Draft Alternatives Analysis Methodology Report

President George Bush Turnpike – East Branch

Project Limits: I-30 to I-20

CSJs: 2964-06-011 and 2964-06-012

Counties: Dallas and Kaufman

April 2024

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12-9-2019, and executed by FHWA and TxDOT.

Table of Contents

Figures

Tables

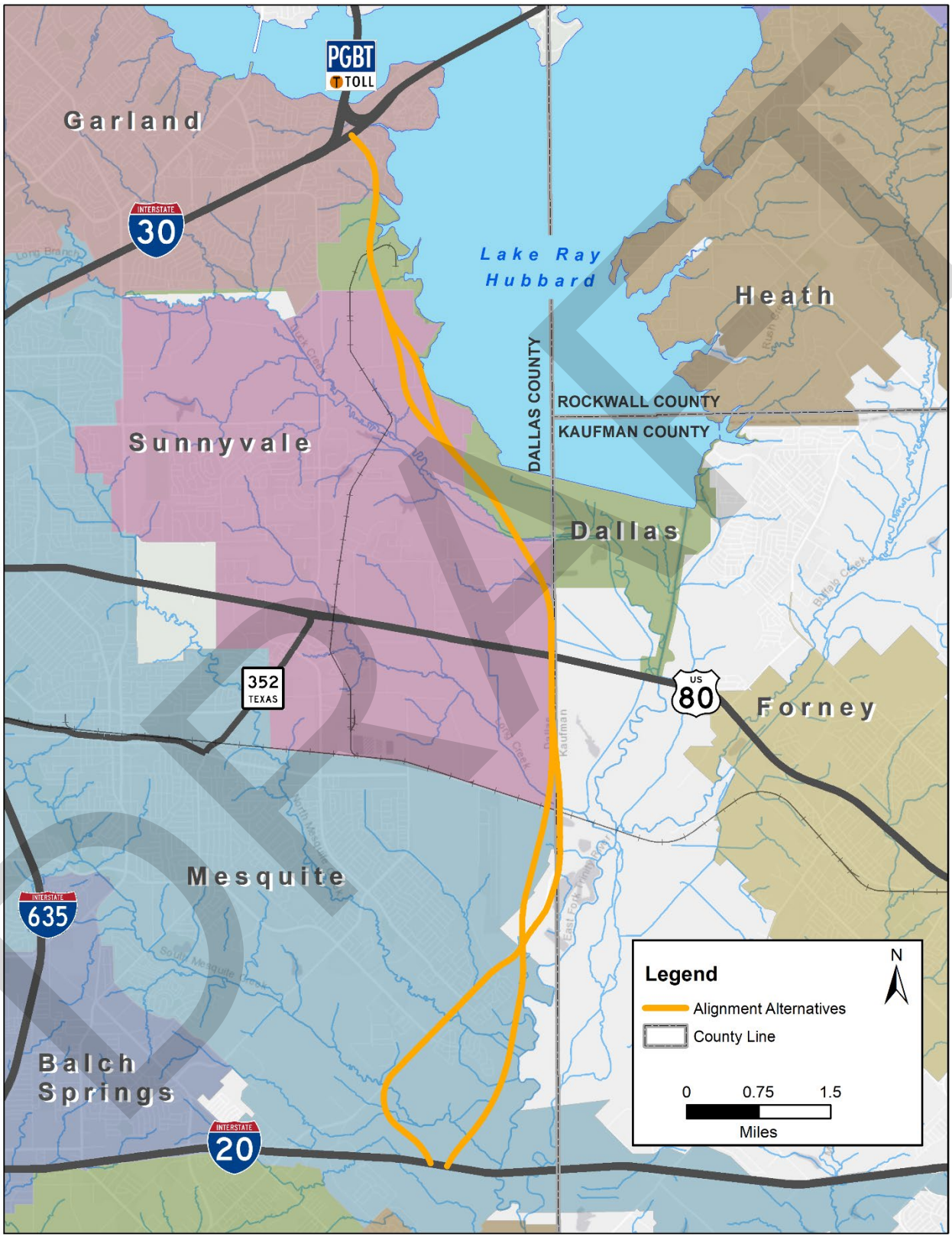
Appendices

1 Introduction

The Texas Department of Transportation (TxDOT), as lead agency, along with The North Texas Tollway Authority (NTTA), as project sponsor, propose the construction of the East Branch extension of the President George Bush Turnpike (PGBT) on new location. PGBT East Branch would serve as a regional facility extending from Interstate 30 (I-30) to I-20 in eastern Dallas County. Though planned as a part of an integrated transportation system, PGBT East Branch has independent utility without the implementation of other programmed transportation improvements. PGBT East Branch has independent utility because the project would function as a usable roadway, would not require the implementation of other projects to operate, and would not restrict the consideration of alternatives for other foreseeable transportation improvements.

The PGBT East Branch project is located in the Dallas-Fort Worth (DFW) metropolitan area of North Central Texas. The proposed PGBT East Branch location in relation to the surrounding region is illustrated in **Figure 1**. The proposed project lies in eastern Dallas County and western Kaufman County within the boundaries of the following municipalities: Garland, Dallas, Sunnyvale, and Mesquite. The total length of the proposed project is approximately 11 miles.

Figure 1: Project Location



2 Project History

An outer loop for Dallas County was first envisioned in the early 1960s. The project had been designated by the State as part of the system known as Loop 9 in 1968. Later, the northern, northeastern, and western segments were redesignated State Highway (SH) 190 and SH 161, respectively. Though the eastern section of the outer loop was included in various regional and state transportation plans, a detailed location study was not initiated for the eastern segment until 1988. A route study for the eastern section of SH 190 (from SH 78 to I-20) was sponsored by Dallas County and the municipalities of Garland, Mesquite, and Rowlett. It evaluated numerous roadway locations and alignments, including several on the east side of Lake Ray Hubbard. Four candidate alignments were chosen for evaluation and an analysis methodology that included 60 criteria was prepared for their evaluation. This information was presented to the public during four Public Meetings held in April 1989 and through four follow-up informational meetings held by the Cities of Rowlett and Garland in May and June of 1989. A second series of Public Meetings was held in September 1989 to present the results of the evaluation. Public and agency comments received throughout the process indicated preference for the alignment directly west of Lake Ray Hubbard, and in August 1990, this alignment was identified as the technically preferred freeway/parkway alignment in the final SH 190 Route Alignment Study. However, the technically preferred alignment was opposed by some local governments and residents.

In 1994, the Texas Department of Transportation (TxDOT) initiated an additional study of the SH 190 corridor. Based on comments received, TxDOT recommended an alignment on the west side of Lake Ray Hubbard, similar to the alignment selected in the previous 1990 route study. In 2000, the NTTA began a detailed study to construct the recommended alignment between SH 78 and I-30 as a tollway. That portion of the original SH 190 alignment was constructed by NTTA as the PGBT Eastern Extension, and it was opened to traffic in 2011. The establishment of the PGBT corridor from SH 78 to I-30 narrowed the study area for the last remaining segment of the SH 190 loop (the East Branch) to an area from I-30 on the north to I-20 on the south with Lake Ray Hubbard on the east and I-635 on the west.

In 2004, TxDOT began an alternatives analysis and public involvement efforts for the SH 190 East Branch proposed project. Based on these activities, a draft Environmental Impact Statement was prepared and reviewed by the TxDOT Dallas District and TxDOT Environmental Affairs Division. The project was delayed in 2011 due to financial constraints, and this portion of the SH 190 corridor was removed from TxDOT's planned improvements in 2017. In 2022, the proposed project was officially transferred to the NTTA and referred to as the PGBT East Branch.

3 Alternatives Development Overview

3.1 Build Alternatives

A Staff Work Group, consisting of project staff, interested agencies, and stakeholders, was established at the beginning of the 2004 SH 190 East Branch Study to keep all interested parties updated on the development of the project. The Staff Work Group met several times between 2004 and 2006 as corridors were evaluated and eliminated from the alternatives analysis. Continual evaluation of the conceptual alternatives occurred throughout the duration of the project, with several public meetings held to present the alternatives to the public as progress was made (see **Summary of Public Involvement**).

To create a universe of potential alternatives for the SH 190 East Branch facility, a specialized roadway alignment design software, QUANTM, was used and generated 600 different alternative corridors with specific constraints identified. These constraints were established to create "no-go" zones of avoidance and included parks, residential areas, and historic structures. The QUANTM-generated alternative corridors were able to be further refined or eliminated based on their cost, length, and avoidance of existing built areas.

Established evaluation criteria were used to comparatively analyze all potential alternatives throughout the course of the project. The application of criteria and measures was intended to pinpoint the major differences between alternatives, help facilitate the decision of which alternative(s) should be analyzed in the EIS, and balance design standards, safety, transportation needs, costs, and social, economic, and environmental concerns.

After refining the QUANTM-generated corridors and receiving feedback at the first public scoping meeting, alternative analysis evaluation criteria were established. These criteria were organized into six major categories: mobility, cost effectiveness, social/economic effects, environmental effects, public and agency support, and other, and were based upon the purpose and objectives of the study, guidance from the National Environmental Policy Act (NEPA), and public agency input. Using the evaluation criteria, the study team (TxDOT and consultant team) created evaluation matrices to comparatively analyze the alternative corridors and were presented to the public for review and comment. Following the public comment period, the study team was able to eliminate specific alternatives from analysis and move forward with refining the preferred alternatives. As alternatives were eliminated from consideration, the evaluation criteria changed to reflect those resources that would illustrate a distinct difference between alternatives. These refined evaluation criteria were sorted into six subcategories: wildlife habitat, floodplain, potential commercial displacements, residential displacements, impacted noise receivers, and jurisdictional waters. Using the refined criteria, as well as public feedback and opinion from an additional public meeting and coordination with agencies and municipalities, the study team was able to further refine the conceptual alternatives.

The Town of Sunnyvale's appointed SH 190 Advisory Committee studied the remaining conceptual alternatives (Alternative 1, Alternative 2, and Alternative 2West) to determine a Sunnyvale-preferred alternative. The Committee analyzed the alternatives using 12 "perfect road" criteria and weighed each alternative against them

to determine which was the most preferred. The outcome of the alternatives analysis was the current Build Alternatives: Alternative 1 and Alternative 2. In the East Branch Alternatives Analysis discussion below, the details related to each step of the alternatives analysis process conducted for the SH 190 Study are presented.

3.2 No-Build Alternative

A No-Build Alternative was included for comparative analysis throughout the duration of the project. The No-Build Alternative assumes no major investments in transportation improvements in the corridor beyond those already established by the municipalities that the proposed corridor would pass through.

4 East Branch Alternatives Analysis

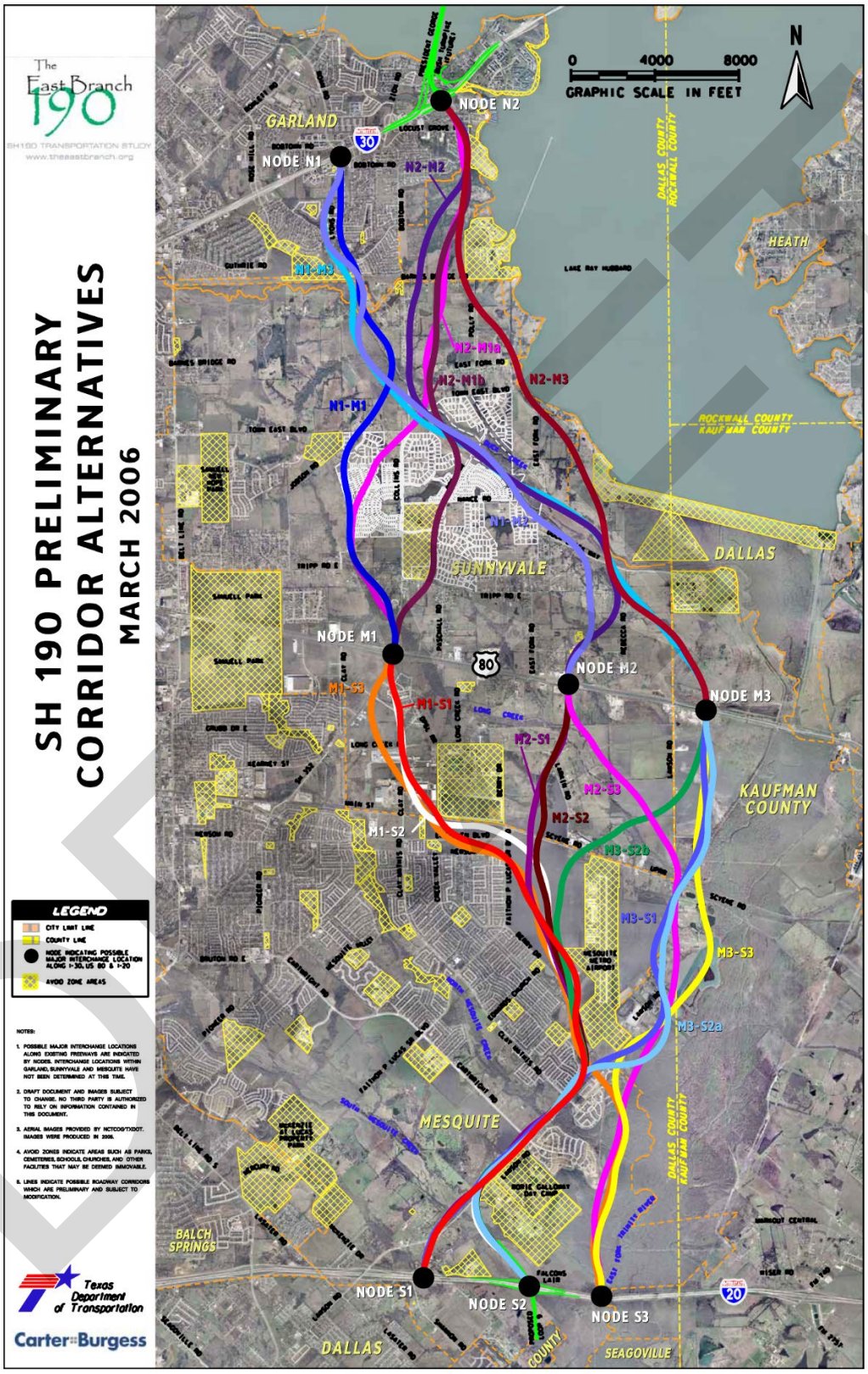
4.1 Universe of Alternatives

Between June and October of 2005, the alternative corridors for SH 190 between I-30 and I-20 within the study area were developed using QUANTM software. To set parameters for the various alternative corridors, specific nodes were identified by the Staff Work Group along I-30, U.S. Highway (US) 80, and I-20, with specific avoidance zones established by local authorities and the study team. Two nodes were selected along I-30, three nodes along US 80, and three nodes along I-20. QUANTM produced approximately 40 corridors between each set of nodes, creating approximately 600 total alternative corridors. These corridors were ranked based on estimated total costs for each corridor which used fixed values for the proposed built environment (bridge structures, fill, roadway), impacts to the environment (floodplain and habitat mitigation), and impacts to developed lands (residential and commercial). By March 2006, seven northern (between I-30 and US 80) and 10 southern (between US 80 and I-20) preliminary corridor alternatives were identified based on their cost, length, and avoidance of built areas.

4.2 Corridor Alternatives

The preliminary corridor alternatives (March 2006) are presented in **Figure 2**.

Figure 2: SH 190 Preliminary Corridor Alternatives



Source: Abusaad, N. (2006a).

4.2.1 No-Build Alternative

The No-Build Alternative was evaluated against the corridor alternatives developed and assumed no major investments in transportation improvement in the corridor beyond those already programmed and funded by the City of Garland, Town of Sunnyvale, City of Mesquite, Dallas County, Dallas Area Rapid Transit (DART), TxDOT, or Federal entities by the Year 2025. The No-Build Alternative included a range of strategies such as the Congestion Management System, Employer Trip Reduction programs, intersection and signal improvements, Advanced Transportation Management, bicycle and pedestrian improvements, transit rail improvements, and numerous roadway improvements.

4.2.2 Alternatives Analysis Methodology of Corridor Alternatives

During the evaluation process, the corridor alternatives were compared to each other using an established set of evaluation criteria. The application of criteria and measures was intended to pinpoint the major differences between alternatives, help facilitate the decision of which alternative(s) should be developed further, and balance design standards, safety, transportation needs, costs, and social, economic, and environmental concerns. The evaluation criteria were organized into six major categories: mobility, cost effectiveness, social/economic effects, environmental effects, public and agency support, and other. These categories and criteria were based upon the established purpose and objectives of the SH 190 East Branch Study, NEPA guidance, and public and agency input. The following sections provide a breakdown of each category used to evaluate each SH 190 corridor alternative.

Mobility Effects

Average Peak Period Speed – Quantitative assessment that reflected the average peak period speed from the Year 2030 North Central Texas Council of Governments (NCTCOG) regional travel demand model.

Person-Trips per Peak Hour – Quantitative assessment of the number of person-trips per peak hour in the study corridor for the Year 2030 based on the NCTCOG regional travel demand model.

Person-Trips per Day – Quantitative assessment of the number of person-trips per day in the study corridor for the Year 2030 based on the NCTCOG regional travel demand model.

Average Daily Volumes on SH 190 – Quantitative assessment of the number of vehicles per day on a six-lane roadway in the study corridor for the Year 2030.

Level of Service (Percent Congested) – Quantitative assessment of the level of service (as indicated by percentage of congestion and letter values) in the study corridor for the Year 2030 based on the NCTCOG regional travel demand model.

Cost Effectiveness

Construction Cost per Mile – Order of magnitude, preliminary costs per mile based on the estimated construction cost of the alternative in Year 2005 dollars. Construction cost included pavement structure, ancillary toll support facilities, and bridges.

Affordability/Financial Feasibility – Preliminary analysis to determine if an alternative was affordable based on the financially constrained regional mobility plan and TxDOT funding allocations.

Social and Economic Effects (Built Environment)

Issues were investigated to assess the relative potential of an alternative to affect the built environment.

Residential Land Use Impacts – Preliminary analysis of existing land was used to identify the potential number of acres of single-family and multi-family residential land uses that could be affected to implement an alternative.

Commercial Land Use Impacts – Preliminary analysis of existing land was used to identify the potential number of acres of retail, commercial, and industrial land uses that could be affected by implementing an alternative.

Consistency with Existing/Planned Development – Qualitative indication that each alternative was consistent with major approved plans for transportation, park development, land use, zoning, etc. and existing/planned development and/or redevelopment along the alternative.

Noise Impacts – Preliminary qualitative assessment of approximate number of residential, school, and park noise receivers (Noise Abatement Criteria [NAC] A or B uses) within the future (Year 2030) noise impact contour of 66 A-weighted decibels (dBA) based on straight-line computer traffic noise models (TNM).

Number of Parklands and Historical Resources Affected – Exploratory-level analysis to identify possible direct and indirect effects to resources and areas such as publicly-owned parklands and properties listed on the National Register of Historic Places (NRHP).

Environmental Effects (Natural Environment)

Environmental issues were investigated to assess the relative potential of an alternative to affect the natural environment.

Effects on Jurisdictional Waters – Exploratory-level analysis to identify the number of crossings of an alternative to potential jurisdictional waters as designated by the United States Geological Survey (USGS).

Proximity to Floodplains – Exploratory-level analysis to identify the potential number of existing acres of 100-year floodplain [as established by the Federal Emergency Management Agency (FEMA)] that could be affected by an alternative.

Effects to Wildlife Habitat – Exploratory-level analysis to identify effects to wildlife habitat by tabulating potential number of existing acres of vacant lands, floodplains, and waters that could be affected by an alternative.

Public and Agency Support

This qualitative criterion documented general support or acceptance of an alternative by the public and other federal, state, and local agencies based on comments and input received from the project's monthly Staff Work Group meetings, agency coordination meetings, review with local governments, and public meetings and presentations. Surveys were created for the March 2006 and August 2006 public meetings (further discussed in **Summary of Public Involvement**) and were designed so that the public could either rank their alignment and

alternative preferences and/or create suggested alignments based on the information presented at the meeting and the public's ideas of where the roadway should be placed.

Other

This criterion was used to evaluate other issues critical to the development of an alternative that did not fall under one of the previous categories.

Ease of Implementation – Qualitative assessment of how easily the alternative could be constructed. Potential issues that could delay construction could relate to funding, traffic operations during construction, impacts to existing roadways, constructability, etc.

Regional Connectivity – Qualitative indication of how each alternative connected to other existing or planned regionally-significant transportation corridors, such as proposed Loop 9 and PGBT.

Mobility Alternatives

For each corridor alternative, three mobility alternatives were considered, including an arterial facility, tollway facility, and freeway facility. The defined right-of-way (ROW) footprint for the conceptual alternatives was set to be wide enough to encompass all three types of facilities. Although the ROW width for an arterial is less than a tollway or freeway facility, equivalent ROW widths were evaluated to accommodate all facility types, to provide for ROW preservation, and to provide for future flexibility if travel patterns and land usage changed. Therefore, comparative impacts based on roadway width were equal for all conceptual alternatives.

