectiveness (Measured within the Trinity Parkway Project Area: Year 2035)¹			
Daily VMT ²	Vehicle Miles Traveled (M)	7,022,833	8,075,699
Daily VHT ³	Vehicle Hours Traveled	237,528	249,205
Average Speed ⁴	mph	30	32
Lane Length ⁵	Miles	846	922
Congestion Delay ⁶	Vehicle Hours	68,067	63,250
Lane Miles at LOS D, E or F ⁷	Percent	47	47
Community Impacts			
Private Land Use Changed to ROW	Acres	---	333
Consistent with Local Plans and Policies (e.g., BVP ⁸)	Yes/No	No	Yes ¹⁵
Residential Relocations	Number	---	3
Commercial Displacements	Number	---	27
Community/Public Facility Displacements ⁹	Number	---	---
Change in Parks/Recreation Areas ¹⁰	Acres	---	-222
Economic Impacts			
Estimated Total Tax Value Lost from Land Conversion to ROW	\$ Millions	---	54
Estimated Annual Local Tax Revenue Lost from Land Conversion to ROW	\$ Millions		1.4
Estimated Number of Businesses Displaced	Number	---	15 to 20
Estimated Jobs Affected Due to Business Displacements	Number	---	72 to 203
Physical Environment			
Water Quality Impacts	Yes/No	No	Yes
100-Year (Base) Floodplain Impacts	Acres	---	305
Proposed Condition Meets USACE Criteria for Valley Storage (100-Year and SPF)	Yes/No	---	Yes

TABLE S-1. SUMMARY OF ATTRIBUTES AND IMPACTS OF ALTERNATIVES

Comparison Factors	Unit of Measure	Trinity Parkway Alternatives	
		1 No-Build	3C Floodway
Proposed Condition Meets USACE Criteria Concerning Increase in Flood Elevation (100-Year and SPF) ¹⁷	Yes/No	---	No - 100-Year (max. rise of 0.27 feet) Yes – SPF (max. rise of 0.00 feet) ¹⁷
Proposed Condition Meets USACE Criteria Concerning Erosive Water Velocity	Yes/No	---	Yes
Air Quality - Consistent with the conforming TIP/MTP	Yes/No	No ¹⁶	Yes ¹⁶
Projected CO Concentrations below the NAAQS	Yes/No	Yes	Yes
MSAT – Expected change ¹²	Decrease/Increase	Decrease	Decrease
Noise Impacts	Yes/No	---	Yes
Visual Impacts	Low/Med/High	Low	Med
Effects of Hazardous Material Sites ¹³	Number	---	24
Natural Environment			
All Waters of the U.S., including Wetlands	Acres	---	-65.6
Forested Wetlands	Acres	---	-1.4
Emergent Wetlands	Acres	---	-50.3
All Open Water Features	Acres	---	-13.9
Riparian Forests	Acres	---	-49.0
Maintained Grassland Areas ¹⁴	Acres	---	-491.9
Threatened/ Endangered Species Impacts	Yes/No	No	No
Cultural Resources			
Archeological Historic Properties	Number	---	---
Non-Archeological Historic Resources ¹¹	Number	---	1