4.3 Refined Conceptual Alternatives

The corridor alternatives were evaluated by the study team and presented to the public for review and comment at a public meeting on Thursday, March 30, 2006 (further discussed in **Summary of Public Involvement**). Based on the results from the public meeting, from I-30 to US 80, alternative N2-M3 (PGBT/East of Lawson) was the most well received. From US 80 to I-20, alternative M3-S3 (East of Lawson/East of Falcon's Lair) was the most well received. Based on public input and the evaluation conducted, the nodes that were eliminated from further study were N1, M1, M2, and S1. As a result, the following alternative corridors were also eliminated from further consideration:

- N1-M1
- N1-M2
- N1-M3
- N2-M1a
- N2-M1b
- N2-M2
- M1-S1
- M1-S2
- M1-S3
- M2-S1
- M2-S2
- M2-S3
- M3-S1

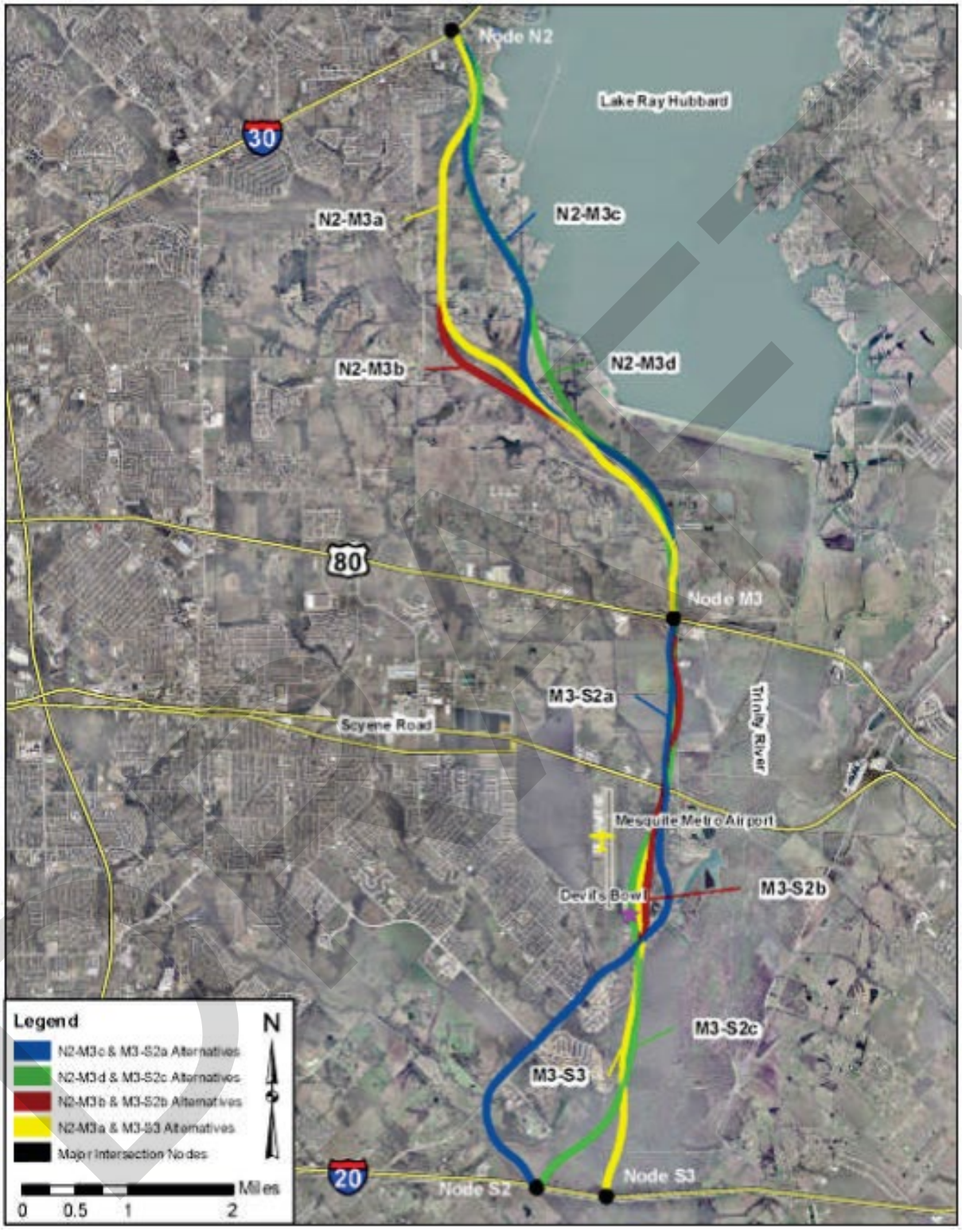
Additionally, the Staff Work Group determined that of the three mobility options, the arterial-type roadway would be eliminated from further evaluation based on mobility evaluation measures.

The remaining nodes (N2, new location M3, S2, and S3) were developed further with the remaining alternatives. The following five alternatives were moved forward for further evaluation:

- No-Build Alternative
- I-30 to US 80
    - Alternative N2-M3
- US 80 to I-20
    - Alternative M3-S2a
    - Alternative M3-S2b
    - Alternative M3-S3

Discussions with those directly impacted by the proposed project determined that Alternative N2-M3 needed to be evaluated further before deciding on an ultimate alignment between I-30 and US 80. Four distinct alternatives were created based on the N2-M3 alternative corridor. Additionally, a third option was created for Alternative M3-S2. This resulted in the following eight refined alternatives (August 2006), four in the north section and four in the south section, as shown on **Figure 3.**

Figure 3: SH 190 Refined Alternatives



Source: Abusaad, N. (2006b). Low quality due to only available copy from report.

I-30 to US 80

- Alternative N2-M3a
    - Heads southeast from PGBT and avoids Windsurf Bay Park on the east.
    - Curves back to the west and then heads directly south between Barnes Bridge Road and Duck Creek.
    - Follows Duck Creek until Duck Creek Way.
    - Heads southeast to Kaufman County Line and then heads directly south to US 80.
- Alternative N2-M3b
    - Follows Alternative N2-M3a except at Duck Creek. Parallels Duck Creek to the south, close to the proposed residential developments.
- Alternative N2-M3c
    - Heads southeast from PGBT and avoids Windsurf Bay Park and the power plant, both on the east.
    - Crosses Polly Road and veers east to Lake Ray Hubbard.
    - Heads directly south from East Fork Road, adjacent to proposed residential development.
    - Parallels Duck Creek to the north, then crosses Duck Creek and heads southeast toward the Kaufman County Line.
    - Follows the Kaufman County Line directly south to US 80.
- Alternative N2-M3d
    - Follows Alternative N2-M3d until running adjacent to Lake Ray Hubbard.
    - Continues southeasterly across East Fork Road and parallels Duck Creek to the north.
    - Heads south at the water treatment plant and follows the Kaufman County Line to US 80.

US 80 to I-20

- Alternative M3-S2a
    - Heads south from US 80, just west of Lawson Road.
    - Passes through vacant airport property and turns east toward Kaufman County Line.
    - Joins Lawson Road south of Devil's Bowl and follows it southwest past Rorie Galloway Day Camp.
    - Curves southeast past the day camp and intersects with I-30 at the proposed Falcon's Lair Interchange.
- Alternative M3-S2b
    - Heads south but crosses into Kaufman County for a short period and almost immediately turns west back into Dallas County.
    - Heads southwest until joining Alternative M3-S2a south of Devil's Bowl.
    - Follows the same alignment as M3-S2a to I-30.
- Alternative M3-S2c
    - Follows M3-S2a until south of the Union Pacific Railroad (UPRR) crossing.
    - Heads southwest through vacant land east of Mesquite Airport and passes directly through Devil's Bowl.

- Continues south through floodplain and turns southwest to intersect with I-30 at proposed Falcon's Lair Interchange.

- Alternative M3-S3
  - Heads southeast from US 80 through Kaufman County.
  - Crosses back into Dallas County at UPRR crossing.
  - Parallels Alternative M3-S2c to the east but stays within the floodplain and intersects I-30 east of the proposed Falcon's Lair Interchange.

4.3.1 Alternatives Analysis Methodology for Refined Alternatives

As discussed in **Section 4.2, Corridor Alternatives**, the evaluation criteria for the preliminary analysis were organized into six major categories: mobility, cost effectiveness, social/economic effects, environmental effects, public and agency support, and other. As alternatives were eliminated from the study process due to public response and stakeholder coordination, the evaluation criteria evolved to highlight those resources that would illustrate a distinct difference between alternatives. The evaluation criteria for the refined alternatives were limited to six subcategories: wildlife habitat, floodplains, potential commercial displacements, residential displacements, impacted noise receivers, and jurisdictional waters. These subcategories were chosen to be used in the refinement evaluation of alternatives because the results pertaining to the other categories would not show a distinct difference between alternatives. The six subcategories included are described below:

Impacts to Wildlife Habitat – Exploratory-level analysis to identify effects to wildlife habitat by tabulating potential number of existing acres of vacant lands, floodplains, and waters that could be affected by an alternative.

Impacts on Floodplains – Preliminary analysis to identify the potential number of existing acres of 100-year floodplain (as established by FEMA) that could be affected by implementing an alternative.

Potential Commercial Displacements – Analysis using 2004 aerial photography to identify the potential number of retail, commercial, and industrial properties that could be affected by implementing an alternative.

Potential Residential Displacements – Analysis using 2004 aerial photography to identify the potential number of single-family and multi-family residential structures that could be affected by implementing an alternative.

Impacted Noise Receivers – Analysis using 2004 aerial photography to identify the number of noise receivers within the future (Year 2030) noise impact contour of 66 dBA based on TNM. The 66 dBA contour varies from 65 feet for the tollway option to 100 feet for the freeway option, leading to a difference in the number of noise receiver impacts for each alternative.

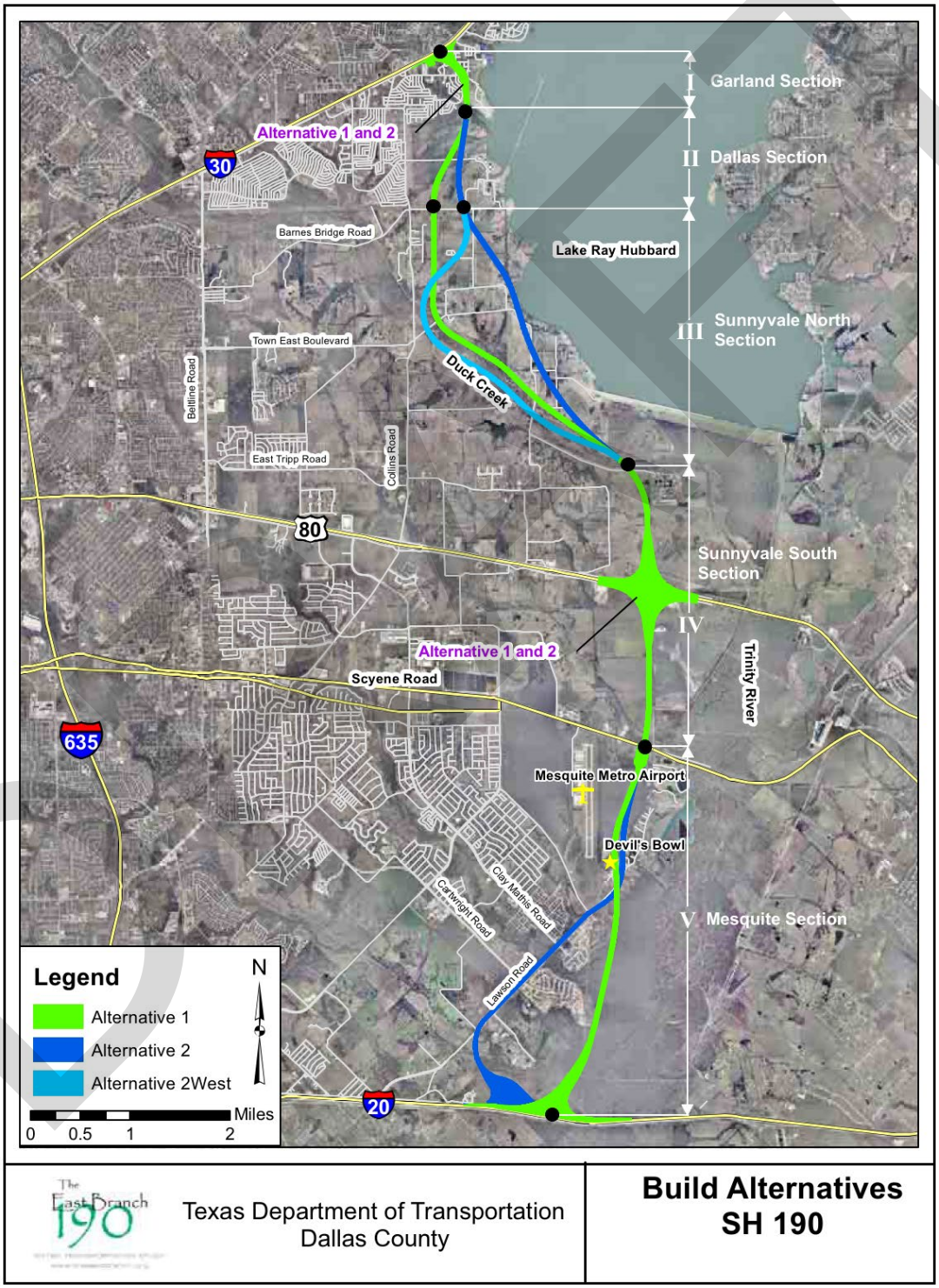
Impacts on Jurisdictional Waters – Preliminary analysis to determine approximate acreage impacts by each alternative to jurisdictional waters (as designated by USGS and a field survey).

4.4 TxDOT Environmental Impact Statement Build Alternatives

These refined alternatives were presented to the public at a public meeting held on August 15, 2006 (further discussed in **Section 5, Summary of Public Involvement**). Based on public comments, as well as input from TxDOT and discussions with the Staff Work Group, it was determined that alternatives N2-M3c and M3-S2a would be

eliminated from further consideration due to low public support. However, the study team ultimately included M3-S2a because it was the only feasible non-floodplain option between US 80 and I-20. The study team refined the remaining alternatives for evaluation in the Draft EIS. They were identified as Alternative 1, Alternative 2, and Alternative 2West (**Figure 4**).

Figure 4: SH 190 Build Alternatives



Alternative 1 began at the I-30/PGBT interchange and headed southeast toward Windsurf Bay Park where it turned south, avoiding the park. Just south of the park, the alternative curved back to the west and then went directly south between Collins Road and Polly Road. At Duck Creek, the alternative went southeast along the east side of the creek until Duck Creek Way. It crossed Duck Creek Way and went southeast to the Kaufman County line. It followed the Kaufman County line and then Lawson Road directly south until Scyene Road. At that point, it headed southwest through vacant land east of Mesquite Metro Airport and passed through Devil's Bowl Speedway. It continued south through the East Fork Trinity River floodplain and turned slightly southwest and ended at I-20. The length of Alternative 1 was approximately 12.2 miles.

Alternative 2 began at the I-30/PGBT interchange and headed southeast towards Windsurf Bay Park. It continued south from the park and avoided the Texas Utilities (TXU) power plant next to Lake Ray Hubbard and north of Barnes Bridge Road. At that point, Alternative 2 split into two alternatives. South of Barnes Bridge Road, Alternative 2 turned southeast toward Lake Ray Hubbard and ran between East Fork Road and Lake Ray Hubbard. Alternative 2 continued in a southeast direction and crossed East Fork Road twice. This alternative joined Alternative 1 south of Lake Ray Hubbard dam and followed the same alignment until Scyene Road. It then followed a more southerly path and passed through the parking of Devil's Bowl Speedway. It joined Lawson Road south of the racetrack and follows Lawson Road until just past Rorie-Galloway Day Camp. It then turned southeast and ended at I-20. The length of Alternative 2 was approximately 12.1 miles.

Alternative 2West followed the same alignment as Alternative 2 except for the section south of Barnes Bridge Road to the area south of the dam of Lake Ray Hubbard. At Barnes Bridge Road, this alignment headed southwest until it passed over Duck Creek. It then followed Duck Creek on the west side until it crossed Duck Creek again, south of the dam. The alternative rejoined Alternative 2 and crossed Duck Creek a third time before it headed south along the Kaufman County line. The length of Alternative 2West was approximately 12.8 miles.

In 2011, these alternatives were under evaluation in the Draft EIS when the Town of Sunnyvale requested that TxDOT pause the EIS process so they could evaluate the alternatives within the boundaries of their municipality. After a nine-month-long study, the Town of Sunnyvale identified Alternative 2 as the recommended alignment from the three alternatives (see **Section 6, Sunnyvale Alternatives Analysis**). However, their recommendation required that the alternative be depressed and Alternative 2 was too close to the lake to be depressed. The study team developed a short, depressed-segment alternative through Duckworth Square that was supported by Sunnyvale. As a result, Alternatives 1 and 2West were removed from consideration and the depressed alternative became Alternative 1. The revised Alternative 1 and Alternative 2 were presented at a public meeting on December 16, 2014.

Based on unanimous support received during the public meeting, the Draft EIS would move forward and examine the original Alternative 2 and the revised Alternative 1.

4.4.1 TxDOT Draft EIS Alternative Sections

During the preparation of the Draft EIS, the Build Alternatives were separated into five different sections to allow for accurate analysis of any alternative derived from mixing and matching of the various sections, as shown on **Figure 4.** The five sections were:

- Garland: I-30 to Garland/Dallas municipal boundary.
- Dallas: Garland/Dallas municipal boundary to Barnes Bridge Road (Dallas/Sunnyvale municipal boundary).
- Sunnyvale North: Barnes Bridge Road (Dallas/Sunnyvale municipal boundary) to Dallas/Sunnyvale municipal boundary.
- Sunnyvale South: Dallas/Sunnyvale municipal boundary to Scyene road (Sunnyvale/Mesquite municipal boundary).
- Mesquite: Scyene Road (Sunnyvale/Mesquite municipal boundary) to I-20.

5 Summary of Public Involvement

Public meetings and open houses were held at a location near the study area to provide information to the affected and interested communities and persons. The primary purpose of these meetings was to inform persons of the study's process, offer interested persons the opportunity to be involved in the project's development, and to obtain input, comments and suggestions regarding the study's process and results.

A total of three public meetings were held. The first public meeting was a public scoping meeting and was held on July 26, 2005. The purpose of this scoping meeting was to engage and inform the public about the commencement of the SH 190 project, gather public feedback on potential locations of corridors, and explore potential project concerns, issues, and priorities. The second public meeting was held on March 30, 2006, and allowed the public to express their opinions on the first set of conceptual alternatives. The third public meeting was held on August 15, 2006, and allowed the public to express their opinions on the refined conceptual alternatives as determined through the previous public meeting.

5.1 Public Scoping Meeting on July 26, 2005

TxDOT held an open format public scoping meeting on Tuesday, July 26, 2005. The purpose of this meeting was to solicit public and agency comments regarding the proposed SH 190 Study and introduce the project, its need and purpose, goals, and public involvement process, as well as allow the public to provide input on alternatives and alignments to be studied.

The meeting took place in Ballroom C of the Mesquite Convention & Rodeo Center located at 1700 Rodeo Drive in Mesquite, Texas, and was scheduled from 4:00 pm to 8:00 pm. However, the public was allowed into the meeting beginning at approximately 3:30 pm, and the meeting concluded at approximately 8:30 pm. A total of 18,665 public meeting notices were mailed out to persons listed on the mailing list, including adjacent property owners, elected officials, and interested parties. Newspaper ads were also published in four newspapers: *The Mesquite News, Al Día, The Dallas Morning News*, and *The Garland News*. The registration of attendance totaled 664. No elected officials were present.

At this meeting, handouts made available included a fact/information sheet, blank written comment form, SH 190 transportation survey, and an alignment development map. The exhibits displayed included an interactive "alignment maker" map, preliminary alignment map, typical cross sections, and environmental process boards. The public was allowed to view the exhibit boards and informal discussion sessions were held throughout the duration of the meeting to give attendees an opportunity to view the displays and to ask questions regarding the proposed project with study team members present.

A total of 74 marked-up alignment maps, 63 written comment forms, and 17 surveys were received during the public meeting and associated comment period. Of the 63 written comments received:

- Fifty-one written comments indicated a possible alignment.
- Twenty-three written comments indicated concerns for impacts to residences and properties.
- Six written comments indicated concerns about potential noise impacts.
- Six written comments indicated concerns about visual impacts.
- Three written comments indicated the importance of protecting wildlife.
- Four written comments were against the project.

5.2 Public Meeting on March 30, 2006

After the first public scoping meeting was held and public comments and considerations were evaluated, the study team developed the first set of potential corridor alternatives for consideration. The second public meeting presented these corridor alternatives to the public and requested their feedback (see **Figure 2**).

The meeting was held on March 30, 2006, in Ballroom C of the Mesquite Convention & Rodeo Center located at 1700 Rodeo Drive in Mesquite, Texas. The meeting was scheduled from 4:00 pm to 8:00 pm. However, the public were allowed into the meeting beginning at approximately 3:30 pm and the meeting was concluded at approximately 8:10 pm. A total of 1,621 public meeting notices were mailed to persons listed on the mailing list, including adjacent property owners, elected officials, and interested parties. Newspaper ads were also published in four newspapers: *The Mesquite News*, *Al Día*, *The Dallas Morning News*, and *The Garland News*. The registration of attendance totaled 210. Eight elected officials registered.

At this meeting, the handouts included a fact/information packet, blank written comment form, SH 190 alignment survey, and potential alignment map. Additionally, the East Branch Update newsletter was made available to the meeting attendees. The exhibits displayed included a preliminary alignment map, typical cross sections, environmental process boards, traffic boards, and evaluation matrix analysis boards. The matrix analysis showed positive, negative, and neutral ratings (as determined by the study team) associated with each of the evaluation criteria for the seven northern and 10 southern corridor alternatives (see **Appendix A**). The public was asked to fill out the alignment survey to determine which corridor alternatives were most desirable.

A total of 44 written comment forms and 183 surveys were received at the public meeting. Of the 39 written comments received:

- Twenty-eight written comments indicated a possible alignment.
- Thirteen written comments indicated concerns for impacts to residences and properties.

- Four written comments indicated concerns about potential noise impacts.
- Three written comments indicated a choice for the No-Build Alternative.

Based on the results from the public (see **Appendix B**), it was determined that from I-30 to US 80, the most desirable corridor alternative was N2-M3 which closely followed the boundaries of Windsurf Bay Park and the power plant, passed through open land in Sunnyvale, and stayed close to Lake Ray Hubbard up to the dam until heading southeast to US 80 in Kaufman County. Between US 80 and I-20, the most desirable alignment was M3-S3 which began on US 80 in Kaufman County and traveled south through the East Fork Trinity River floodplain in Kaufman County until passing back into Dallas County just south of the Mesquite Municipal Airport and continuing on the edge of the floodplain, outside existing neighborhoods, until I-30. Based on the responses from the public, it was determined that the location of node S2 would also be evaluated further.

The results from this public meeting allowed the study team to eliminate undesirable alternatives and focus on refining the remaining corridor alternatives.

5.3 Public Meeting on August 15, 2006

Between the March and August public meetings, the corridor alternatives were refined from 17 to 8 alternatives (see **Figure 3**). The results of the March 2006 public meeting indicated a preference for the eastern-most alignment alternative, as well as a lack of support for Node N1 due to lack of connectivity to the PGBT interchange at I-30. It was also determined that Node N3 should be moved west to Lawson Road to reduce floodplain impacts.

The refined alternatives were presented to the public at a public meeting on August 15, 2006, in Ballroom C of the Mesquite Convention & Rodeo Center, located at 1700 Rodeo Drive in Mesquite, Texas. The meeting was scheduled from 4:00 pm to 8:00 pm. The meeting began at 4:00 pm and concluded at approximately 8:15 pm. A total of 1,556 public meeting notices were mailed to persons listed on the mailing list, including adjacent property owners, elected officials, and interested parties. Newspaper ads were also published in four newspapers: *The Mesquite News, Al Día, The Dallas Morning News*, and *The Garland News*. The registration of attendance totaled 254. Eleven public officials, five elected officials, and two media representatives registered.

At this meeting, the handouts included a fact/information packet, blank written comment form, SH 190 alignment survey, and a potential alignment map. Additionally, the East Branch Update newsletter was made available to the meeting attendees. The exhibits displayed included a preliminary alignment map, contour and floodplain map, typical cross sections, environmental process boards, traffic boards, and evaluation matrix boards. The evaluation matrix boards detailed positive, negative, and neutral ratings for each of the evaluation criteria for the eight refined alternatives (see **Appendix C**). The public was asked to complete the alignment survey handout using the evaluation matrix boards to determine which refined alternative was most desirable.

A total of 64 written comment forms and 241 surveys were received at the public meeting. Of the written comment forms:

- Forty written comments supported a possible alignment.
- Twenty-five written comments indicated concerns for impacts to residences and properties.
- Thirteen written comments indicated a choice for the No-Build Alternative.

- Seven written comments indicated either a desire to expedite the building process or a general support for the project.
- Six written comments indicated concerns over the effects of noise or other effects on the environment.
- Two written comments concerned tolling.

A total of 241 survey forms were completed and received at the public meeting. For the I-30 to US 80 section, alternative N2-M3b (PGBT/Lawson) received the highest score and was ranked first for this section, and for the US 80 to I-20 section, alternative M3-S3 (Lawson/East of Falcon's Lair) received the highest score and ranked first for this section (see **Appendix D**).

Given the feedback acquired from the public meeting, as well as additional stakeholder, municipality, and TxDOT meetings, the Staff Work Group was able to eliminate specific alternatives from the evaluation process. The remaining alternatives were combined to create one primary corridor with alternate pathways at certain points along the corridor. These remaining alternatives were: Alternative 1, Alternative 2, and Alternative 2West which were evaluated in the Draft EIS (see **Figure 4**).

5.4 Public Meeting on December 16, 2014

The fourth public meeting was held at Sunnyvale Middle School, located at 216 North Collins Road, Sunnyvale, Texas 75182. The project plans were available for public review between 5:00 pm and 7:00 pm. No formal presentation was made, but TxDOT and project personnel were available to answer questions and provide explanations. Additionally, TxDOT ROW and environmental personnel were in attendance to answer relevant questions. Notices for the public meeting were published in five newspapers: *Mesquite News*, *Rowlett Lakeshore Times*, *Rockwall County Herald-Banner*, *Dallas Morning News*, and *Kaufman Herald*. Additionally, a Spanish language version of the Public Notice was published in the *Al Día* newspaper. The public meeting notice, as well as alternatives maps and other relevant details for the proposed SH 190 project, were made available for public access on TxDOT's project websites[1]. The registration of attendance at the public meeting totaled 352. Seven public officials registered.

The exhibits on display included plans illustrating the proposed project alternatives, planning process boards, project history boards, and artistic renderings of the view of the proposed project within the existing landscape. TxDOT's *Right-of-Way* and *Relocation Assistance* booklets (English and Spanish versions) were also available for the public.

One hundred and 68 written comments were received at the public meeting and within the associated comment period. Of the comments received:

- Seven written comments were in support of the proposed project.
- Nine written comments stated their opposition to the proposed project.
- Thirty-three written comments provided support of their preferred alignment based on alternatives presented at the meeting.

[1]http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/dallas/121614.html and http://www.theeastbranch.org/involvement.htm.

- Nineteen written comments presented concerns on noise impacts to adjacent residences. Some requested noise barriers be placed along the roadway.
- Ten written comments provided comments proposing alternate routes for consideration.
- Eighty-eight written comments requested that TxDOT consider the Sunnyvale Route D alignment through an existing electric power distribution corridor.
- Eighty-one written comments stated opposition to the Sunnyvale North 1 alignment.

Other comments received included support for a depressed roadway; requests for more information or copies of design; concerns regarding safety, air quality, the airport, and economic impacts; requests to bypass Duckworth Square; and requests to make a decision and move the project forward.

6 Sunnyvale Alternatives Analysis

During project development, the Town of Sunnyvale spoke out in opposition to the SH 190 project and noted its support of the No-Build Alternative. The Town wanted to maintain the rural nature of the town and was concerned about the roadway causing displacements and disrupting livelihoods. The study team held individual meetings with the Town throughout project development to address their concerns, but the Town withheld its support of the proposed project. From February 2006 to December 2006, the Town created and evaluated its own preferred alignments, which TxDOT took into consideration in the development of the alternatives for the Draft EIS. As the Draft EIS was reviewed and approached the public hearing stage of the EIS process, the Town of Sunnyvale requested that TxDOT pause its efforts and allow the Town to evaluate alignments through its municipality.

In 2011, the Town of Sunnyvale created the SH 190 Advisory Committee. The Committee was composed of members serving voluntarily at the request of the Sunnyvale Town Council. All members of the Committee were residents of Sunnyvale, except one, who was appointed to represent the interests of Harwood International and the Barbier-Mueller family (the largest landowners potentially affected by SH 190). Among the Committee members were current and former members of the Town Council, a former mayor of Sunnyvale, the President of the Board of the Sunnyvale Independent School District, the Chairperson of the Sunnyvale Chamber of Commerce, a former engineer for TxDOT, a residential developer, and members of the 4(a) and 4(b) Development Boards[2].

The Committee met on 11 separate occasions beginning in November 2011. A professional land use planner was tasked with assisting the Committee in developing the process and criteria for studying and reviewing the three alignments.

The Committee developed 12 “perfect road” criteria, listed below in order of importance based on the Committee’s weighting of the criteria:

1. Fewest Number of Structures (Residential) Removed and/or Located within 1,000 ft of the TxDOT ROW
2. Locations of Commercial Development Opportunities (“Where We Want It”)
3. Potential to Encourage Residential Development Adjacent to Lake

[2] These are the two types of economic development corporations municipalities can use to finance new and expanded business enterprises as outlined in the Development Corporation Act of 1979. These enterprises include business infrastructure, manufacturing, research and development, parks, museums, sports facilities and affordable housing.

4. Most Hidden Alignment
5. Fewest Number of Properties Touched by ROW
6. Least Noise Impacts
7. Least Amount of Developable Property Removed from Tax Base
8. Least Linear Feet of Lake View Shed Disrupted by Roadway
9. Least Impact to Traffic – Traffic Volumes for Town East Road and East Fork Road
10. Least Connectivity to Surrounding Community
11. Best Potential to be Depressed
12. Increase/Decrease in Response Times from Existing and Planned Facilities

Based on the Committee's evaluation criteria and weighted ranking system, the Committee concluded that Alternative 2 came closest to accomplishing the "perfect road" for Sunnyvale. Accordingly, the official recommendation of the Committee to the Sunnyvale Town Council was that Alternative 2 should be recommended to TxDOT as the preferred and recommended roadway, subject to the following considerations:

1. Depression of Roadway: The Committee highly recommended that the Town only endorse Alternative 2 if TxDOT studied and further considered the potential of depressing the roadway from Barnes Bridge to the south.
2. Exits/Interchanges: The proposed access point for Alternative 2 was on East Fork Road, which the Committee noted was not beneficial to the Town. The Committee recommended the Town investigate with TxDOT the feasibility of exits at Town East Blvd. and/or Barnes Bridge Road.
3. Access Roads: The Committee requested that the Town further investigate with TxDOT the feasibility of access roads for the following locations:

a. North from the US 80 interchange to Duck Creek Way
b. South from US 80 interchange to Scyene Road

4. City of Dallas: The Committee recommended that the Town contact the City of Dallas to determine Dallas's concerns and ultimate position on SH 190.
5. Potential Hybrid Route: After reviewing the Committee's findings and recommendations, if the Town Council remained interested in exploring an alternative or "hybrid" route, the Committee recommended that the Town explore with TxDOT the possibility of shifting Alternative 2 west into portions of what is commonly known as Duckworth Square, and to not be placed further than the existing power line easements west of Duckworth Square.

Following the work conducted by the Advisory Committee and discussions between the Town of Sunnyvale and TxDOT, Alternatives 1 and 2West within the Sunnyvale limits were removed from consideration. A short, depressed-segment alternative was developed through Duckworth Square in Sunnyvale that gained support in the community. These refined alternatives were presented at the fourth public meeting on December 16, 2014.

7 Current Alternatives

Although coordination and evaluation efforts related to the SH 190 project continued since the Draft EIS was placed on hold in 2011, an evaluation of the refined alternatives presented at the fourth public meeting was not completed. TxDOT developed a schedule to complete the EIS process for SH 190 but due to negative public

responses to TxDOT as a tolling entity, the EIS process did not move forward. In 2022, TxDOT officially transitioned the project to the NTTA. The two alternatives previously under development by TxDOT are now under evaluation as the proposed PGBT East Branch alternatives.

8 Environmental Impact Statement Alternatives Analysis Methodology

The PGBT East Branch proposed project's potential environmental impacts will be analyzed in an EIS. **Table 1** explains the evaluation criteria which will be used to evaluate two Build Alternatives and the No-Build Alternative.

Table 1. Alternatives Analysis Evaluation Criteria

Screening/Evaluation Category		No-Build Alternative	Alternative 1	Alternative 2
P&N	Improve Mobility and Connectivity	How well does the alternative satisfy the identified need?		
	Provide Capacity to Support Regional Growth			
	Connect Deficient System Linkages			
Engineering	Total Alternative Length Along Centerline	miles		
	Major Utility Conflicts	number and length (feet) of crossings by utility type (large pipelines, major overhead electrical utilities, etc.)		
	Estimated Construction Cost (installed facility, ROW, utility relocations, etc.)	millions of dollars		
	Estimated Construction Cost per Mile (installed facility)	millions of dollars		
	Total Bridge Length	miles		
	Number of New Grade-Separated Interchanges	number		
	Airspace Considerations	acceptable roadway structure, sign, lighting heights that do not penetrate navigable airspace		
	Amount of New Right-of-Way Required	acres		
Public Input	Input/Comments/Feedback/Acceptance	level of support, general sentiment, specific concerns		
Environmental Resources	Residential Displacements	number within project footprint, identify if minority/low-income		
	Business Displacements	number within project footprint, identify if minority-owned		
	Land Use	acres within footprint by land use category, effects on developable land, creation of uneconomical remnants, conformance with published plans, etc.		

Screening/Evaluation Category		No-Build Alternative	Alternative 1	Alternative 2
	Farmland Impacts	acres of prime and statewide important farmland within footprint potentially converted to non-agricultural use		
	Community Demographics and Services (Environmental Justice, Limited English Proficiency, Title VI)	minority, low-income, disabled, elderly populations within footprint, type, and magnitude of effects – displacements (see above), community cohesion, accessibility to community facilities (see below), bicycle/pedestrian issues, emergency services access/travel time		
	Community Facilities (schools, places of worship, libraries, etc.)	number, type, ownership, population served		
	Visual/Aesthetic Impacts	changes in visual character, sight lines (grade separations), signage, lighting; effects on important views/viewsheds in the project area		
Environmental Resources	Archeological Sites and Cemeteries	number and proximity of properties to the footprint (cemeteries, recorded sites, high probability areas)		
	Historic Properties	number and proximity of properties to the footprint (NRHP-listed and NRHP-eligible properties)		
	Protected Lands (Section 4(f), Section 6(f), Chapter 26 properties)	number, ownership, funding, public accessibility, acres within footprint		
	Waters of the US – Wetlands	acres within footprint by type (emergent, scrub-shrub, forested) and jurisdictional status		
	Waters of the US – Streams and Rivers	number of crossings and linear feet within footprint by type (ephemeral, intermittent, perennial) and jurisdictional status		
	Section 303(d) Waters	proximity of impaired assessment unit (within 5 linear miles of water, watershed, or drains to)		
	Floodplains (100-year) and Floodways	acres of each within footprint, longitudinal or perpendicular crossing		
	Impacts to Vegetation/Habitat	acres within footprint by type (riparian forest, upland forest, meadow/pasture/old field, etc.) by Ecological Mapping System of Texas (EMST) classification/field verification		
	Impacts to Wildlife	species and habitat affected, habitat fragmentation, movement corridors		
	Threatened, Endangered, or Candidate Species	species presence, Federal/State status, potential effects		
	State Species of Greatest Conservation Need (SGCN)	species presence, potential impacts		
	Air Quality	Do anticipated emissions from future predicted traffic volumes warrant the need for a conformity analysis, carbon monoxide (CO) analysis, mobile source air toxics (MSAT), or Congestion Management Process (CMP)?		

Screening/Evaluation Category		No-Build Alternative	Alternative 1	Alternative 2
	Hazardous Materials	number of potential regulated materials sites and level of risk (low, moderate, high) and proximity to footprint		
	Traffic Noise	location and number of sensitive noise receivers that experience an increase in traffic noise levels that approach or exceed the FHWA NAC or that will substantially exceed existing noise levels		
	Induced Growth	location and number of parcels within a defined area of influence (AOI) that may be subject to development/redevelopment induced by the proposed project		
	Cumulative Effects	effects of this project in combination with other related actions within the project area		

9 References

Abusaad, N. (2006a). *SH 190 Transportation Study – The East Branch from I-30 to I-20, Dallas County, Texas, Technical Memorandum – Evaluation of Conceptual Alternatives - Task 7.6* [Technical Memorandum], June 30, 2006.

Abusaad, N. (2006b). *SH 190 Transportation Study – The East Branch from I-30 to I-20, Dallas County, Texas, Technical Memorandum – Viable Alternative/Alignment Analysis Report – Task 8.3* [Technical Memorandum], December 28, 2006.

TxDOT (2005). Meeting Report. August 18, 2005.

TxDOT (2006a). Meeting Report. March 30, 2006.

TxDOT (2006b). Meeting Report. September 8, 2006.

Appendix A

Evaluation Matrix from Public Meeting on March 30, 2006

The East Branch 190
SH190 TRANSPORTATION STUDY

Table 1: Preliminary Evaluation Summary

Alternative	Start/End Locations	Residential Land Use Impacts (acres)	Commercial Land Use Impacts (acres)	Consistency with Existing/Planned Development*	Number of Parklands and Historical Resources Affected	Affect on Jurisdictional Waters (# of waters crossed)	Proximity to Floodplain (acres)	Affects to Wildlife Habitat (acres)	Level of Public and Agency Support	Ease of Implementation*	Regional Connectivity*
I-30 to US 80 (Northern Section)											
N1-M1	**Roan/Collins**	64	19	-	0	8	120	231	16.8%	o	o
N1-M2	**Roan/Center**	66	11	o	2	9	158	273	2.2%	o	o
N1-M3	**Roan/East of Lawson**	27	0	-	0	8	188	285	6.1%	o	o
N2-M1a	**PGBT/Collins**	85	19	- -	0	9	55	154	2.8%	o	+
N2-M1b	**PGBT/Collins (RR)**	68	23	o	0	5	54	159	7.8%	o	+
N2-M2	**PGBT/Center**	58	11	o	0	9	109	205	8.9%	o	+
N2-M3	**PGBT/East of Lawson**	49	8	o	0	6	59	167	55.3%	o	+
US 80 to I-20 (Southern Section)											
M1-S1	**Collins/West of Falcon's Lair**	72	33	- -	0	11	35	104	12.3%	o	o
M1-S2	**Collins/Falcon's Lair**	15	34	-	0	6	43	127	4.9%	o	+
M1-S3	**Collins/East of Falcon's Lair**	12	57	- -	0	5	61	173	5.5%	-	o
M2-S1	**Center/West of Falcon's Lair**	17	29	- -	0	8	43	129	3.7%	o	o
M2-S2	**Center/Falcon's Lair**	8	22	-	0	7	51	114	4.3%	o	+
M2-S3	**Center/East of Falcon's Lair**	7	19	o	0	8	133	166	4.9%	-	o
M3-S1	**East of Lawson/West of Falcon's Lair**	35	11	o	0	8	85	173	8.0%	o	o
M3-S2a	**East of Lawson/Falcon's Lair**	16	3	-	0	8	104	195	12.3%	o	+
M3-S2b	**East of Lawson/Falcon's Lair**	19	16	-	0	7	82	163	11.0%	o	+
M3-S3	**East of Lawson/East of Falcon's Lair**	0	3	o	0	7	133	168	33.1%	-	o

* These qualitative criteria use symbols to indicate the alternatives' relationship to each criterion:
o represents neutral
+ represents positive
- represents negative

Appendix B

Survey Results from Public Meeting on March 30, 2006

Summary of SH 190 Corridor Alternative Survey, March 2006 Public Meeting

Score	N1-M1 Roan/Collins	N1-M2 Roan/Center	N1-M3 Roan/East of Lawson	N2-M1a PGBT/Collins	N2-M1b PGBT/Collins (RR)	N2-M2 PGBT/Center	N2-M3 PGBT/East of Lawson	M1-S1 Collins/West of Falcon's Lair	M1-S2 Collins/Falcon's Lair	M1-S3 Collins/East of Falcon's Lair	M2-S1 Center/West of Falcon's Lair	M2-S2 Center/Falcon's Lair	M2-S3 Center/East of Falcon's Lair	M3-S1 East of Lawson/West of Falcon's Lair	M3-S2a East of Lawson/Falcon's Lair	M3-S2b East of Lawson/Falcon's Lair	M3-S3 East of Lwson/East of Falcon's Lair
1	58	50	44	38	31	39	20	45	28	34	24	23	18	16	18	15	16
2	7	4	8	13	9	7	0	8	11	9	4	3	2	3	8	6	1
3	0	3	4	2	13	7	4	3	9	10	1	1	7	1	5	0	4
4	2	7	4	5	4	4	3	1	1	1	16	4	6	6	2	1	1
5	3	9	5	11	7	3	0	2	5	1	7	14	5	1	2	5	2
6	1	4	7	8	7	4	0	1	1	3	0	9	7	6	0	6	3
7	5	3	7	3	2	5	4	0	2	2	4	1	6	11	1	4	2
8	5	7	10	6	9	9	4	0	4	4	8	4	5	6	13	5	8
9	7	13	12	13	12	8	4	3	8	4	5	4	11	11	7	15	5
10	30	4	11	5	14	16	99	20	8	9	6	7	8	13	20	18	54
Weighted Score	**539**	**398**	**502**	**429**	**515**	**468**	**1130**	**317**	**310**	**281**	**331**	**317**	**395**	**444**	**441**	**475**	**725**
Ranking	**2nd**	**7th**	**4th**	**6th**	**3rd**	**5th**	**1st**	**7th**	**8th**	**9th**	**6th**	**7th**	**5th**	**3rd**	**4th**	**2nd**	**1st**

Score																	
1	**20.7%**	**17.9%**	**15.7%**	**13.6%**	**11.1%**	**13.9%**	**7.1%**	**19.0%**	**11.8%**	**14.3%**	**10.1%**	**9.7%**	**7.6%**	**6.8%**	**7.6%**	**6.3%**	**6.8%**
2	**14.6%**	**8.3%**	**16.7%**	**27.1%**	**18.8%**	**14.6%**	**0.0%**	**14.5%**	**20.0%**	**16.4%**	**7.3%**	**5.5%**	**3.6%**	**5.5%**	**14.5%**	**10.9%**	**1.8%**
3	**0.0%**	**9.1%**	**12.1%**	**6.1%**	**39.4%**	**21.2%**	**12.1%**	**7.3%**	**22.0%**	**24.4%**	**2.4%**	**2.4%**	**17.1%**	**2.4%**	**12.2%**	**0.0%**	**9.8%**
4	**6.9%**	**24.1%**	**13.8%**	**17.2%**	**13.8%**	**13.8%**	**10.3%**	**2.6%**	**2.6%**	**2.6%**	**41.0%**	**10.3%**	**15.4%**	**15.4%**	**5.1%**	**2.6%**	**2.6%**
5	**7.9%**	**23.7%**	**13.2%**	**28.9%**	**18.4%**	**7.9%**	**0.0%**	**4.5%**	**11.4%**	**2.3%**	**15.9%**	**31.8%**	**11.4%**	**2.3%**	**4.5%**	**11.4%**	**4.5%**
6	**3.2%**	**12.9%**	**22.6%**	**25.8%**	**22.6%**	**12.9%**	**0.0%**	**2.8%**	**2.8%**	**8.3%**	**0.0%**	**25.0%**	**19.4%**	**16.7%**	**0.0%**	**16.7%**	**8.3%**
7	**17.2%**	**10.3%**	**24.1%**	**10.3%**	**6.9%**	**17.2%**	**13.8%**	**0.0%**	**6.1%**	**6.1%**	**12.1%**	**3.0%**	**18.2%**	**33.3%**	**3.0%**	**12.1%**	**6.1%**
8	**10.0%**	**14.0%**	**20.0%**	**12.0%**	**18.0%**	**18.0%**	**8.0%**	**0.0%**	**7.0%**	**7.0%**	**14.0%**	**7.0%**	**8.8%**	**10.5%**	**22.8%**	**8.8%**	**14.0%**
9	**10.1%**	**18.8%**	**17.4%**	**18.8%**	**17.4%**	**11.6%**	**5.8%**	**4.1%**	**11.0%**	**5.5%**	**6.8%**	**5.5%**	**15.1%**	**15.1%**	**9.6%**	**20.5%**	**6.8%**
10	**16.8%**	**2.2%**	**6.1%**	**2.8%**	**7.8%**	**8.9%**	**55.3%**	**12.3%**	**4.9%**	**5.5%**	**3.7%**	**4.3%**	**4.9%**	**8.0%**	**12.3%**	**11.0%**	**33.1%**

Comments included on Surveys:

I would prefer NO build alternative
From IH 30 to US 80: (10) NO BUILD
From IH 30 to US 80: (10) NO BUILD
M1-S1: WILL TAKE MY HOME
N1-M1, N1-M2 & N1-M3 Do not align w/PGBT - Bill Lewis
(10) N2-M2: behind Collins Rd homes to meet N2-M1b at the Town East bridge over Duck Creek
Noise level will be very high on the Berry Rd route
If you must go East please combine N2-M2 (top half) w/ N1-M3 (bottom half) near Town East Rd.
(9) N2-M2 connecting to N2-M1b near Town East Blvd
N1-M1 thru N2-M2: Do not want this!
N2-M1a THRU N2-M3: Do not want any alignment with a N2 node
N1-M1 thru N2-M2: DO NOT WANT!
(IH 30 to US 80) N1-M2 Least preferred; N2-M3 Most preferred! (US 80 to IH 20) M2-S1 & M2-S2; Not in favor of M2 connection; M3-S3 Most preferred!
N2-M2 This one wipes out my house!