TABLE S-1. SUMMARY OF ATTRIBUTES AND IMPACTS OF ALTERNATIVES

Comparison Factors	Unit of Measure	Trinity Parkway Alternatives	
		1 No-Build	3C Floodway
Notes:			
<p>M = Millions; ADT = Average Daily Traffic; VMT = vehicle miles traveled; VHT = vehicle hours traveled; LOS = Level of Service; NRHP = National Register of Historic Places; EJ = Environmental Justice; SPF = Standard Project Flood; mph = miles per hour; --- = no impacts anticipated for this alternative.</p>			
<ol style="list-style-type: none"> 1. MOEs focus on the identified project needs and also provide a method to determine the degree that traffic conditions, such as congestion and mobility, could be improved by the Build Alternative. 2. Vehicle Miles of Travel (VMT) = the total number of miles driven by all vehicles in the project area on an average day. 3. Vehicle Hours of Travel (VHT) = the total time spent driving vehicles in the project area on an average day. 4. Average Speed (mph) = VMT divided by the VHT. 5. Lane Length (miles) = segment length multiplied by the number of lanes 6. Congestion Delay (Vehicle Hours) determines whether vehicles are experiencing delays on the roadways and gauges the degree that congestion could be managed by the Build Alternative. 7. Percent Lane Miles at LOS D, E or F = percent of lane miles operating in congested conditions at LOS D, E or F. 8. The "BVP" is the City of Dallas Balanced Vision Plan, a master plan for parks and lakes in the Trinity Floodway. 9. The number shown is the total number of buildings displaced at these types of facilities, not the number of facilities affected. 10. ROW would be required from within the Trinity River Greenbelt Park, and access rights for construction, operation, and maintenance are anticipated to be established by an operating agreement with the City of Dallas. The deed records for the park land indicate that it can be used for transportation. 11. The number shown is the total number of NRHP-listed or eligible properties identified within the APE where there would be an adverse effect. 12. The USEPA predicts substantial future MSAT reductions as the agency's new light-duty and heavy-duty on-road fuel and vehicle rules come into effect (Tier II, light-duty vehicle standard, Heavy-Duty Diesel Vehicle (HDDV) standards and low sulfur diesel fuel, and the USEPA's proposed Off-Road Diesel Engine and Fuel Standard). These projected air emission reductions will be realized even with the predicted continued growth in vehicle miles traveled. 13. Hazardous waste/material sites within or adjacent to proposed ROW. 14. The figures for impacts to maintained grass areas for Alternative 3C includes estimated excavation areas of 271 acres. 15. Compatibility determined based on whether the alternative is conceptually consistent with the municipal planning document, and not by precise matching of alternative labels (i.e., alternative mentioned in the city plan or a successor or variant alternative). 16. Implementation of the No-Build Alternative would require an MTP revision and new conformity determination. In regards to the Build Alternative, the MTP includes a Trinity Parkway reliever route as a key element to the functioning of the plan. The proposed project design concept, scope, and project cost are consistent with the conforming MTP and 2013-2016 TIP. 17. Hydraulic modeling results reflect updated model existing conditions and output for Alternative 3C. Any flood estimates for Alternative 3C that do not meet the 1988 ROD criteria would require a variance before a permit under Section 404 or Section 10 could be issued. 18. 559 acres for Alternative 3C reflects additional ROW needed for the transition with IH-35E and SH-183 that would apply for the Build Alternative at the northern terminus as discussed in FEIS Section 2.6.1. 			

As discussed in **FEIS Section 4.28.2**, the significant and longitudinal floodplain encroachments of Trinity Parkway Build Alternatives located in the Dallas Floodway have been the subject of scrutiny since the outset of the project development and NEPA processes. The balancing of risks per FHWA floodplain policies in 23 CFR Part 650 requires the careful consideration of the following five risk factors: (1) the expected effects of the proposed facility on the functioning of the floodplain; (2) the likelihood of flooding; (3) the estimated time to make the road operational again if flooded; (4) damage expected to roadway and ancillary features of the roadway and measures incorporated to minimize or mitigate that damage; and (5) damage expected to occur to the roadway embankment and measures incorporated to minimize or mitigate that damage.

As encroachments are significant, engineering design and planning measures to ensure that floodway road alternatives remain hydraulically neutral have been at the forefront of the interagency coordination throughout the development of alternatives for the Trinity Parkway. The proposed project has been designed to avoid any substantial impacts to the ability of the Dallas Floodway to perform its fundamental mission of safely conveying floodwaters from extreme storm events past the Dallas CBD. The proposed Alternative 3C would be built upon embankments that would elevate the roadway above the 100-year floodplain or protected by a flood separation wall, so the roadway would not be inundated by a flooding event with a one percent risk of occurrence in any given year. In the event Alternative 3C were to be inundated by the rare SPF flood (i.e., the 2,500-year flood with probability of occurrence in any given year of 0.04 percent), it has been estimated that the road would be closed for approximately five days, including two days of inundation and three days of clean-up. Inundation by flood events exceeding the 100-year event in the Dallas Floodway could result in damage to roadway features, and depending on the extent of such damage, may require several days to complete the necessary repairs. Such repair would generally not prevent the roadway from reopening after a flood event because temporary measures (e.g., signage or portable barriers) would be deployed to restore the roadway to operation. Alternative 3C is designed to protect the roadway from any substantial harm from floodwaters passing through the Dallas Floodway.