Appendix C

Evaluation Matrix from Public Meeting on August 15, 2006

Table 2: Evaluation Summary Table for Refined Alternatives

Alternatives Name	(1) Wildlife Habitat (in acres)	(2) Floodplain (in acres)	(3) Potential Commercial Displacements	(4) Residential Displacements	(5) Number of Impacted Noise Receivers		(6) Jurisdictional Waters Crossed (in acres)
					Tollway	Freeway	
I-30 to US 80							
N2-M3a	196	134	0	21 apt/condo buildings 87 houses	25	43	1.5
N2-M3b	198	138	0	21 apt/condo buildings 87 houses	19	38	0.76
N2-M3c	185	107	0	21 apt/condo buildings 82 houses	26	33	0.44
N2-M3d	180	80	0	21 apt/condo buildings 67 houses	16	37	0.44
US 80 to I-20							
M3-S2a*	125	119	4	13 houses	8	18	0.93
M3-S2b	141	101	4	3 houses	0	0	0.16
M3-S2c	161	223	3	1 house	0	0	0.16
M3-S3	156	130	4	1 house	0	0	0.16

Notes:
(1) Acreage determined based on vacant land, pastures, and floodplain/riparian corridors. This acreage also includes threatened and endangered species habitat. Although the acreage listed is based on the entire right-of-way width, impacts would only occur in the immediate construction zone.
(2) Acreage determined from FEMA floodplain data obtained from NCTCOG. Although the acreage listed is based on the entire ROW width, impacts would only occur in the immediate construction zone.
(3) Commercial displacements include Devil's Bowl and parking lot, Catfish Corner, the Concealed Handgun School and two industrial properties at US 80 and Lawson Road.
(4) Number of displaced structures determined from year 2005 aerials.
(5) Number of residential noise receivers within the 66 dBA noise impact contour in the year 2030. The number of impacted receivers is higher for the freeway option because the impact contour is 100 feet away from the right-of-way as opposed to only 65 feet for the tollway option based on variance in traffic volumes. Noise abatement would be evaluated and mitigation would be proposed if found to be reasonable and feasible.
(6) Acreage determined during a field investigation based on the ordinary high water mark of each jurisdictional water and the 275-foot right-of-way width. The acreage includes the amount of waters crossed, not impacted. All alignments would bridge the major waters including Duck Creek and North Mesquite Creek.

*Includes potential displacements and noise receivers due to vacant parcels within developing neighborhoods.

Note: At interchange locations along the preferred alternative, the ROW would be wider and, therefore, impacts shown here may change once final right-of-way determinations are made.

Appendix D

Survey Results from Public Meeting on August 15, 2006

Summary of SH 190 Corridor Alternative Survey, August 2006 Public Meeting

Score	N2-M3a PGBT/Lawson	N2-M3b PGBT/Lawson	N2-M3c PGBT/Lawson	N2-M3d PGBT/Lawson	M3-S2a Lawson/Falcon's Lair	M3-S2b Lawson/Falcon's Lair	M3-S2c Lawson/Falcon's Lair	M3-S3 Lawson/East of Falcon's Lair
1 Lowest	49	30	60	37	87	16	16	25
2	15	34	31	50	6	41	57	10
3	69	24	51	11	6	54	34	21
4 Highest	42	88	17	84	31	18	29	87
Weighted Score	**454**	**522**	**343**	**506**	**241**	**332**	**348**	**456**
Ranking	**3rd**	**1st**	**4th**	**2nd**	**4th**	**3rd**	**2nd**	**1st**

Score								
1 Lowest	27.8%	17.0%	34.1%	21.0%	60.4%	11.1%	11.1%	17.4%
2	11.5%	26.2%	23.8%	38.5%	5.3%	36.0%	50.0%	8.8%
3	44.5%	15.5%	32.9%	7.1%	5.2%	47.0%	29.6%	18.3%
4 Highest	18.2%	38.1%	7.4%	36.4%	18.8%	10.9%	17.6%	52.7%

Comments included on Surveys:

N2-M3b Preferred with modification shift alignment southwest of Duck Creek until cross East Fork; should be depressed & shifted toward TXU Property & dam

1st choice - no build

1st choice - no bill

Northbound between Duck Creek Way & Gloria pefer the "north easternmost" route (red, blue or green) not yellow

Prefer N2-M3b from 30 to East Fork and N2-M3c from East Fork Rd to Hwy 80

Part M3-S2a top & M3-S2c bottom

Connecting to M2-M3b & then connecting back to N2-M3a (yellow to red to brown) the westernmost alignment is most preferred

All favorable (I-30 to US 80)

Preference is "no build alternative"

Preference is no build alternative!

Regarding section "I-30 to US80": "Preferred route is N2 to M1"

"No build", under section "From I-30 to US 80"

"No bill. We don't want or need a toll road in Sunnyvale. We have built a barn that cost 40,000 and many other things including a grain silo. It would be hard to us to find a place like we have this close to our Doctors and other places. Thanks Genny

"I do not prefer any route. No Bill. We do not need a toll road or Highway in Sunnyvale. Thanks. We have lived here for 46 yrs. And don't know where we would move with our horses and barns.

"Take all homes up to Windsurf Bay park" (under section "From I-30 to US 80")

"Recommend SH190 to hug the park named Windsurf Bay to have less of an impact on the community"

"*Prefer no-build."

"The N2M3a + b go thru a springfed Pond which is unacceptable!"

"Node2- M3a + b go Thru a springfed Pond which is unacceptable!"

Under section "From I-30 to US 80": boxed in a number "4" and wrote "No Build"

Next to N2-M3d: "EXCELLENT!"

Describing "N2-M3d": "This is probably 300' more away from my property home 5202 Hollowbed than the other roads."... Denoting entirety of section "US80 to I-20": "This does not apply near my house"

Describing "N2-M3b": "North to N2M3C South (Combo)"

Describing "N2-M3b": "North to N2M3c South (combo)". Describing whole document: "Thanks for saving Hattersville! - Kathy (smiley face)".

Regarding N2-M3a: "No". Regarding section "US80 to I-20": "don't care"

Regarding section I-30 to US 80: "1st choice, No Build"

Regarding N2-M3a and b: "DON'T EVEN CONSIDER", and marked these lines out.

Regarding N2-M3d: "2nd Most Preferred"

Regarding N2-M3b: "preferred with modification shift alignment southwest of Duck Creek until Cross East Fork - see map"

Regarding N2-M3b: preferred with modification shift alignment south-west of Duck Creek until you Cross East Fork. See map Regarding N2-M3d: should be depressed & shifted toward TXU property & dam

This will ruin the last beautiful peaceful area that still prvides access to work & shopping. We have 80 and 20 already!

Project Coordination Plan

President George Bush Turnpike – East Branch

Project Limits: I-30 to I-20

CSJ: 2964-06-011 and 2964-06-012

Counties: Dallas and Kaufman

July 2024

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Table of Contents

Figures

Tables

Appendices

1 Purpose of the Project Coordination Plan

To provide for more efficient environmental reviews for project decision making, Section 1304 of the Fixing America's Surface Transportation Act (FAST Act) enacted on December 4, 2015, with reference to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) enacted on August 10, 2005, implemented the development of a Project Coordination Plan (PCP) for all projects for which an environmental impact statement (EIS) is prepared under the National Environmental Policy Act (NEPA) of 1969.

On December 16, 2014, the Texas Department of Transportation (TxDOT) assumed responsibility from the Federal Highway Administration (FHWA) for reviewing and approving certain assigned NEPA environmental documents including the PGBT East Branch Draft Environmental Impact Statement (DEIS) and Final Environmental Impact Statement (FEIS). The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 USC §327 and a Memorandum of Understanding (MOU) dated December 9, 2019, executed by the FHWA and TxDOT.

In accordance with 23 USC §139(g), TxDOT, as lead agency, and the North Texas Tollway Authority (NTTA), as project sponsor, have prepared this PCP for the proposed PGBT East Branch project in Dallas and Kaufman Counties to reflect the completed coordination and planning by TxDOT and the NTTA, and to outline TxDOT and the NTTA's current and future responsibilities for providing opportunities for input from the public and other agencies, in accordance with applicable laws, regulations, and policies.

Full public and agency participation in and comment on the environmental review process for the proposed project is invaluable in achieving meaningful input. In this spirit, this PCP is intended to promote early and continuous involvement from stakeholders, agencies, and the public. The PCP describes the proposed project, roles of the agencies and the public, project purpose and need, schedule, and proposed processes for coordination and communication.

This PCP is a flexible and fluid document and will be available for public review at public meetings, including scoping meetings, and hearings held throughout the NEPA evaluation process, and upon request at the TxDOT Dallas District office. The PCP is developed early in the environmental and planning process and will be adjusted and updated as input is received from cooperating and participating agencies and as the complexity of potential environmental issues is identified. A Revision History is provided in **Appendix A.**

2 Project Description

2.1 Project Location and Proposed Improvements

TxDOT and the NTTA propose to extend the PGBT southward into southeast Dallas County. The alternatives under consideration would be on new location and traverse approximately 11 miles through the municipalities of Garland, Dallas, Sunnyvale, and Mesquite. The study area for the proposed project extends through these municipalities plus portions of Dallas and Kaufman Counties.

The proposed alternatives would support a six-lane roadway with discontinuous frontage roads and provide access to Interstate Highway 30 (I-30), US Highway (US) 80, and I-20 via fully directional interchanges. The right-of-way width would range from 350 to 450 feet along the majority of the corridor. **Figure 1** and **Figure 2** illustrate the PGBT East Branch alternatives under consideration and the roadway typical section.

Figure 1: Proposed PGBT East Branch Alternatives

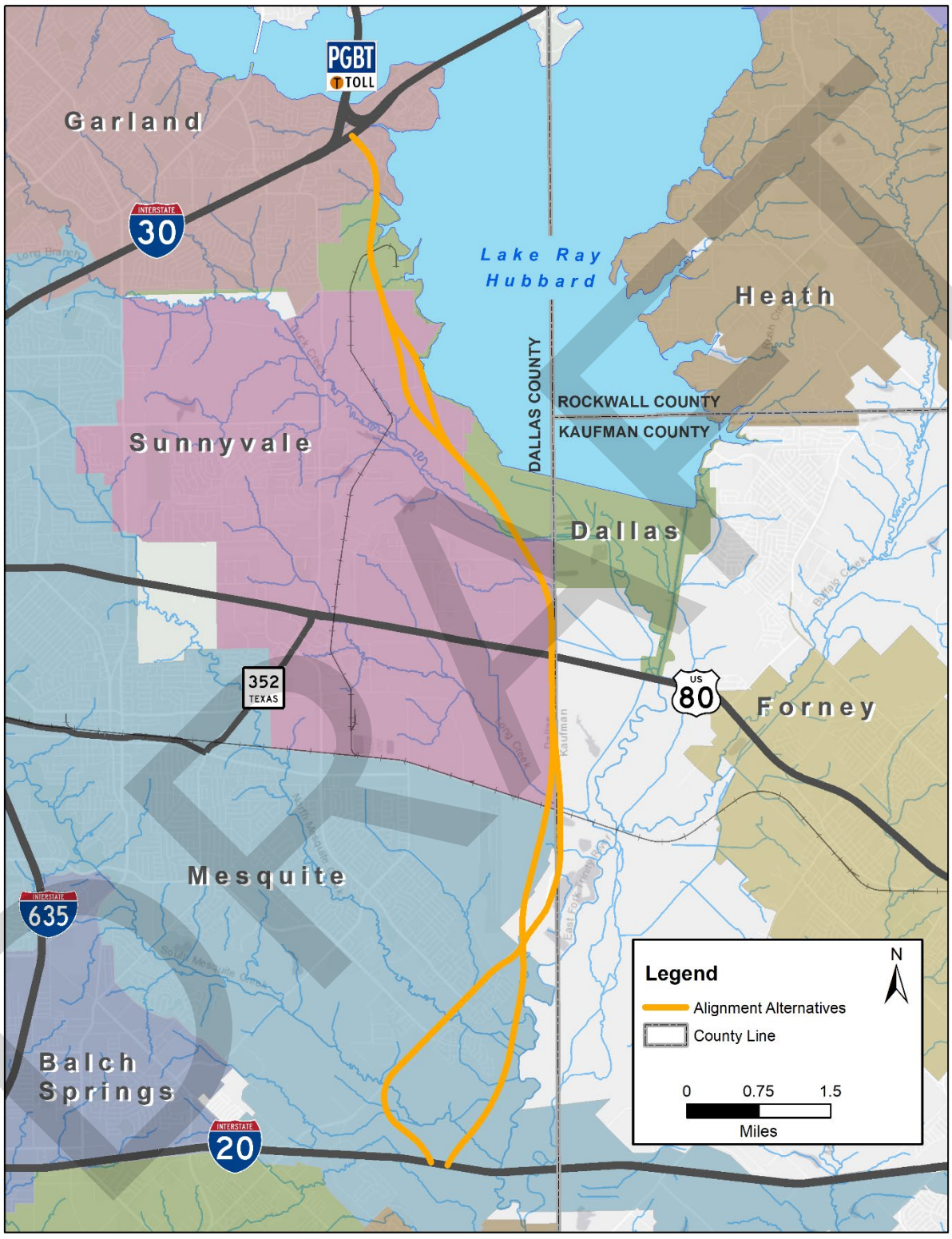
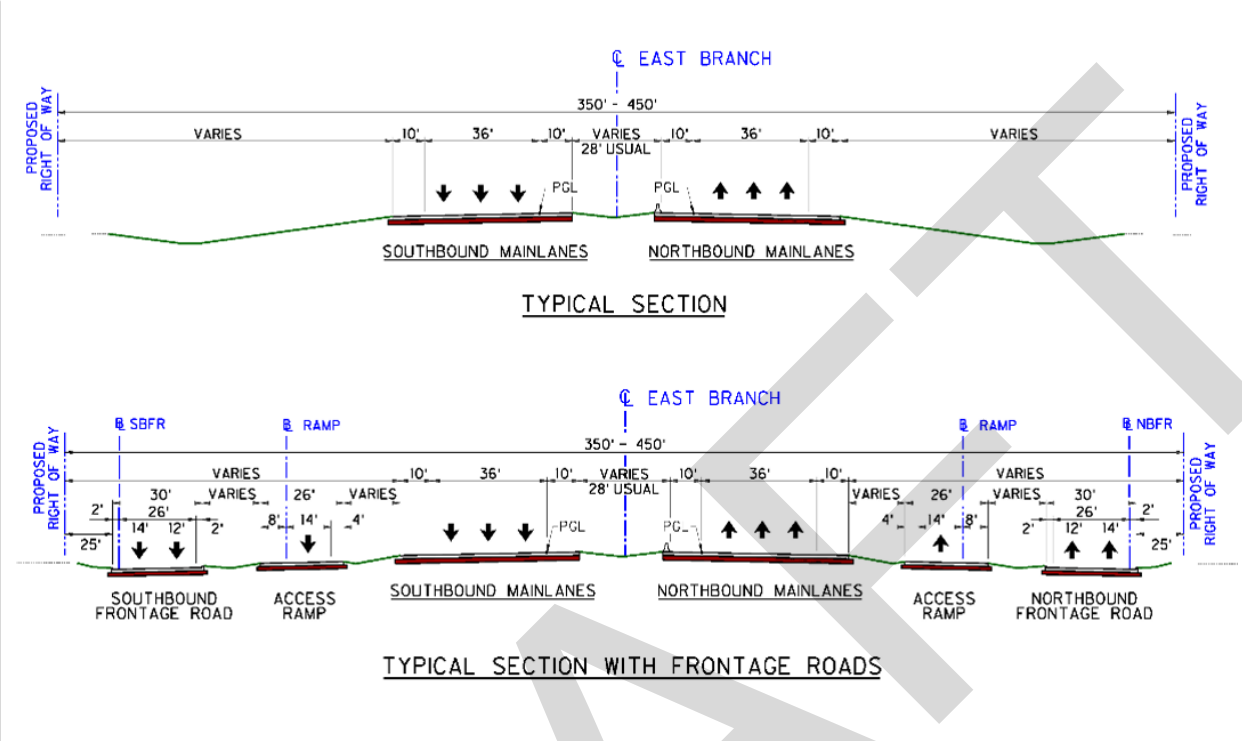


Figure 2: Proposed PGBT East Branch Typical Sections



2.2 Purpose and Need

The purpose of the proposed project is to reduce congestion and improve mobility between I-30 and I-20 in eastern Dallas County while contributing to improved system linkage within the Metropolitan Planning Area.

The PGBT East Branch project is needed because local roadways are insufficient for local and regional traffic movement (traffic congestion/capacity issues); increases in corporate, industrial, and retail development, population growth, and residential developments create a higher demand for roadways (increasing transportation demand); and incomplete roadway networks increase deficiencies and decrease mobility (deficient system linkage).

2.3 Project History

An outer loop for Dallas County was first envisioned in the early 1960s. The project had been designated by the State as part of the system known as Loop 9 in 1968. Later, the northern, northeastern, and western segments were redesignated State Highway (SH) 190 and SH 161, respectively. Though the eastern section of the outer loop was included in various regional and state transportation plans, a detailed location study was not initiated for the eastern segment until 1988. A route study for the eastern section of SH 190 (from SH 78 to I-20) was sponsored by Dallas County and the municipalities of Garland, Mesquite, and Rowlett. It evaluated numerous roadway locations and alignments, including several on the east side of Lake Ray Hubbard. Four candidate alignments were chosen for evaluation and an analysis methodology that included 60 criteria was prepared for their evaluation. This information was presented to the public during four Public Meetings held in April 1989 and through four follow-up informational meetings held by the Cities of Rowlett and Garland in May and June of 1989. A second series of Public Meetings was held in September 1989 to present the results of the evaluation. Public and agency comments received throughout the process indicated preference for the alignment directly west of Lake Ray Hubbard, and in August 1990, this alignment was identified as the technically preferred freeway/parkway alignment in the final SH 190 Route Alignment Study. However, the technically preferred alignment was opposed by some local governments and residents.

In 1994, the Texas Department of Transportation (TxDOT) initiated an additional study of the SH 190 corridor. Based on comments received, TxDOT recommended an alignment on the west side of Lake Ray Hubbard, similar to the alignment selected in the previous 1990 route study. In 2000, the NTTA began a detailed study to construct the recommended alignment between SH 78 and I-30 as a tollway. That portion of the original SH 190 alignment was constructed by NTTA as the PGBT Eastern Extension, and it was opened to traffic in 2011. The establishment of the PGBT corridor from SH 78 to I-30 narrowed the study area for the last remaining segment of the SH 190 loop (the East Branch) to an area from I-30 on the north to I-20 on the south with Lake Ray Hubbard on the east and I-635 on the west.

In 2004, TxDOT began an alternatives analysis and public involvement efforts for the SH 190 East Branch proposed project. Based on these activities, a Draft Environmental Impact Statement was prepared and reviewed by the TxDOT Dallas District and TxDOT Environmental Affairs Division. The study was delayed in 2011 due to financial constraints, and this portion of the SH 190 was removed from TxDOT's planned improvements in 2017. In 2022, the proposed project was officially transferred to the NTTA and referred to as the PGBT East Branch.

The NTTA will ensure continuity and alignment with the previous TxDOT-led study by leveraging the existing alternative analysis, coordination, public involvement, and environmental analyses.

2.4 Agency Roles and Responsibilities

Early identification of the roles and responsibilities of the various agencies involved in the NEPA process will facilitate the timely review and resolution of issues. The environmental coordination process will involve the following entities:

- Lead Agency – TxDOT. As the lead agency, TxDOT will be responsible for facilitating the expeditious resolution of the environmental review process and ensuring that the EIS is completed under the requirements of NEPA. TxDOT will ensure compliance with all design and mitigation commitments in the Record of Decision (ROD), and that the document is appropriately supplemented if project changes become necessary.

- Project Sponsor – NTTA. The NTTA is the agency that will obtain approval from the US Department of Transportation (USDOT) and FHWA for the proposed project.

- Cooperating Agencies – Agencies (primarily federal) with jurisdiction by law over a project and/or special expertise on environmental issues discussed in the EIS including government agencies and/or Indian tribes.

Cooperating agency responsibilities include participating in scoping, attending joint field reviews, and providing meaningful and early input to issues of concern. Cooperating agencies will be informed of schedule changes as they arise during the decision-making process.

- Participating Agencies – Agencies that have an interest in the project including Federal, state, regional, and local government agencies and/or Indian tribes. These agencies are involved with the coordination and review of the project, participate in meetings with the project team during the study, and are invited to attend public meetings. If a participating agency is not able to attend scheduled meetings, the project team will offer the agency an alternative opportunity to provide input.

- **Table 1** includes a list of cooperating and participating agencies identified to date and summarizes their potential roles and responsibilities should they accept an invitation to serve in one of these roles for the PBGT East Branch EIS.

Table 1: Cooperating and Participating Agencies

Agency	Role		Response to Invitation	Responsibility
	Cooperating	Participating		
FEDERAL				
U. S. Army Corps of Engineers (USACE), Fort Worth District	X		Accepted	▪ Section 404 of the Clean Water Act (CWA) ▪ Section 10 of the General Bridge Act of 1946 permit jurisdiction ▪ Section 208 of the Rivers and Harbors Act permit jurisdiction
U.S. Fish and Wildlife Service (USFWS)	X		Declined	▪ Section 7 of the Endangered Species Act (ESA) permit jurisdiction ▪ Compliance with the Migratory Bird Treaty Act (MBTA) ▪ Compliance with the Bald and Golden Eagle Protection Act (BGEPA) ▪ Compliance with Fish and Wildlife Coordination Act
U.S. Environmental Protection Agency (EPA)	X			▪ Compliance with Section 309 of the Clean Air Act (CAA) ▪ Compliance with applicable hazardous materials regulations
U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS)		X		▪ Compliance with Farmland Policy Protection Act
U.S. Department of Housing and Urban Development		X		▪ Compliance with Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act)

Agency	Role		Response to Invitation	Responsibility
	Cooperating	Participating		
Federal Aviation Administration (FAA)		X	Pending	▪ Determinations regarding obstructions to navigable airspace (14 CFR Part 77 and 49 USC 40103(b) and 40113)
Federal Railroad Administration (FRA)		X		▪ Identification and resolution of any issues or concerns regarding railroads and railroad safety in the project area
Federal Transit Administration (FTA)		X		▪ Guidance related to public transit systems
U.S. Coast Guard (USCG)		X		▪ Section 9 of the Rivers and Harbors Act and the General Bridge Act related to the construction of structures over navigable waters of the U.S.
U.S. Department of Homeland Security, Federal Emergency Management Agency (FEMA)		X		▪ Floodplain management, National Flood Insurance Program
Advisory Council on Historic Preservation (ACHP)	X			▪ Administers the requirements of Section 106 of the National Historic Preservation Act
National Park Service (NPS)		X		▪ Compliance with Section 106 and 4(f) related to national parks and recreational areas
STATE				
Texas Parks & Wildlife Department (TPWD)		X	Accepted	▪ Review project effects under Memorandum of Understanding and Memorandum of Agreement (MOA) between TxDOT and TPWD
Texas Commission on Environmental Quality (TCEQ)		X	Declined	▪ Compliance with Section 401 of the CWA ▪ Compliance with state surface water quality standards ▪ Evaluate Texas Pollutant Discharge Elimination System (TPDES) permits
Texas Historical Commission (THC)		X	Accepted	▪ Section 106 compliance and eligibility, compliance with the Texas Antiquities Code ▪ Compliance with Section 4(f) of the Department of Transportation Act ▪ Compliance with the TxDOT THC/State Historic Preservation Office (SHPO) Programmatic Agreement

Agency	Role		Response to Invitation	Responsibility
	Cooperating	Participating		
Public Utility Commission of Texas (PUC)		X		▪ Identification and resolution of any issues or concerns regarding existing and planned public electric, telecommunication, and water and sewer utilities in the project area
Texas Department of Housing and Community Affairs		X		▪ Review project impacts and provide information related to affordable housing for impacted homeowners
Texas State Soil & Water Conservation Board		X		▪ Identification and resolution of any issues or concerns regarding the project's potential environmental effects on soil and water conservation
Railroad Commission of Texas		X	Pending	▪ Identification and resolution of any issues or concerns regarding the project's potential environmental effects on oil and gas wells/pipelines.
Texas General Land Office		X		▪ Identification and resolution of any issues or concerns regarding the project's potential environmental effects on state lands.
REGIONAL/LOCAL				
North Central Texas Council of Governments (NCTCOG)		X	Accepted	▪ Travel demand modeling, demographics, regional planning insight
Dallas Water Utilities (DWU)		X	Accepted	▪ Major utility improvements
Dallas County		X		▪ General planning and development/travel demand input, stakeholder and public engagement
Kaufman County		X		▪ General planning, stakeholder and public engagement
City of Dallas		X	Accepted	▪ General planning, stakeholder and public engagement
City of Mesquite		X	Accepted	▪ General planning, stakeholder and public engagement
City of Garland		X	Accepted	▪ General planning, stakeholder and public engagement
Town of Sunnyvale		X	Accepted	▪ General planning, stakeholder and public engagement

Agency	Role		Response to Invitation	Responsibility
	Cooperating	Participating		
NATIVE AMERICAN TRIBES				
Caddo Nation		X		▪ Identification of any Native American historical or cultural resources. ▪ Section 106 compliance.
Comanche Nation of Oklahoma		X	Declined	▪ Identification of any Native American historical or cultural resources. ▪ Section 106 compliance.
Delaware Nation		X		▪ Identification of any Native American historical or cultural resources. ▪ Section 106 compliance.
Jena Band of Choctaw Indians		X		▪ Identification of any Native American historical or cultural resources. ▪ Section 106 compliance.
Kiowa Tribe		X		▪ Identification of any Native American historical or cultural resources. ▪ Section 106 compliance.
Mescalero Apache Tribe		X		▪ Identification of any Native American historical or cultural resources. ▪ Section 106 compliance.
Muscogee Nation		X		▪ Identification of any Native American historical or cultural resources. ▪ Section 106 compliance.
Shawnee Tribe		X		▪ Identification of any Native American historical or cultural resources. ▪ Section 106 compliance.
Tonkawa Tribe of Oklahoma		X		▪ Identification of any Native American historical or cultural resources. ▪ Section 106 compliance.
Wichita and Affiliated Tribes		X		▪ Identification of any Native American historical or cultural resources. ▪ Section 106 compliance.

3 Project Coordination

3.1 Agency Coordination

The NTTA will facilitate the agency coordination process through the scheduling of agency coordination meetings in 2023 and 2024 and an agency scoping meeting in May 2024 to ensure meaningful participation during the project development process. Agency coordination meetings will be held quarterly to update and gather feedback from stakeholders, local agencies, and participating and cooperating agencies on the project schedule and progress. The agency scoping meeting will include cooperating and participating agencies to gather input on and review the draft PCP, project purpose and need, range of alternatives, and to identify potential resource issues or constraints.

Table 2 identifies key agency coordination points throughout the project development and NEPA process. This list does not preclude scheduling of additional coordination opportunities with these agencies during the EIS process.

Table 2: Agency Coordination Timeline

Agency Coordination Activity	Timeline
Agency Coordination Meetings	2023 - 2025
Agency Scoping Meeting	May 2024
Notice of Intent (NOI) Publication	July 2024
Public Scoping Meeting	August 2024
Public Meeting	February 2025
DEIS Circulation	November 2025
Public Hearing	December 2025
FEIS/ROD	July 2026

3.2 Public Involvement and Stakeholder Outreach

Given the local and regional importance of the proposed PGBT East Branch project, the NTTA will facilitate a comprehensive public involvement program designed to proactively engage participation of all interested stakeholders. The public involvement strategies for this project will vary and include public meetings, stakeholder outreach, meetings with affected property owners, and a formal public hearing required during the NEPA process conducted in-person and through online/virtual platforms. The Public Involvement Plan (PIP) is included in **Appendix B.**

The PIP will be periodically updated to reflect ongoing public involvement and input. Additionally, issues specific to this project may require adjustments to the PIP to address communication obstacles encountered during public outreach efforts.

A communication strategy will be established to ensure effective information sharing and engagement throughout the project's lifecycle. Key components of the strategy include:

- Regular meetings and workshops with stakeholders to discuss project progress, updates, and coordination efforts.
- Public meetings and community outreach programs to gather feedback and address concerns.
- Dedicated project website and social media channels to disseminate project information and updates.
- Newsletters, press releases, and media engagement to inform the public and address any potential misconceptions.

3.3 Project Milestone Schedule

Public Involvement will occur at intentional points throughout the duration of the project to effectively engage with stakeholders across multiple touchpoints. The PIP seeks to provide valuable public data and input with respect to the NEPA process and the major project milestones identified in **Table 3** and **Appendix C**.

Table 3: Major Project Milestones

Milestone	Timeframe
Agency Scoping Meeting	May 2024
Notice of Intent	July 2024
Public Scoping Meeting	August 2024
Public Meeting	February 2025
Initiate Schematic Development	July 2025
DEIS Circulation	November 2025
Public Hearing	December 2025
Schematic Approval	May 2026
FEIS/ROD Signed	July 2026

4 Project Development Process

- Pre-NOI Activities – The NTTA continues to refine the alignments carried forward from TxDOT's SH 190 Study through coordination with the municipalities in the project area and key stakeholders including major regional utility providers. The NTTA will meet with key agencies to review the project history and intent of the decision-making process and obtain input on the overall scope of the environmental documentation effort needed to support future project implementation. Pre-NOI activities include development of this PCP and the PIP for the project, schedule, identification of potential cooperating and participating agencies, establishment of the initial purpose and need, identification of the range of alternatives, and methodologies and level of detail to analyze alternatives.

- Purpose and Need Development – The NTTA and the project team developed the initial purpose and need statement to support the proposed project. Input from agencies, stakeholders, and the public will be solicited during the agency and public scoping meetings.

- Initial Alternatives Development – Based on TxDOT's alternatives analysis during the SH 190 Study, the NTTA and project team established the range of alternatives and will present them to agencies, stakeholders, and the public during the agency and public scoping meetings.

- Agency Scoping Meeting – The project team will solicit input from potential cooperating and participating agencies (federal, state, regional, and local) during an agency scoping meeting. The purpose of the meeting is to discuss and receive input on the purpose and need, range of alternatives, methods to be used and the level of detail required in the analysis of the alternatives, schedule, and the PCP/PIP. The agencies will be provided the opportunity to review the documents prior to the meeting and provide input and comments during and following the meeting.

- Publish Notice of Intent (NOI) – A Notice of Intent to prepare an EIS will be published in the Federal Register in August 2024.

- Public Scoping Meeting – The purpose of the public scoping meeting is to provide the public with project background, needs to be addressed by the proposed action, conceptual alternatives under consideration, and ask for comments including the identification of environmental constraints and/or issues to be addressed during the environmental analyses. A variety of data will be presented to the public, including a project fact sheet, the draft purpose and need, the draft PCP, and an overview of the environmental process and anticipated schedule. Comment forms/online surveys will allow the public to provide comments during the comment period via mail, email, or online portal.

- Alternatives Analysis – Evaluation criteria will be established based upon the purpose and need of the PGBT East Branch project, current NEPA guidance (TxDOT and the Council on Environmental Quality [CEQ]), and public and agency input. The effects of the alternatives will be evaluated and compared at an equal level of detail, leading to identification of a recommended preferred alternative to be carried forward for detailed evaluation in the FEIS. A public meeting will be held to present analysis of alternatives and obtain input from stakeholders and the public on which alternative should be carried forward for detailed study.

- Preparation of a DEIS – Development and release of a report disclosing the need for the project, describing the alternatives analysis process, assessing the likely impacts of the reasonable alternatives, and identifying the steps taken to avoid impacts or minimize harm to the environment included in the project. A Notice of Availability of the document and the public hearing will be posted. The DEIS will identify a preferred alternative.

- Public and Agency Review of the DEIS – The review time afforded agencies and the public will be no less than 45 days and no more than 60 days. The DEIS will be available for review online, at the NTTA office, and at other locations as identified in the Notice of Availability.

- Public Hearing on the DEIS – A public hearing will be held to present the results of the preliminary engineering and environmental analysis studies at least 30 days after the DEIS is available for public and agency review. The preferred alternative will be presented. Verbal and written public comments will be solicited. The comment period will end no sooner than 45 days after the public review begins.

- Identification of the Preferred Alternative and Level of Design Detail – The preferred alternative presented at the public hearing will be developed to a higher level of detail to facilitate identification of mitigation measures or to facilitate concurrent compliance with other applicable environmental laws.

- Preparation of an FEIS – An FEIS will disclose the effects of the preferred alternative and will provide responses to comments received on the DEIS.

- Combined FEIS/ROD – The NTTA plans to prepare a combined FEIS/ROD for the project as required by Section 1319(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21). The ROD will document the NTTA's decision and will commit to mitigation of anticipated impacts. If the FEIS makes substantial changes to the proposed action that are relevant to environmental or safety concerns, or if significant new circumstances arise or information relevant to environmental concerns that bear on the proposed action or its possible impacts, the NTTA will consider separating the FEIS and ROD and providing additional time for public comment.

- Completion of Permits, Licenses, or Approvals – Applications for permits, licenses, and/or approvals required to authorize the proposed project will be prepared and coordinated as impacts from the recommended alternative are identified and quantified. Issuance of any required permits/licenses/approvals will be necessary prior to the initiation of construction activities.

5 Project Schedule

As the project sponsor, the NTTA has developed a detailed project schedule for completion of the EIS for the PGBT East Branch project which is included in **Appendix C.** During schedule development, the following factors were taken into consideration:

- The responsibilities of the participating agencies under applicable laws.

- The resources available to the cooperating agencies.

- The overall size and complexity of the project.

- The overall schedule for and cost of the project.

- The sensitivity of the natural and historic resources that could be affected by the project.

Potential issues that may affect the schedule include the size and complexity of the project, community concerns, impacts to cultural resources (e.g., archeological sites and historic structures), and impacts to natural resources (e.g., waters of the U.S., including wetlands, and threatened and endangered species' habitats). The schedule may be extended pending unforeseen circumstances but may only be shortened with the concurrence of affected cooperating agencies. The updated schedule reflecting major project milestones will be available at public and agency coordination meetings and on the NTTA website.

Appendix A. Revision History

Revision History	
Effective Date Month, Year	**Reason for and Description of Change**
June 2024	Updated based on: responses to Cooperating and Participating Agency Letters; agency comments on pre-NOI documents; revised schedule
July2024	Remove draft and update month on cover

Appendix B. Public Involvement Plan

Public Involvement Plan

President George Bush Turnpike – East Branch

Project Limits: I-30 to I-20

CSJs: 2964-06-011 and 2964-06-012

County: Dallas and Kaufman

July 2024

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Table of Contents

Figures

Appendices

1 Introduction

The North Texas Tollway Authority (NTTA) is proposing to build a new-location roadway that extends President George Bush Turnpike (PGBT) from Interstate Highway 30 (I-30) to I-20. This "East Branch" corridor lies in eastern Dallas County with portions of the study area located within the municipalities of Garland, Dallas, Mesquite, and the Town of Sunnyvale. The total length of the corridor is approximately 11 miles (see **Figure 1**).

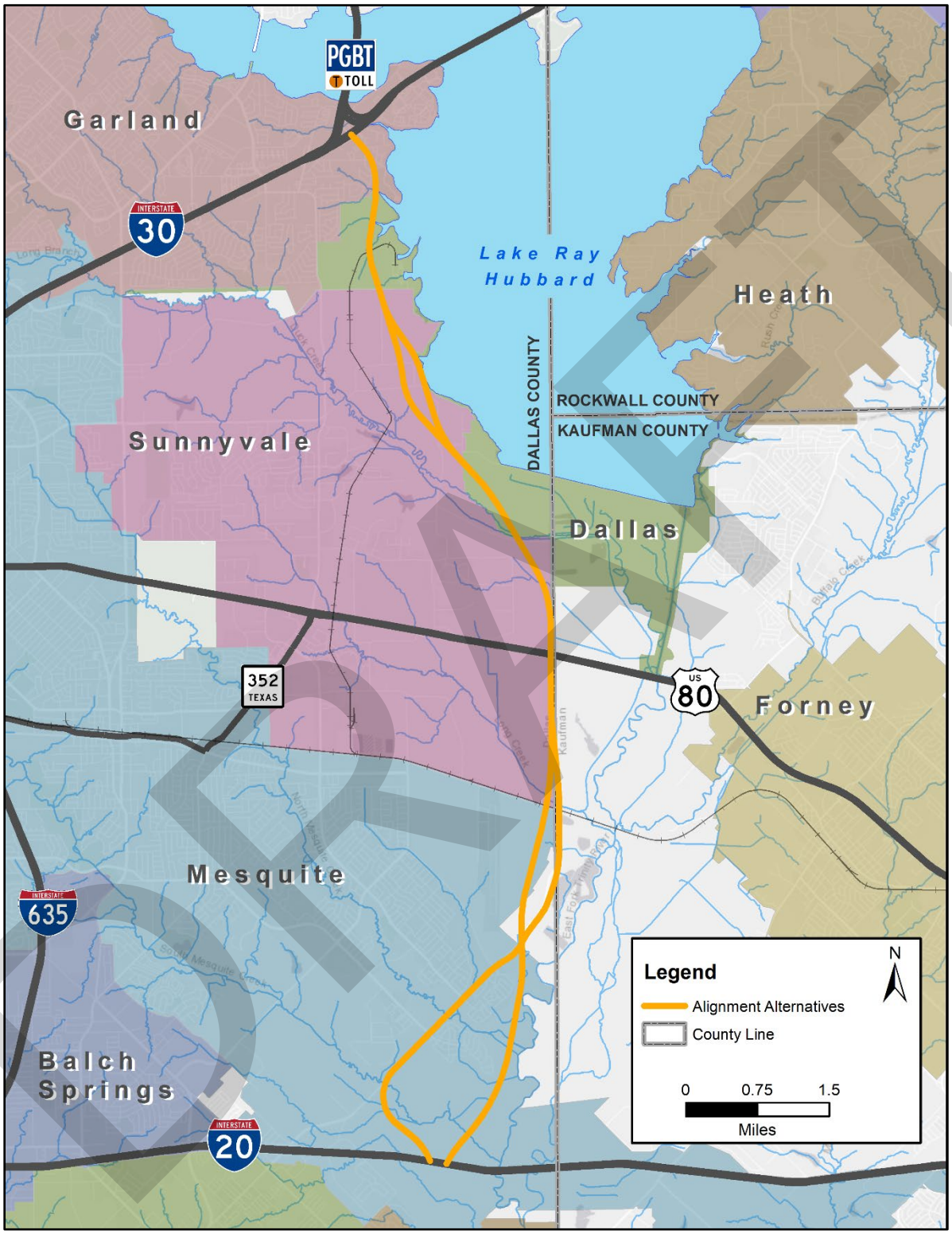
The proposed PGBT East Branch project is a continuation of the State Highway 190 (SH 190) East Branch Study that was conducted by the Texas Department of Transportation (TxDOT) beginning in July 2005 with the publication of the Notice of Intent to prepare an Environmental Impact Statement (EIS). The TxDOT study included the preparation of a Draft EIS, extensive public involvement, and the development of conceptual alternatives. However, the study was not completed and, in 2022, TxDOT transferred project authority to the NTTA. The PGBT East Branch would extend the existing PGBT facility into southeastern Dallas County with the potential to connect to the future Loop 9 facility at I-20.