The combination of the need for a reliever route to manage local traffic congestion, the absence of practicable alternatives outside the floodplain, and the general affirmation of longitudinal encroachment by elected leaders and the community in general are important considerations in FHWA's recommendation of a floodway alternative. In addition, as summarized above, the various risks that attend the proposed construction of a roadway within the Dallas Floodway have been addressed through engineering design, impacts analysis, and interagency planning to an acceptable level.

In addition, FEIS Chapter 4 includes analyses of potential indirect and cumulative impacts, and a brief summary of the results from each analysis is provided below:

Indirect Impacts: Based on the indirect impact analysis, Alternative 3C would not challenge the land use change baseline determined for the area of influence (AOI) through the Land Use Sensitivity Assessment. The alternative would not induce land use change because no new access would be introduced. No planned projects associated with the Build Alternative have been identified, and induced development is not anticipated. Alternative 3C would complement existing public policy by providing congestion relief around downtown while allowing existing development trends to continue.

Cumulative Impacts: A brief summary of cumulative impacts (direct impacts + indirect impacts + impacts from reasonably foreseeable transportation and development projects) is provided in **Table S-2** below. Implementation of regulatory control strategies and policies are assumed in relation to the proposed project and other reasonably foreseeable projects. Potential cumulative impacts to all resources/issues described below could be avoided or minimized by compliance with applicable local, state, and federal requirements.

TABLE S-2. SUMMARY OF CUMULATIVE IMPACTS

Comparison Factors	Impacts
Community Impacts	
Private Land Use Changed to ROW	Net loss of approximately 1,552 acres.
Consistent with Local Plans and Policies (e.g., BVP)	The transportation plans would occur only with approval of municipal and/or federal and state transportation, and would be expected to conform to municipal planning documents.
Residential Relocations	Loss of 91 residences. A variety of institutional safeguards are in place to ensure that members of environmental justice populations who are displaced from their residences have access to affordable housing within or near the same community.
Change in Parks/Recreation Areas	Net loss of approximately 313 acres, but the vast majority of open space areas within the RSA are expected to be preserved in perpetuity because of municipal and federal regulations, plans, and policies.
Physical Environment	
Water Quality Impacts	Future development would increase the amount of impervious surfaces in the corridor and would likely increase storm water runoff. The multiple federal, state, and local controls designed to minimize the impacts of development on water quality would ensure that potential impacts to water quality would be minimized to an acceptable level.
Floodplain Impacts	The cumulative impacts of the Dallas Floodway's ability to handle extreme storm water are expected to be insignificant for Alternative 3C in combination with other foreseeable projects; Alternative 3C has been designed to ensure the continued functioning of the Dallas Floodway for flood conveyance. Likewise, all other plans for the enhancement of natural resources within the Dallas Floodway include detailed design considerations that are expected to improve valley storage capacity, and otherwise enhance the Dallas Floodway.
Air Quality	The proposed improvements are consistent with the MTP and the current TIP. Any increase in ozone precursor emissions are projected to be more than offset by emissions reductions from USEPA's new fuel and vehicle standards.
Visual Impacts	Alternative 3C would have a strong visual impact on the Dallas Floodway. However, other foreseeable projects (e.g., BVP and DFE Projects) would focus on enhancing the visual quality of natural resources in the Dallas Floodway. Consequently, such projects would serve to substantially offset the visual intrusion of Alternative 3C.
Natural Environment	
All Waters of the U.S., including Wetlands	Net loss of approximately 88 acres.
Woodlands	Net gain of approximately 1,006 acres.
Grasslands	Net loss of approximately 1,833 acres. This loss is not likely result in an overall adverse impact to wildlife habitat because grassland areas are predominantly low quality habitat (i.e. mowed, non-native grasses). Also, much of these areas would be replaced by lakes, woodlands, forested wetlands, and emergent wetlands.
Cultural Resources	
Non-Archeological Historic Resources	Cumulative impacts would potentially affect 14 resources. Existing regulatory controls and mitigation requirements are expected to ensure that potential impacts to listed infrastructure (the Dallas Floodway), buildings, bridges, or districts would be minimal. As a result, no substantial impacts would be anticipated.

FEIS Chapter 5 describes mitigation measures and commitments associated with Build Alternative 3C. Examples include noise barriers and visual screens to minimize increased noise levels and visual intrusion affecting local residents; limiting construction activities to the minimum area needed, or avoiding areas during construction, to reduce impacts to vegetation; and employing erosion/sedimentation control techniques to avoid and/or minimize adverse impacts to wetlands and water bodies. Per 23 U.S.C. Section 139, the Build Alternative has been developed to a higher level of detail in order to facilitate the development of mitigation measures or concurrent compliance with other applicable laws. Final project design and mitigation measures would involve continued coordination between the FHWA/TxDOT/NTTA and other agencies.