The PGBT East Branch proposed project would consist of a six-lane, limited-access toll road that would serve as a regional facility. The proposed project would include three northbound lanes, three southbound lanes, inside and outside shoulders, ramps, and a grassy median along the at-grade roadway section. The proposed project would require additional right-of-way (ROW) to accommodate the proposed facility. The proposed project is needed to meet future travel demands stemming from projected population and employment growth, increasing transportation demands and deficient system linkages. The purpose of the proposed project is to improve mobility between I-30 and I-20 while contributing to improved system linkage.

The following Public Involvement Plan (PIP) and proposed outreach tools were developed in accordance with Texas Administrative Code (TAC), Title 43, Part 1, Chapter 2, TxDOT's Public Involvement Handbook, and 36 CFR 800.2. The regulations and guidance documents address the need for preparing an appropriate PIP and conducting an In-Person Public Meeting, Public Hearing, and stakeholder meetings with a virtual component.

The PGBT East Branch project schedule extends through 2026 with Public Meetings taking place in 2024 and 2025 and a Public Hearing in 2025. The Public Meetings and Public Hearing will be conducted in-person with a virtual component. The PIP discusses how the Public Meetings, and the Public Hearing would be conducted. The PIP will be carried out in accordance with Executive Order (EO) 13166 and EO 12898 and shall discuss general outreach approaches for the general public and targeted outreach approaches for Environmental Justice (EJ) and Limited English Proficiency (LEP) populations.

Figure 1: Project Location Map



1.1 Purpose of the Public Involvement Plan

The purpose of the PIP is to document the public involvement and outreach efforts that will be used to engage stakeholders and solicit public input during the development of the environmental studies for PGBT East Branch from I-30 to I-20. Additionally, the PIP presents and describes the tools and strategies that will be used during the process.

The purpose of the PIP is to:

- Identify and document the overall public involvement and outreach process and approach;
- Set goals for the public involvement and public outreach process;
- Identify stakeholders (e.g., elected/local officials, agencies, community organizations, the general public, and EJ and LEP populations);
- Establish strategies to achieve the goals of the public involvement process; and
- Identify specific tools and techniques to support the strategies.

The PIP will be revised as needed throughout the process to appropriately document the public involvement strategies as they evolve throughout the project.

1.2 Goals of the Public Involvement Plan

The PIP provides targeted outreach and engagement strategies for the general public as well as EJ and LEP populations. These goals include:

- Identifying stakeholders who are affected and/or may have an interest in the project.
- Giving facility users, property and business owners, elected/local officials, governmental and municipal agencies, community groups, and other stakeholders opportunities to provide input.
- Ensuring that traditionally underrepresented populations have opportunities to engage and provide input.
- Creating user-friendly information, materials, handouts, and presentations for the general public and, if needed, EJ and LEP populations.
- Creating a forum and opportunities for two-way communications -- gathering comments, recommendations and input from stakeholders as well as providing information to stakeholders.
- Guiding and documenting the public involvement and outreach efforts that will be performed for the project.
- Providing multiple tactics that facilitate one and two-way communications with various stakeholder groups.

1.3 Public Involvement Contact Information

Kelly Johnson, P.E.
NTTA Senior Manager of Project Development
Office: 214.224.3026
Email: kjohnson@ntta.org

Craig Hancock, P.E.
NTTA Senior Program Manager of Planning/Environment
Office: 214.224.2434
Email: chancock@ntta.org

Brian Sanfilippo
NTTA Project Communications Manager
Office: 214.224.2481
Email: bsanfilippo@ntta.org

Julie Morse
NTTA PMC Environmental Review and Oversight Manager
Office: 214.224.3037
Email: JEMorse@hntb.com

Michelle Lueck
TxDOT Project Delivery Manager
Office: 214.320.6148
Email: Michelle.Lueck@txdot.gov

Mohammed Shaikh
TxDOT Environmental Program Manager
Office: 214.320.6148
Email: Mohammed.Shaikh@txdot.gov

Melissa Meyer
TxDOT Public Involvement Specialist
Office: 214.319.3506
Email: Melissa.Meyer@txdot.gov

Bryan Copeland, P.E.
Project Manager, Jacobs Engineering
Office: 214.920.8123
Email: Bryan.Copeland@jacobs.com

Teresa Epps
Environmental Planning Manager, Jacobs Engineering
Office: 817.735.2876
Email: teresa.epps@jacobs.com

2 Public Involvement/Engagement Tools

In accordance with EOs 13166 and 12898, the general public, as well as EJ and LEP populations must be identified and engaged in public involvement activities. An analysis of the U.S. census tracts and block groups adjacent to the proposed project area was performed to understand the demographics and develop strategies that could be used to address needs for the general population as well as EJ and LEP populations (see **Figure 2**). Based on census tract data, 67% of residents speak English at home, 26% speak Spanish, and 7% speak Indo-European, Asian and Pacific Islander, and Other Languages. Approximately 11% of individuals speak English "less than very well". Material will be translated in Spanish to meet the needs of these groups. A stakeholder mailing list will be created for sending project information, invitations, and notices to these groups.

Figure 2: Project Corridor Demographics*

Population: 26,351

Population 18 years and over: 18,093

* Source: US Census Bureau, American Community Survey (2018 – 2022, 5-year estimates)

Race/Ethnicity	
Hispanic or Latino	32%
White Alone	30%
Black or African American Alone	27%
American Indian and Alaska Native Alone	<1%
Asian Alone	7%
Native Hawaiian and Other Alone	<1%
Two or Three other Races	4%

Income Status	
Population Below Poverty Guideline	7%
Median Household Income	$93,027

Internet Access		
Computer and internet access	25,850	98%
Computer and no internet access	325	1%
Computer	142	1%

Language Spoken at Home	
English	67%
Spanish (Speak English "less than very well")	26% (9%)
Indo-European, Asian, and Pacific Islander, and Other Languages (Speak English "less than very well")	7% (2%)

2.1 Stakeholder Mailing List

The electronic stakeholder mailing list will be updated for the purpose of mailing information to local, state and federal government and public officials and agency/staff, adjacent property owners, businesses and residents, and individuals who may have an interest in the project (see **Appendix A**). The mailing list will be updated regularly, specifically before and after the Public Meeting and Hearing, and agency meetings. The adjacent property owners list will be updated three weeks prior to Public Meeting and Public Hearing notice mail outs. The elected officials list will be updated after elections and the public officials list will be updated as needed.

2.2 Virtual Public Meeting/Public Hearing

The public involvement team will schedule, develop and coordinate the logistics for a Virtual Public Meeting. The Virtual Public Meeting will be pre-approved by the NTTA.

2.3 In-Person Public Meeting and Public Hearing Site Locations

The public involvement team will identify and recommend a safe, convenient and easily accessible location for the in-person Public Meetings and in-person Public Hearing. The team will select a location in the study area that is cost-effective, easy to access from multiple forms of transportation (e.g., bus, rail, etc.) as well as provide accessibility according to the Americans with Disabilities Act. The team will coordinate the logistics of the location and preparation for the in-person Public Meetings and Public Hearing. These events will be attended by technical staff as well as public involvement representatives. The in-person Public Meetings and Public Hearing will be pre-approved by the NTTA and in accordance with the latest guidance and local regulations.

2.4 Notice/Publications

The public involvement team will create and provide notices that will be distributed to print publications and media representatives, organizations and agencies on the stakeholder mailing list, and the adjacent property owners. The notice will provide information on the project and contact information to request any special accommodations or language interpretation needs. Notices will be prepared on NTTA letterhead with the return address (provided by NTTA). Notices will be mailed at least 15 days prior to the Public Meeting/Hearing. The notice with Public Meeting/Hearing location map (when necessary) will be sent via mail and email to elected officials prior to being sent to the general public. Tear sheets of the actual notice will be provided to the NTTA as proof of publication. In accordance with the TxDOT Public Involvement Toolkit and the TAC, at least two other forms of notification (news releases, social media postings, etc.) will be performed in conjunction with the notice to inform the public about the Public Meeting/Hearing. The NTTA will develop social media posts and place on social media channels.

2.5 Frequently Asked Questions

The public involvement team will coordinate with the NTTA to develop and distribute internal frequently asked questions for the project team.

2.6 Website Content

The public involvement team will assist the NTTA in developing and updating content for the NTTA website to disseminate information about the project and to gather comments from the public. All website content will be approved by NTTA prior to making it available to the public.

2.7 News Releases

The public involvement team will work with NTTA staff to develop project-related news releases that will provide information on the project, schedule, meetings, and opportunities to provide input. NTTA will review, approve, and distribute the news release to its list of media outlets.

2.8 Presentation

The public involvement team will coordinate with the NTTA to develop a presentation and script that will be used at the Public Meetings and/or Public Hearing. The public involvement team will coordinate with the NTTA on developing a project video presentation and/or fly-through video that will be available on the NTTA's project website.

3 Public/Other Meetings

Virtual Public Meetings and/or in-person Public Meetings will be conducted to facilitate an open forum for the public. The meetings will include customized content and information that is appropriate for the participants.

3.1 Past Outreach

Between 2005 and 2018, the SH 190 East Branch study was conducted by TxDOT. This study included extensive public involvement efforts, the development of conceptual alternatives and the preparation of a Draft (EIS). The current PGBT East Branch study continues those efforts under the authority of the NTTA. In 2005 and 2006, three Public Meetings were held for the TxDOT-led study. The primary purpose of these meetings was to inform the public of the study's process, offer the public an opportunity to be involved in the project's development, and to obtain input, comments and suggestions regarding the study's process and results.

The first Public Meeting was a public scoping meeting held on July 26, 2005. The purpose of this meeting was to solicit public and agency comments regarding the commencement of the SH 190 project, gather public feedback on potential locations of corridors, and explore potential project concerns, issues and priorities. The results from this Public Meeting allowed the project team to create the first set of potential conceptual alternatives for consideration.

The second Public Meeting was held on March 30, 2006, and allowed the public attendees to express their opinions on the first set of conceptual alternatives. The results from this Public Meeting allowed the project team to eliminate undesirable alternatives and focus on refining the remaining conceptual alternatives.

The third Public Meeting was held on August 15, 2006, and allowed the public to express their opinions on the refined conceptual alternatives as determined through the previous Public Meeting and alternatives evaluation. Based on the results from the public, the project team was able to eliminate specific alternatives from the evaluation process. The remaining alternatives were combined to create the two alternatives evaluated in the Draft EIS.

The Draft EIS and development of the conceptual alternatives was put on hold in 2012 for the Town of Sunnyvale to evaluate alternatives through the Town limits. Through this process, the conceptual alternatives within this section of the corridor were revised and a depressed conceptual alternative on a new alignment was presented in a Public Meeting in 2014. This new conceptual alternative received positive comments from the public and updates to the Draft EIS continued to move forward until TxDOT placed the project on hold in 2018.

Once TxDOT transferred project authority to NTTA in 2022, stakeholder meetings were held with the City of Garland, Town of Sunnyvale, and City of Mesquite to inform them about the new project sponsor and collect information on current conditions of the study area. Agency coordination meetings began in 2023 to engage local and regional planning/resource agencies in the refinement of the conceptual alternatives.

All future Public Meetings would be held in-person and virtually with representatives from the following entities:

NTTA	City of Mesquite
TxDOT	Town of Sunnyvale
City of Garland	Other Identified Stakeholders

3.2 NTTA Review Meetings

To ensure seamless coordination and approval of scheduled meetings and project materials, the public involvement team and the NTTA will discuss and review content that will be distributed and used in advance of the meetings and hearing during a Pre-Meeting. The TxDOT Dallas District Public Hearing/Meeting Checklist (**Appendix B**) will be completed, and materials will be available for review and comment prior to and during this

meeting. Materials will typically include approved schematic and environmental documents, mailing lists, notice, notice publication schedule, meeting location insert (if applicable), news release, project map, exhibit boards, PowerPoint presentation, presentation script, sign-in option, and comment forms.

3.3 Virtual Public Meeting

The Virtual Public Meeting will be conducted online and will be accessible at https://www.ntta.org/president-george-bush-turnpike-pgbt. The Virtual Public Meeting will provide stakeholders with information on the project as well as document comments and concerns. A minimum of 15 days prior to the Virtual Public Meeting, a notice will be placed in local publication(s) to notify stakeholders and interested individuals of the Virtual Public Meeting. Additionally, prior to the Virtual Public Meeting, the stakeholder mailing list will be used to prepare and mail notifications of the Virtual Public Meeting to stakeholders. The notice will be sent to elected officials prior to being sent to the general public.

The Virtual Public Meeting will include a PowerPoint presentation and associated script that will be converted into a pre-recorded video including both audio and visual components. Exhibit boards, printable comment forms/online comment submission and project information will be available to attendees via the NTTA's project website. Members of the public may provide verbal comments via voicemail at any time during the Public Meeting comment period. All verbal and timely written comments will be considered by the NTTA and included as part of the official Public Meeting record. Responses to comments will be included in the Comment/Response Matrix and formatted per latest guidance. The Comment/Response Matrix and meeting documentation will be prepared by Jacobs and approved by the NTTA and TxDOT. It will be included as part of the meeting and project record and made available on the NTTA's project website. Comments will be accepted, addressed, and documented up to 15 days after the Virtual Public Meeting.

The Virtual Public Meeting process, materials, and notifications will follow guidance from the latest TxDOT Environmental Handbook, TxDOT Public Involvement Toolkit, and TAC.

3.4 MAPOs and/or Stakeholder Meetings

Agency Coordination Meetings will be held quarterly to maintain coordination with local municipalities, the North Central Texas Council of Governments (NCTCOG) and other interested parties. **Appendix A** provides the list of organizations included in these Agency Coordination Meetings. Additional meetings will be held as necessary as the project progresses.

MAPOs and/or stakeholder meetings will be held on an as-needed basis and with NTTA approval. These meetings will provide property owners and stakeholders the opportunity to obtain information and provide input on the project. Sign-in sheets, handouts, and exhibits presented during the meeting plus meeting summaries will be included in the administrative record.

4 Public Meeting Materials

Notices, exhibits, a presentation, script, and handouts will be created to address the general public, and EJ and LEP populations. The Public Meeting notice, TxDOT/Federal Highway Administration (FHWA) memorandum of understanding (MOU) language, and comment form will be prepared in English and Spanish. Any other requests for language translation/interpretation would be accommodated. The Public Meetings will include a virtual component.

All meeting information will be reviewed and approved by the NTTA prior to use.

4.1 Exhibit Boards

Exhibit boards will be created to communicate project information. The exhibit boards are anticipated to include:

- Welcome
- Project Details
- Purpose and Need
- Environmental Constraints
- Build Alternative Design Features
- Proposed Typical Sections
- Next Steps
- Project Timeline
- TxDOT/FHWA MOU
- How to Submit Comments

4.2 Materials/Handouts

Materials that will be used at the Public Meeting will include a PowerPoint presentation, script, and video presentation with voiceover and digital and printable comment form to solicit public input as well as copies of the conceptual design.

4.3 Presentation

The public involvement team will develop a PowerPoint presentation, script and video with voiceover for use during the Public Meeting that includes a brief overview of the project history, the project study area, the purpose and need for the project, proposed improvements, and the project schedule, as well as potential impacts to environmental resources and any other topics, as required.

5 Public Hearing

An in-person Public Hearing will be held to facilitate an open forum for the public. The Public Hearing will also include a virtual component. The hearing will include customized content and information that is appropriate for the attendees. The Locally Preferred Alternative will be presented at the Public Hearing. Talking points will be developed for the NTTA staff and consultants who staff the Public Hearing.

5.1 NTTA Review Meetings

To ensure seamless coordination and approval of scheduled meetings and project materials, the public involvement team will meet with the NTTA to discuss and review content that will be distributed and used in advance of the hearing at a pre-hearing meeting with the NTTA staff. Materials will typically include the notice, publication schedule, mailing lists, project map, exhibit boards, PowerPoint presentation, script, talking points, sign-in sheets, comment forms, verbal comment registration form, handouts, room layout, and completed TxDOT Dallas District Public Hearing/Meeting Checklist.

5.2 Public Hearing

The Public Hearing will be conducted at a location within the study area and will provide stakeholders with information on the project as well as document comments and concerns. A minimum of 15 days prior to the Public Hearing, a notice will be placed in local publication(s) to notify stakeholders and interested individuals of the Public Hearing. Additionally, prior to the Public Hearing, the stakeholder mailing list will be used to prepare and mail notifications of the Public Hearing to stakeholders. The legal notice will be sent to elected officials prior to being sent to the general public.

The Public Hearing will occur in the evening hours to provide most stakeholders with an opportunity to attend. Sign-in sheets, exhibit boards, handouts, comment forms, and project information will be distributed to attendees. The project team and public involvement personnel will be available to provide information on the project. Public comments will be solicited and documented at the Public Hearing and during the public comment period. Comments will be accepted, addressed, and documented up to 15 days after the Public Hearing.

The Public Hearing processes, materials and notifications will follow guidance from the latest TxDOT Environmental Handbook, TxDOT Public Involvement Toolkit, and TAC. All comments and responses will be documented in the Comment/Response Matrix and Public Hearing Documentation.

6 Hearing Materials

Notices, exhibits, a presentation, a script, and handouts will be created to address the general public, and EJ and LEP populations. The Public Hearing notice, TxDOT/FHWA MOU language, and comment form will be prepared in English and Spanish. Any other request for language translation/interpretation would be accommodated.

All hearing information will be reviewed and approved by the NTTA prior to use.

6.1 Exhibit Boards

Exhibit boards will be created to communicate project information. The exhibit boards are anticipated to include:

- Welcome
- Introduction
- Purpose and Need
- Environmental Constraints
- Build Alternative Design Features
- Proposed Typical Sections
- Next Steps
- Project Timeline
- How to Submit Comments
- TxDOT/FHWA MOU

6.2 Materials/Handouts

Materials that will be used or distributed at the Public Hearing will include a PowerPoint presentation, script, video presentation with voice-over, presentation handouts, sign-in sheets for the public, media, consultants, NTTA staff and elected officials, name tags, comment cards to solicit public input, and a project map of the study area. Talking points will also be developed for NTTA staff and consultants for use at the Public Hearing.

6.3 Presentation

The public involvement team will develop a PowerPoint presentation and speech for use at the Public Hearing that includes a brief overview of the project history, the project study area, the purpose and need for the project, proposed improvements, and the project schedule, as well as potential impacts to environmental resources and any other topics, as required.

7 Virtual Public Meeting/Hearing Documentation

Documentation of all relevant project-related meetings will be prepared and summarized in the environmental document. Documentation will include MAPO summaries (if applicable), Public Meeting and Public Hearing Documentation. All documentation will follow the formats and guidelines specified in TxDOT's Environmental Compliance Toolkit.

7.1 Public Meeting Documentation

Public Meeting Documentation will be prepared after the 2024 and 2025 Public Meetings. The documentation will include a Public Meeting cover page; a comment/response matrix documenting public comments, concerns, recommendations, and responses; copies of meeting notices and mailing lists; comments received; meeting exhibits; and a summary of project modifications made because of the meeting.

7.2 Public Hearing Documentation

Public Hearing Documentation will be prepared after the 2025 Public Hearing. The documentation will include a Public Hearing cover page; a comment/response matrix documenting public comments, concerns, recommendations, and responses; the Public Hearing Certification; copies of meeting notices and mailing lists; sign-in sheets; comments received; handouts; exhibits; the project presentation; and photos. The documentation will also include copies of the sign-in sheets from the Public Hearing.

7.3 MAPO/Stakeholder Meeting Summaries

Summaries will be prepared after each MAPO/Stakeholder Meeting to summarize the information requested by the stakeholder, as well as a general summary of the discussion and any action items that result from the meeting. All MAPO/Stakeholder Meetings will be documented.

Appendix A. Mailing Lists

PGBT East Branch: I-30 to I-20 - Elected & Public Officials Mailing List

PREFIX	SALUTATION	FIRST NAME	LAST NAME	TITLE	ORGANIZATION	ADDRESS	CITY	STATE	ZIP	EMAIL
The Honorable	Senator	John	Cornyn	Senior Senator	U.S. Senate	5001 Spring Valley Road Suite 1125 e	Dallas	TX	75244	collin_mclochlin@cornyn.senate.gov
The Honorable	Senator	Ted	Cruz	Junior Senator	U.S. Senate	3626 North Hall Street Suite 410	Dallas	TX	75219	Christine_babcock@cruz.senate.gov
The Honorable	Congressman	Lance	Gooden	Congressman District 5	U.S. House of Representatives	220 Burnett Trail	Canton	TX	75103	Jennifer.Alden@mail.house.gov
The Honorable	Representative	Angie Chen	Button	State Representative District 112	Texas House of Representatives	1201 International Parkway #130	Richardson	TX	75081	Amanda.willard@house.texas.gov
The Honorable	Representative	Rhetta Andrews	Bowers	State Representative District 113	Texas House of Representatives	3200 Broadway Blvd. Suite 275	Garland	TX	75043	Rhetta.bowers@house.texas.gov
The Honorable	Representative	Keith	Bell	State Representative District 4	Texas House of Representatives	771 E. U.S.Hwy 80 Suite 208	Forney	TX	75126	keith.bell@house.texas.gov
The Honorable	Senator	Bob	Hall	State Senator District 2	Texas State Senate	6537 Horizon Road Suite B-1	Rockwall	TX	75032	bob.hall@senate.texas.gov
The Honorable	Senator	Nathan	Johnson	State Senator District 16	Texas State Senate	12222 Merit Drive Suite 1010	Dallas	TX	75251	Nathan.johnson@senate.texas.gov
	Mr.	Kevin	Ellis	State Board of Education District 9	Texas Board of Education	P.O. Box 151453	Lufkin	TX	75915	ellisSBOE@gmail.com
	Ms.	Aicha	Davis	State Board of Education District 13	Texas Board of Education	P.O. Box 4525	Dallas	TX	75209	Aicha.Davis@tea.texas.gov
The Honorable	Judge	Clay	Jenkins	County Judge	Dallas County	500 Elm Street, Suite 7000,	Dallas	TX	75202	dcjudge@dallascounty.org
Dr.	Commissioner	Theresa	Daniel	County Commissioner District 1	Dallas County	500 Elm Street, Suite7100	Dallas	TX	75202	Theresa.Daniel@dallascounty.org

PREFIX	SALUTATION	FIRST NAME	LAST NAME	TITLE	ORGANIZATION	ADDRESS	CITY	STATE	ZIP	EMAIL
	Commissioner	Andy	Sommerman	County Commissioner District 2	Dallas County	500 Elm Street 7th Floor- Suite 7200	Dallas	TX	75202	District2Office@dallascounty.org
	Commissioner	John	Wiley Price	County Commissioner District 3	Dallas County	500 Elm Street, Suite 7300	Dallas	TX	75202	District3@dallascounty.org
Dr.	Commissioner	Elba	Garcia	County Commissioner District 4	Dallas County	500 Elm Street, Suite 7400	Dallas	TX	75202	Elba.GarciaDDS@dallascounty.org
The Honorable	Judge	Jakie	Allen	County Judge	Kaufman County	100 West Mulberry	Kaufman	TX	75142	Judgeallen@kaufmancounty.net
The Honorable	Commissioner	Mike	Hunt	County Commissioner Precinct 1	Kaufman County	3001 South Washington Street	Kaufman	TX	75142	Mike.hunt@kaufmancounty.net
The Honorable	Commissioner	Skeet	Phillips	County Commissioner Precinct 2	Kaufman County	200 East Main Street	Forney	TX	75126	Skeet.phillips@kaufmancounty.net
The Honorable	Commissioner	Terry	Barber	County Commissioner Precinct 3	Kaufman County	601 East Nash	Terrell	TX	75160	Terry.barber@kaufmancounty.net
The Honorable	Commissioner	Tommy	Moore	County Commissioner Precinct 4	Kaufman County	103 North Main Street	Kemp	TX	75143	tommy.moore@kaufmancounty.net
	Mr.	Garrett	Moore	County Engineer	Kaufman County Engineering	106 West Grove Street	Kaufman	TX	75142	countyengineer@kaufmancounty.net
	Ms.	Monique	Hunter	Development Services Director	Kaufman County Developmental Services	101 North Houston Street	Kaufman	TX	75142	developmentserviceskaufman@kaufmancounty.net
	Mr.	Eric	Johnson	City Mayor	City of Dallas	1500 Marilla Street Suite 5EN	Dallas	TX	75201	eric.johnson@dallas.gov
	Mr.	Chad	West	City Council District 1	City of Dallas	1500 Marilla Street Room 5FN	Dallas	TX	75201	Chad.West@dallas.gov

PREFIX	SALUTATION	FIRST NAME	LAST NAME	TITLE	ORGANIZATION	ADDRESS	CITY	STATE	ZIP	EMAIL
	Mr.	Jesse	Moreno	City Council District 2	City of Dallas	1500 Marilla Street Room 5FS	Dallas	TX	75201	Jesse.Moreno@Dallas.gov
	Mr.	Zarin	Gracey	City Council District 3	City of Dallas	1500 Marilla Street 5FS	Dallas	TX	75201	district3@dallas.gov
Deputy Mayor Pro Tem	Ms.	Carolyn	King Arnold	City Council District 4	City of Dallas	1500 Marilla Street Room 5FN	Dallas	TX	75201	District4@dallas.gov
	Mr.	Jaime	Resendez	City Council District 5	City of Dallas	1500 Marilla Street Room 5FS	Dallas	TX	75201	jaime.resendez@dallas.gov
	Mr.	Omar	Narvaez	City Council District 6	City of Dallas	1500 Marilla Street Room 5ES	Dallas	TX	75201	Omar.Narvaez@dallas.gov
	Mr.	Adam	Bazaldua	City Council District 7	City of Dallas	1500 Marilla Street Room 5FN	Dallas	TX	75201	Adam.Bazaldua@dallas.gov
Mayor Pro Tem	Mr.	Tennell	Atkins	City Council District 8	City of Dallas	1500 Marilla Street 5DN	Dallas	TX	75201	priscilla.chambliss@dallas.gov
	Ms.	Paula	Blackmon	City Council District 9	City of Dallas	1500 Marilla Street Room 5FN	Dallas	TX	75201	paula.blackmon@dallas.gov
	Ms.	Kathy	Stewart	City Council District 10	City of Dallas	1500 Marilla Street 5FN	Dallas	TX	75201	katherine.stewart@dallas.gov
	Ms.	Jaynie	Shultz	City Council District 11	City of Dallas	1500 Marilla Street Room 5FN	Dallas	TX	75201	jaynie.schultz@dallas.gov
	Ms.	Cara	Mendelsohn	City Council District 12	City of Dallas	1500 Marilla Street Room 5FN	Dallas	TX	75201	cara.mendelsohn@dallas.gov

PREFIX	SALUTATION	FIRST NAME	LAST NAME	TITLE	ORGANIZATION	ADDRESS	CITY	STATE	ZIP	EMAIL
	MsMay.	Gay	Donnell Willis	City Council District 13	City of Dallas	1500 Marilla Street 5FS	Dallas	TX	75201	gay.willis@dallas.gov
	Mr.	Paul	Ridley	City Council District 14	City of Dallas	1500 Marilla Street Room 5FN	Dallas	TX	75201	paul.ridley@dallas.gov
	Mr.	Haytham	Hassan	Assistant Director/City Engineer	City of Dallas	320 E. Jefferson Blvd.	Dallas	TX	75203	Haytham.hassan@dallas.gov
	Ms.	Ali	Hatefi	Public Works Director	City of Dallas	320 E. Jefferson Blvd.	Dallas	TX	75203	Alireza.hatefi@dallas.gov
	Mr.	Scott	Lemay	City Mayor	City of Garland	200 North Fifth Street	Garland	TX	75040	Mayor@GarlandTX.gov
Mayor Pro Tem	Mr.	Jeff	Bass	City Council District 1	City of Garland	200 North Fifth Street	Garland	TX	75040	Council1@GarlandTX.gov
	Ms.	Kris	Beard	City Council District 2	City of Garland	200 North Fifth Street	Garland	TX	75040	Council2@GarlandTX.gov
	Mr.	Ed	Moore	City Council District 3	City of Garland	200 North Fifth Street	Garland	TX	75040	Council3@GarlandTX.gov
	Mr.	B. J	Williams	City Council District 4	City of Garland	200 North Fifth Street	Garland	TX	75040	Council4@GarlandTX.gov
	Ms.	Margaret	Lucht	City Council District 5	City of Garland	200 North Fifth Street	Garland	TX	75040	Council5@GarlandTX.gov
	Ms.	Carissa	Dutton	City Council District 6	City of Garland	200 North Fifth Street	Garland	TX	75040	Council6@GarlandTX.gov
	Mr.	Dylan	Hendrick	City Council District 7	City of Garland	200 North Fifth Street	Garland	TX	75040	council7@garlandtx.gov

PREFIX	SALUTATION	FIRST NAME	LAST NAME	TITLE	ORGANIZATION	ADDRESS	CITY	STATE	ZIP	EMAIL
	Mr.	Chris	Ott	City Council District 8	City of Garland	200 North Fifth Street	Garland	TX	75040	Council8@GarlandTX.gov
	Mr.	Paul	Luedtke	Director of Transportation	City of Garland	800 Main Street	Garland	TX	75046	PLuedtke@garlandtx.gov
	Mr.	Will	Guerin	Director of Planning	City of Garland	800 Main Street Second Floor	Garland	TX	75040	wguerin@garlandtx.gov
	Mr.	Daniel	Aleman	City Mayor	City of Mesquite	P.O. Box 850137	Mesquite	TX	75185-0137	mayor@cityofmesquite.com
	Mr.	Cliff	Keheley	City Manager	City of Mesquite	P.O. Box 850137	Mesquite	TX	75185-0137	ckeheley@cityofmesquite.com
	Mr.	Jeff	Casper	Council Member District 1	City of Mesquite	P.O. Box 850137	Mesquite	TX	75185-0137	district1@cityofmesquite.com
	Mr.	Kenny	Green	Council Member District 2	City of Mesquite	P.O. Box 850137	Mesquite	TX	75185-0137	district2@cityofmesquite.com
	Mrs.	Elizabeth	Rodriguez-Ross	Council Member District 3	City of Mesquite	P.O. Box 850137	Mesquite	TX	75185-0137	district3@cityofmesquite.com
	Mr.	Tandy	Boroughs	Council Member District 4	City of Mesquite	P.O. Box 850137	Mesquite	TX	75185-0137	district4@cityofmesquite.com
	Mr.	B.W.	Smith	Council Member District 5	City of Mesquite	P.O. Box 850137	Mesquite	TX	75185-0137	district5@cityofmesquite.com
	Mr.	Brandon	Murden	Council Member District 6	City of Mesquite	P.O. Box 850137	Mesquite	TX	75185-0137	district6@cityofmesquite.com
	Mr.	Jeff	Armstrong	Planning Director	City of Mesquite	P.O. Box 850137	Mesquite	TX	75185-0137	

PREFIX	SALUTATION	FIRST NAME	LAST NAME	TITLE	ORGANIZATION	ADDRESS	CITY	STATE	ZIP	EMAIL
	Mr.	Saji	George	City Mayor	Town of Sunnyvale	127 North Collins Road	Sunnyvale	TX	75182	mayor.george@townofsunnyvale.org
	Mr.	Ryan	Finch	Council Member Place 1	Town of Sunnyvale	127 North Collins Road	Sunnyvale	TX	75182	councilmember.finch@townofsunnyvale.org
	Mr.	Kevin	Clark	Council Member Place 2	Town of Sunnyvale	127 North Collins Road	Sunnyvale	TX	75182	councilmember.clark@townofsunnyvale.org
	Ms.	Manu	Danny	Council Member Place 3	Town of Sunnyvale	127 North Collins Road	Sunnyvale	TX	75182	manu.danny@townofsunnyvale.org
	Mr.	Mark	Eldridge	Council Member Place 4	Town of Sunnyvale	127 North Collins Road	Sunnyvale	TX	75182	councilmember.eldridge@townofsunnyvale.org
	Mr.	Larry	Allen	Council Member Place 5	Town of Sunnyvale	127 North Collins Road	Sunnyvale	TX	75182	councilmember.allen@townofsunnyvale.org
Dr.	Mr.	George	Woodrow Jr.	Council Member Place 6	Town of Sunnyvale	127 North Collins Road	Sunnyvale	TX	75182	george.woodrow@townofsunnyvale.org
	Mr.	Michael	Morris	Director of Transportation	NCTCOG	616 Six Flags Drive	Arlington	TX	76011	mmorris@nctcog.org
	Mr.	Jeff	Neal	Senior Program Manager	NCTCOG	616 Six Flags Drive	Arlington	TX	76011	jneal@nctcog.org
	Mr.	Berrien	Barks	Program Manager	NCTCOG	616 Six Flags Drive	Arlington	TX	76011	BBarks@nctcog.org
	Mr.	Samuel	Simmons	PrincipalTransportation Planner	NCTCOG	616 Six Flags Drive	Arlington	TX	76011	SSimmons@nctcog.org
	Mr.	Kevin	Kokes	Program Manager	NCTCOG	616 Six Flags Drive	Arlington	TX	76011	kkokes@nctcog.org
	Mr.	Brendon	Wheeler	Program Manager	NCTCOG	616 Six Flags Drive	Arlington	TX	76011	bwheeler@nctcog.org

Elected and Public Official information obtained April 20, 2023

PGBT East Branch: I-30 to I-20 - Stakeholder Mailing List

SALUTATION	FIRST NAME	LAST NAME	TITLE	ORGANIZATION	ADDRESS	CITY	STATE	ZIP	EMAIL
Mr.	Haytham	Hassan	City Engineer	City of Dallas	1500 Marilla Street	Dallas	TX	75201	Haytham.hassan@dallas.gov
Dr.	Gus	Khankarli	Transportation Director	City of Dallas	1500 Marilla Street	Dallas	TX	75201	Gus.khankarli@dallas.gov
Mr.	Paul	Luedtke	Director of Transportation	City of Garland	800 Main Street	Garland	TX	75046	pluedtke@garlandtx.gov
Mr.	Michael	Polocek	City Engineer	City of Garland	800 Main Street	Garland	TX	75046	mpolocek@garlandtx.gov
Mr.	Cliff	Keheley	City Manager	City of Mesquite	1515 N. Galloway Avenue	Mesquite	TX	75149	ckeheley@cityofmesquite.com
Mr.	Raymond	Rivas	Assistant City Manager	City of Mesquite	1515 N. Galloway Avenue	Mesquite	TX	75149	rrivas@cityofmesquite.com
Mr.	Curt	Cassidy	Director of Public Works	City of Mesquite	1515 N. Galloway Avenue	Mesquite	TX	75149	ccassidy@cityofmesquite.com
Mr.	John	Mears	City Engineer	City of Mesquite	1515 N. Galloway Avenue	Mesquite	TX	75149	jmear@cityofmesquite.com
Mr.	Eric	Gallt	Traffic Manager	City of Mesquite	1515 N. Galloway Avenue	Mesquite	TX	75149	egallt@cityofmesquite.com
Mr.	John	Mears	City Engineer	City of Mesquite	1515 N. Galloway Avenue	Mesquite	TX	75149	jmears@cityofmesquite.com
Mr.	Jeff	Jones	Town Manager	Town of Sunnyvale	127 Collins Road	Sunnyvale	TX	75182	Jeff.Jones@townofsunnyvale.org
Mr.	Mark	Rauscher	Assistant Town Manager	Town of Sunnyvale	127 Collins Road	Sunnyvale	TX	75182	Mark.Rauscher@townofsunnyvale.org
Mr.	Matthew	Holzapfel	Town Engineer	Town of Sunnyvale	127 Collins Road	Sunnyvale	TX	75182	Matthew.Holzapfel@TownofSunnyvale.org
Mr.	Surupa	Sen	Town Planner	Town of Sunnyvale	127 Collins Road	Sunnyvale	TX	75182	Surupa.Sen@townofsunnyvale.org
Mr.	Tushar	Solanki	Assistant Director, Transportation & Planning	Dallas County	500 Elm Street Suite 5300	Dallas	TX	75202	Tushar.solanki@dallascounty.org
Ms.	Lissa	Shepard	Sr. Bridge Engineer/ Floodplain Manager	Dallas County	500 Elm Street Suite 5300	Dallas	TX	75202	Lissa.Shepard@dallascounty.org

SALUTATION	FIRST NAME	LAST NAME	TITLE	ORGANIZATION	ADDRESS	CITY	STATE	ZIP	EMAIL
Mr.	Garrett	Moore	County Engineer	Kaufman County	101 North Houston Street	Kaufman	TX	75142	countyengineer@kaufmancounty.net
Mr.	Samuel	Simmons	Senior Transportation Planner	North Central Texas Council of Governments	616 Six Flags Drive	Arlington	TX	76011	ssimmons@nctcog.org
Mr.	Berrien	Barks	Roadway Corridor and Subarea Studies	North Central Texas Council of Governments	616 Six Flags Drive	Arlington	TX	76011	bbarks@nctcog.org
Mr.	Dan	Perge	TxDOT District Env	TxDOT Dallas District	4777 US-80	Mesquite	TX	75150	dan.perge@txdot.gov
Mr.	Mohammed	Shaikh	TxDOT Env Coordinator	TxDOT Dallas District	4777 US-80	Mesquite	TX	75150	Mohammed.shaikh@txdot.gov
Mr.	Greg	Stuckey	Luminant - GPO	Luminant Utility Company	1601 Bryan Street	Dallas	TX	75201	Gregory.stuckey@luminant.com
Mr.	Jeremy	Johnson	Luminant - GPO	Luminant Utility Company	1601 Bryan Street	Dallas	TX	75201	Jeremy.johnson@vistracorp.com
Mr.	Kyle	Box	Vistra Real Estate	Luminant Utility Company	1601 Bryan Street	Dallas	TX	75201	Kyle.box@luminant.com
Ms.	Meigan	Collins-Hamilton	Superintendent	City of Dallas	1500 Marilla Street	Dallas	TX	75201	Meigan.collins@dallas.gov
Mr.	Raymond	Keprta	Superintendent	City of Dallas	1500 Marilla Street	Dallas	TX	75201	Theodore.keprta@dallas.gov
Mr.	David	Phan	City of Dallas Floodplain Administrator	City of Dallas	1500 Marilla Street	Dallas	TX	75201	David.phan@dallas.gov
Ms.	Suzanne	Walsh	Transportation Liaison	Texas Parks and Wildlife Department	4200 Smith School Road	Austin	TX	78744	Suzanne.Walsh@tpwd.texas.gov
Ms.	Marilyn	Tomy	Section Manager - Relocations	Dallas Water Utilities	2121 Main St., Suite 500	Dallas	TX	75201	Marilyn.tomy@dallas.gov

Appendix B. TxDOT Dallas District Public Hearing/Meeting Checklist

PROJECT:	
Limits	
County(s)	
CSJ(s)	
Project Description from TxDOTConnect or ECOS	
Chapter 26 or 4(f) impacts?	
Any residential or non-residential displacements?	
Approved Schematic?	
Approved ENV Document?	

Public Involvement Schedule		
		Notes
Public Meeting or Hearing?		
Venue & Address		
Date & Time		2 hour setup time minimum 5-7pm timeframe is now allowable
Comment Period		
15-Day Notice Date		
20-Day Elected Officials Email Date		TxDOT PM will send email six days before the 15-day notice date
Pre-Meeting Date		Melissa will schedule
Tabletop Date		Melissa will schedule
Finalized Materials Due Date		Due 3 working days before PM/H

Venue Details		
	Requirements	***Notes***
	No conflicting City Council, Commissioners Court or similar meetings	
	No conflicting school events for school venues	
	ADA Accessible	
	Parking availability and any fees to park?	
	Audio/Visual availability to show pre-recorded or live presentation	
	Room capacity	
	Provide venue/room layout diagram	
	Provide venue photos	
	Emergency Contact Name and Contact Info	
	Hire Security	
	Create a directional signs map	
	Directional signs in English & Spanish	See Appendix C for example

Notice Requirements	
	• *Dallas uses a 15-day notice* • *Chapter 26, 4(f) and Bypass projects require different notice times* • *For public hearings only, ENV Austin must approve the notice* • *Include the live speech start time on PH notices*
	Notes
Create a Google voice number for verbal comments	See Appendix A for sample voicemail script
	Record outgoing message in English and Spanish
Establish KIMD project web address	Melissa will handle
Provide TxDOT PM with email list and final notices & venue maps	
Email notices to elected officials	TxDOT PM will handle. See Appendix B for sample email and instructions
Mail notices to abutting property owners	Approximately three days before 15-day notice publication
Post on KIMD & TxDOT.gov at least 15 days before PM/H	Melissa will handle

ADA and Section 508 Requirements		
File Names	Use proper file naming conventions. See below.	File names should be: • All lowercase • Words separated by dashes • In the language the file contents are in
Confirm that files are Section 508 compliant	Visit https://www.section508.gov/training-home/#Trainingvideos for more information. Scroll down for information on different file types.	For Dallas district PI, we only post pdfs on our websites but check that power point files are accessible before converting them to pdf.

ADA accessibility requirements

ADA compliance is a top priority for TxDOT as a government agency that serves critical information to all types of people. For our non-English speaking audience and for those with disabilities, using a screen reader, it's essential that we adhere to these guide lines so everyone has access to the same information.

Images

- Named using TxDOT naming conventions.
- Must contain title, descriptions, and any keywords associated with the asset.
- Maps must not rely on color alone to differentiate between routes.
- Must not contain watermarks.
- No added text on the image itself.

PDFs

- Named using TxDOT naming conventions.
- The title, subject and metadata should be in the same language as the asset .

YouTube videos

- Written transcripts are required for every video as .txt files.

File naming conventions and guidance

- Simple, yet descriptive.
  - A common way to name a file is to set up a clear directory structure that features the project title, date, and a unique identifier.
    - **A unique identifier** such as the project name, a keyword, or the creator.
    - **Date**: including the year, month, and day. Use YYYYMMDD.
    - **Location**: city, region, or country.
    - **Description**: what the file is or about
- Use lowercase only. No capital letters.
- Use dashes to separate each word/name. No underscores.
- Avoid special characters or spaces
- Use no more than 5-6 words. This keeps our URL strings cleaner.
- For different versions of the same image, use a naming or number system with leading zeros (V1, V2 or 001,002)
- Name files in the same language that the asset is written in.
  - Refrain from naming the asset in English and adding '–Spanish' or '-Espanol' at the end.
- If a new image is to replace an existing image, the new file name must match the existing file name.
  - Incorrect file name: IMG_0201322_AerialShot
  - Incorrect file name: NHHIP-Brentwood-Dr-closure-10-02-22-v3
  - Correct file name: reimaginei10-west-bank-rd-aerial
  - Correct file name: woman-at-desk-working-on-computer

How to add titles and subjects to PDFs using Acrobat Pro

1. Open a PDF in the "**optimized**" folder
2. Go to "**File**" and click "**Properties**". You can also use **CTRL+D**
3. In the window under the "**Description**" tab, type the **Title** of the Document. (Not the file name, the title that is on the PDF)
4. Then, type in the **Subject** of the PDF
5. Next, click "**Initial View**" midway down they'll be a dropdown that says "Show"
6. Select "**Document Title**"
7. Save the PDF

*Titles and subjects should be in the same language that the asset is written in.
*Refrain from titling files in English with '-Spanish' or '–Espanol'.
*Do not include dashes or underscores in titles.
*Titles are not the same as file names. Titles are for accessibility and allow a user to 'read' what the document is about using a screen reader.