FEIS Chapter 6 describes cost estimates for Build Alternative 3C. The potential sources of funding and cost sharing opportunities to construct the proposed project are discussed. Due to funding constraints and uncertainties associated with implementation of the project by TxDOT using gasoline tax revenue sources, the proposed action is being considered for implementation as a limited-access toll facility with the NTTA as the local sponsor. Subject to completion of NEPA and other agency considerations, implementation of the proposed action as a NTTA toll facility would involve the sale of toll-financed revenue bonds to private investors at competitive rates. Notwithstanding this approach, should other local, state, or federal funding become available at some future date, this funding may be used to support the proposed action.

S-7 PUBLIC INVOLVEMENT AND ADDITIONAL INFORMATION

FEIS Chapter 8 describes the public involvement and agency coordination that occurred throughout the preparation of the DEIS, SDEIS, and LSS. The preparation of the DEIS, SDEIS, LSS, and this FEIS involved extensive coordination and consultation with the public that may be affected by the proposed project.

Initial public involvement opportunity occurred at the Public Scoping Meeting held on July 8, 1999. Residents, property owners, and elected officials were notified through direct mailings, legal advertisements, and paid advertisements in local newspapers. The purpose of the meeting was to initiate public involvement and identify the range of alternatives, environmental impacts, and important issues to be addressed in the EIS. The meeting included a technical presentation, exhibits, and handouts, after which the attendees were able to present comments concerning scoping issues to be addressed in the EIS. Six comments were received during the meeting and by direct mail, as well as 23 letters.

Meetings of the Community Advisory Work Group (CAWG) also facilitated public involvement. Eleven CAWG meetings were held during the period from 1999 to 2005. The CAWG was composed of members of the community who volunteered their time to stay involved in the project through regular meetings and other activities to provide input, ideas, and concerns to the project team.

Further coordination and consultation with the public included the release of Trinity Parkway DEIS, SDEIS, and LSS documents for public review. Prior to the DEIS, SDEIS, and LSS public hearings, notices were published through direct mailings, advertisements in local newspapers, on the NTTA's website (www.ntta.org), and publicized by news releases distributed to area broadcast media.

The DEIS was released for public review in February 2005, and in March 2005, a public hearing for the Trinity Parkway DEIS was held. Attendance of 159 people was recorded for the public hearing; this number includes one elected official from the City of Dallas and 13 public officials. In addition, project team members representing the FHWA, TxDOT, and NTTA were available to explain the proposed project and answer questions. On April 8, 2005, the public comment period for the DEIS concluded. A total of 91 comments were received at the DEIS public hearing on March 29, 2005, or within the comment period (see **FEIS Appendix K**).

The SDEIS was released for public review in February 2009. In May 2009, a public hearing for the Trinity Parkway SDEIS was held. Attendance of 405 people was recorded for the public hearing; this number includes six elected officials, and 10 media representatives. In addition, project team members representing the FHWA, TxDOT, and NTTA were available to explain the proposed project and answer questions. The extended comment period began in May and continued through June 30, 2009. A total of 347 comments were received at the SDEIS public hearing on May 5, 2009, or within the comment period. Statements, comments and responses associated with the SDEIS public hearing can be found in **FEIS Appendix L**.

The LSS to the SDEIS was released for public review in March 2012. In May 2012, a public hearing for the Trinity Parkway LSS was held. Attendance of 288 people was recorded for the public hearing; this number includes 10 elected officials and 12 media representatives. In addition, project team members representing the FHWA, TxDOT, and NTTA were available to explain the proposed project and answer questions. The public comment period for the LSS ended on May 18, 2012. A total of 205 comments were received at the LSS public hearing on May 8, 2012, or within the comment period. Statements, comments and responses associated with the LSS public hearing can be found in **FEIS Appendix M**.

In addition to the Public Scoping Meeting, CAWG meetings, DEIS, SDEIS, and LSS public hearings, numerous agency coordination meetings and briefings were held during the period from 1999 to 2008. **FEIS Appendix A-3** summarizes these public participation and agency events.

[END OF SUMMARY]