PUBLIC MEETNG/HEARING MATERIALS		
• *Materials for in-person and virtual events must be identical*		
		Notes
Boards	• Welcome • End The Streak • Project Location Map/Project Description • Purpose & Need • Existing Typical Section • Proposed Typical Section • NEPA MOU • Environmental Constraints • 4(f) board (*if needed; PH only*) • Noise barrier renderings board (*if needed; PH only*) • Construction Cost & RTL • Timeline • Alternatives Matrix (if needed) • How to Submit Comments • Guided Feedback Instructions • How Feedback was Applied to the Project (*later stage PM or PH*) • Live Presentation Board *(PH only)*	See Appendix C for board examples Create an individual pdf of each board for posting on KIMD Utilize file naming convention requirements (See Appendix H) For noise barrier renderings, show fractured fin design on the front of the barrier (unless another aesthetic has been approved) and ashlar design on the back of the barrier.
Presentation & Script (Public Meetings only)	• Keep presentation brief (under 10 minutes ideally) • Provide MP4 file of recorded presentation for upload to YouTube • Provide pdf of presentation slides with script language below for posting on KIMD • For in-person events, provide paper copies of presentation with script (color, double sided)	These are the requirements for public meetings only. Public hearings have different requirements
Presentation & Script (Public Hearings only)	• Prepare <u>two versions</u> of the presentation/speech (version 1 is for pre-recorded presentation; version 2 is for live speech)	As of May 2024, the Dallas district TP&D Director will give a live speech at public hearings. We will post a pre-recorded version on KIMD.

	• Keep presentation brief (under 10 minutes ideally) • Provide MP4 file of pre-recorded presentation for upload to YouTube • Include Travis Campbell welcome video in the pre-recorded version • For in-person events, provide paper copies of presentation with script of live version (color, double sided) • For posting online, provide an electronic version of the pre-recorded presentation with script	

Schematic	• In-person events:
	  ○ Table tents at major cross streets
	  ○ Table tents with schematic legend
	  ○ Scales
	• Virtual:
	  ○ Break schematic into smaller rolls; save as individual pdfs
	  ○ Create a Schematic Key Map
		See Appendix D for examples

ENV documents	• Public hearings only	
Disclaimers	• ROW acquisition disclaimer • New alignment disclaimer	See Appendix E for examples
Sign in Sheets	• On the public sign in sheet, add a column for email address and a column for "How did you hear about this event"	See Appendix F for example
Misc	• Create a Survey Monkey or other online comment form and provide link	

Pre-Meeting	
• ***Melissa schedules pre-meeting about 20-30 days before PM/H*** • ***Pre-meetings are held virtually*** • ***TxDOT holds a second internal pre-meeting called a "tabletop" after the first premeeting about 10 days before PM/H. Consultants do not attend the tabletop. Do not finalize any materials until after the tabletop.***	
Pre-meeting materials review: • **This checklist (completed)** • **Venue map** • **Meeting room layout** • **Presentation & script** • **Boards** • **Directional signs map**	

SOCIAL MEDIA REQUIREMENTS	
• *Consultants should prepare social media materials as directed by the district SOP*	
	Notes:
See Appendix G for social media SOP	Provide materials 10 days before PM/H

APPENDIX A

VOICEMAIL SCRIPTS

Project: I-30 East Corridor PH
District: Dallas

ENGLISH ONLY

Pre-meeting Greeting:

Hello! You have reached the voicemail comment line for the TxDOT Dallas District's I-30 East Corridor Public Hearing. The comment line is currently closed. The comment line will be open starting June 29, 2023 at 5:30 p.m. and will close on July 14, 2023 at 11:59 p.m. Please visit Keep It Moving Dallas.com for more information. Thank you.

Comment Period:

Hello! You have reached the voicemail comment line for the TxDOT Dallas District's I-30 East Corridor Public Hearing. The comment line is currently open and will be available until 11:59 p.m. on July 14, 2023. You will be given three minutes to state your comments. Please begin your comment by stating your name, phone number, and address. Please speak clearly so that your comments may be transcribed and added to the official meeting record.

Post-Comment Period:

Hello! You have reached the voicemail comment line for the TxDOT Dallas District's I-30 East Corridor Public Hearing. The comment line is currently closed and the comment period has now ended. Please visit Keep It Moving Dallas.com for more information. Thank you.

Proyecto: Corredor Este de I-30 PH
Distrito: Dallas

ESPANOL

Saludo previo a la audiencia:

¡Hola! Usted ha contactado la línea de mensaje de voz para la audiencia pública del corredor I-30 Este de TxDOT Distrito de Dallas. Por ahora, la línea para comentarios está cerrada. La línea estará disponible a partir del 29 de junio 2023 a las 5:30 p.m. y cerrará el 14 de julio, 2023 a las 11:59 p.m. Por favor visite Keep It Moving Dallas.com para más información. Gracias.

Periodo de comentario:

¡Hola! Usted ha contactado la línea de mensaje de voz para la audiencia pública del corredor I-30 Este de TxDOT Distrito de Dallas. La línea para comentarios está abierta y estará disponible hasta las 11:59 p.m. el 14 de julio, 2023. Se le darán tres minutos para dar sus comentarios. Por favor empiece su comentario mencionando su nombre, número de teléfono, y dirección. Por favor hable claro para que sus comentarios sean transcritos y agregados a la grabación oficial de la reunión.

Periodo posterior de-comentario:

¡Hola! Usted ha contactado a la línea de mensaje de voz para la audiencia pública del corredor I-30 Este de TxDOT Distrito de Dallas. La línea para hacer comentarios está cerrada y el periodo para los comentarios ha terminado. Por favor visite Keep It Moving Dallas.com para más información. Gracias.

APPENDIX B

SAMPLE ELECTED AND PUBLIC OFFICIALS EMAIL & INSTRUCTIONS

Hello,

The Texas Department of Transportation (TxDOT) is proposing improvements to FM 740/548 corridor, from IH 20 to FM 1641 in Kaufman County, Texas. TxDOT will be conducting an online virtual public meeting on the proposed project with an in-person option. The same information will be available at both the in-person and virtual meetings.

In-Person Meeting

Tuesday, July 11, 2023
5:30 p.m. to 7:30 p.m.
Forney High School Cafeteria
1800 College Avenue, Forney, TX 75126

Virtual Meeting

Tuesday, July 11, 2023, at 5:30 p.m. through Friday, July 26, 2023, at 11:59 p.m.
https://www.keepitmovingdallas.com/projects/fm-roads/FM740FM548
*Not a live event

Additional information is provided in the attached copies of the notice of the virtual public meeting (English and Spanish) and the in-person option location map. Please feel free to share on your social media platforms and distribute this information to your constituents. Questions? Please contact me directly at Jordan.Mrayyan@txdot.gov.

Thanks,

Jordan Mrayyan, P.E.
TxDOT Dallas District
4777 E US-80, Mesquite, TX 75150
(214) 320-4431

INSTRUCTIONS: Attach copies of the notice (English & Spanish) and venue maps (English & Spanish) to the email. Blind copy (BCC) all recipients and include the following:

- Environmental liaison
- Dallas District Engineer (Ceason Clemens)
- Dallas District Deputy District Engineer (John Hudspeth)
- Dallas District TPD (Travis Campbell)
- Dan Perge
- Melissa Meyer
- Grace Lo
- Correct Public Information Officer
- Correct Area Engineer
- Consultant project manager
- Consultant environmental liaison

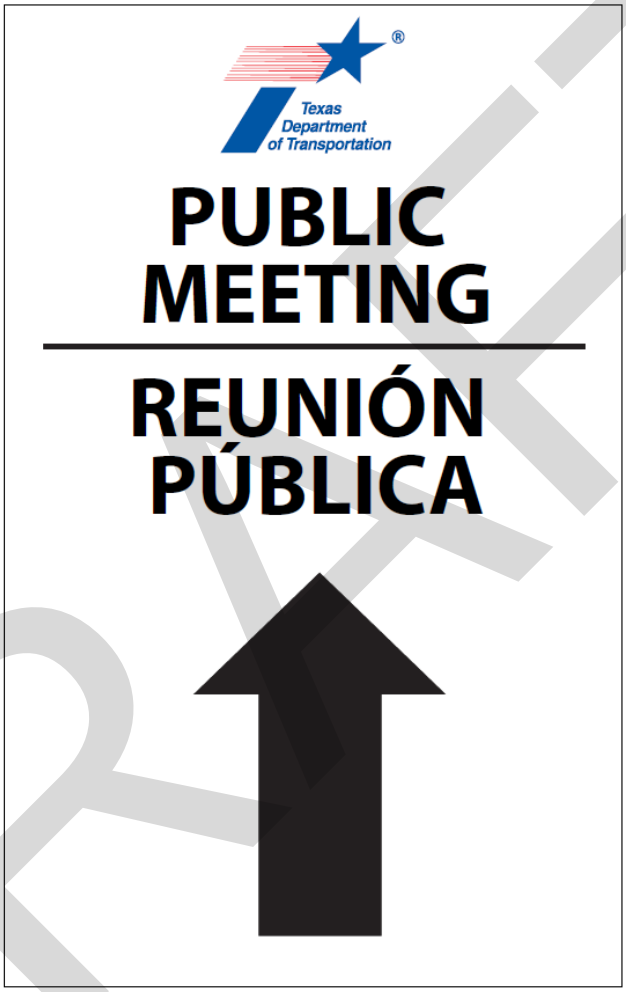
When you send, you only send in the To: line to yourself. All others (including elected/public officials) will be BCC (blind copied).

Your telephone number does not need to be included in your salutation as it is already included in the attached notice. Should they contact you, it should be in response to this email.

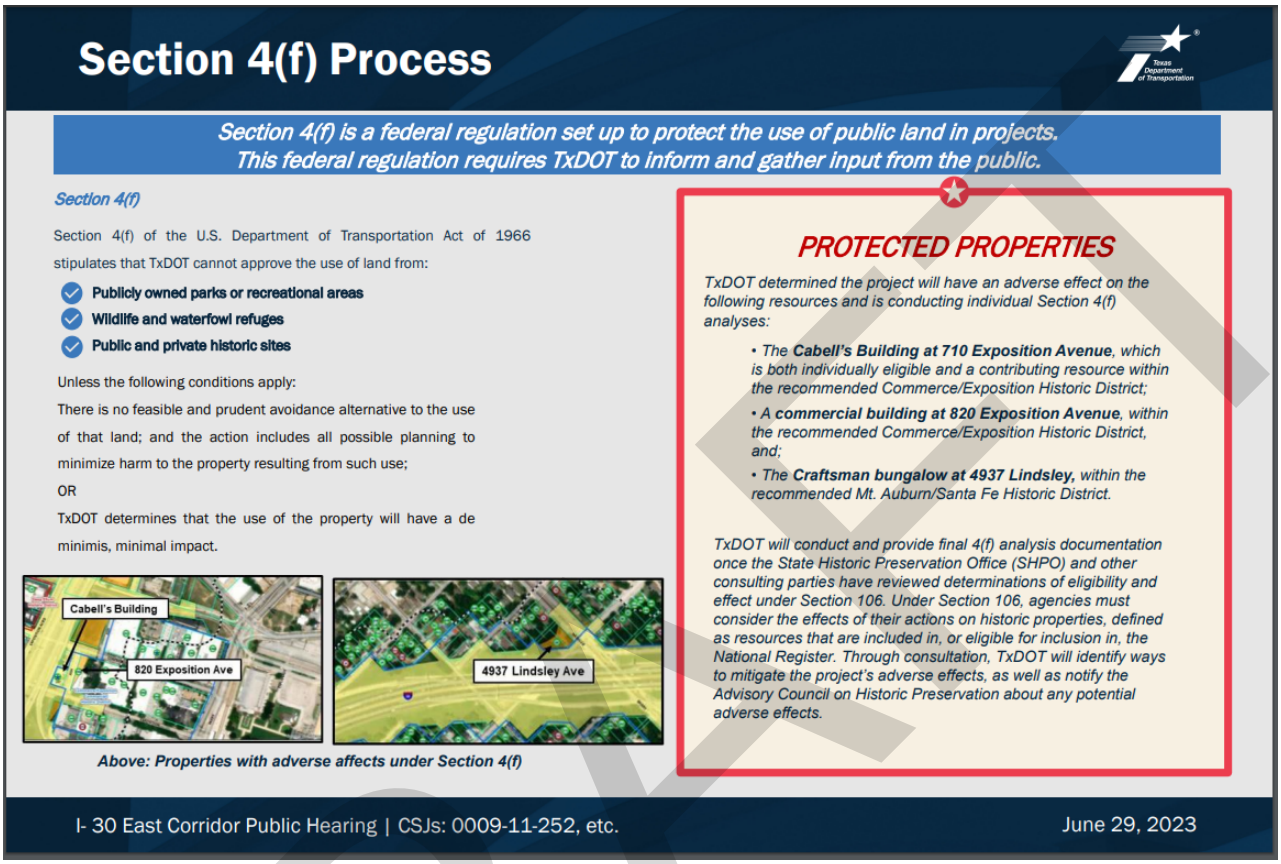
Also, if you receive any bounce-backs, please forward to the environmental liaison immediately so the consultant can provide an accurate email address for you to resend.

APPENDIX C

SAMPLE DIRECTIONAL SIGNS AND BOARDS



4(f) and CHAPTER 26 EXAMPLE BOARDS



TEXAS DEPARTMENT OF TRANSPORTATION

THE SECTION 4(f) PROCESS AND CHAPTER 26

Section 4(f) and Chapter 26 are federal and state regulations, respectively, set up to protect the use of public land in projects.

Section 4(f)

Section 4(f) of the U.S. Department of Transportation Act of 1966 stipulates that TxDOT cannot approve the use of land from:

- **Publicly owned parks or recreational areas**
- **Wildlife and waterfowl refuges**
- **Public and private historic sites**

Unless the following conditions apply:

There is no feasible and prudent avoidance alternative to the use of that land; and the action includes all possible planning to minimize harm to the property resulting from such use;

OR

TxDOT determines that the use of the property will have a de minimis, minimal impact.

Chapter 26

Chapter 26 is a state regulation in the Texas Parks and Wildlife Code (PWC) established to protect parks, recreational and scientific areas, wildlife refuges, and historic sites from being used or taken by the state or local agencies for public projects. Similar to Section 4(f) of the U.S. Department of Transportation Act of 1966 in its requirements, except that Texas law requires a public hearing for any use or taking of protected land.

PREFERRED ALTERNATIVE PROTECTED PROPERTIES

Wilson Creek Greenbelt
- Section 4(f) and Chapter 26

The Preferred Alternative would cross over approximately seven acres of the Wilson Creek Greenbelt, owned by the City of McKinney. Trails are located on the land and it is used for recreational purposes. The freeway would be constructed on a bridge; however, the piers supporting the bridge would touch down within park property. It would not affect the trails and other park amenities. The use of this land is considered minimal and TxDOT anticipates making a section 4(f) *de minimis* determination for this use. Because the proposed improvements would result in the acquisition of public land, Chapter 26 also applies because public land would have to be acquired.

Future McKinney Parkland
- Section 4(f)

The Preferred Alternative would require acquisition of more than 15 acres of this future parkland owned by the City of McKinney. This property was conveyed to the city with a blanket easement to accommodate a transportation corridor connecting to US 380. With the easement in place covering the transportation use, Section 4(f) does not apply to the use of the parkland.

These federal and state regulations require TxDOT to inform and gather input from the public.

The public is encouraged to be involved with the Section 4(f) and Chapter 26 processes by asking questions and expressing concerns about historic properties and public and recreation areas. You can also help the study team identify actions that may be taken to mitigate or offset unavoidable impacts to these resources as described in the EIS. Please note that the Orange Alternative has no effect on historic properties protected by Section 4(f).

The Section 4(f) Process

Section 4(f) is a federal regulation set up to protect the use of public land in projects.

Section 4(f) of the U.S. Department of Transportation Act of 1966 stipulates that TxDOT cannot approve the use of land from:

- Publicly owned parks or recreational areas
- Wildlife and waterfowl refuges
- Public and private historic sites

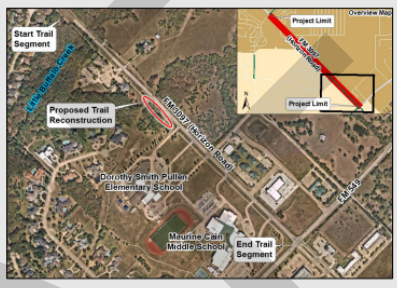
Unless the following conditions apply:

- There is no feasible and prudent avoidance alternative to the use of that land; and the action includes all possible planning to minimize harm to the property resulting from use; **OR**
- TxDOT determines that the use of the property will have a de minimis, minimal impact.

City of Heath Trail System

The proposed project is anticipated to affect a portion of existing trail in the City of Heath. The trail is adjacent to FM 3097 (Horizon Road) from Little Buffalo Creek to FM 549.

- The proposed project would reconstruct a portion of the trail across the tributary of Little Buffalo Creek to accommodate a proposed culvert extension.
- The use of this land is considered minimal and TxDOT anticipates making a Section 4(f) *de minimis* determination for this use.



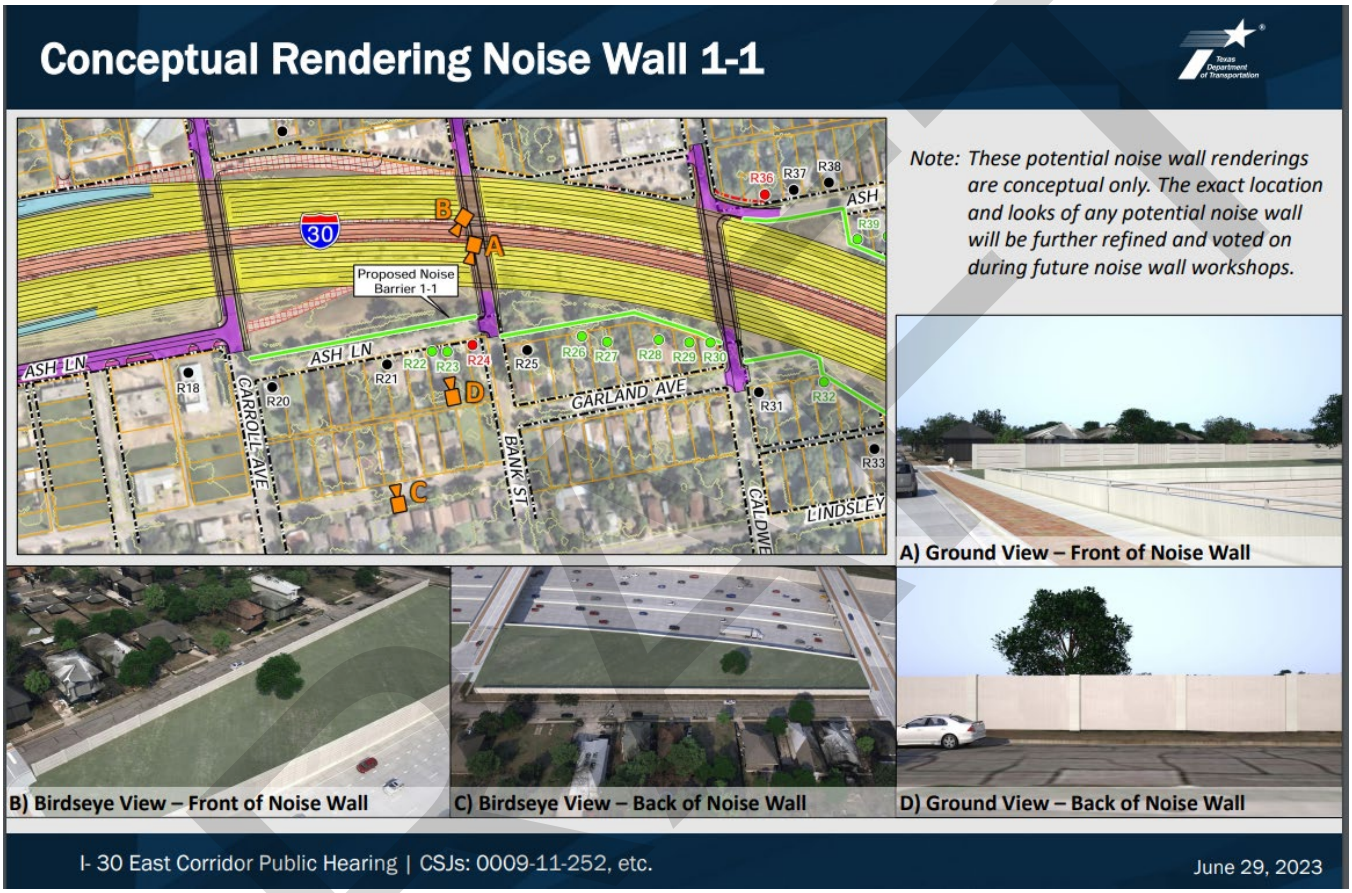
This federal regulation requires TxDOT to inform and gather input from the public. The public is encouraged to be involved with the Section 4(f) process by asking questions and expressing concerns about historic properties and public and recreation areas.

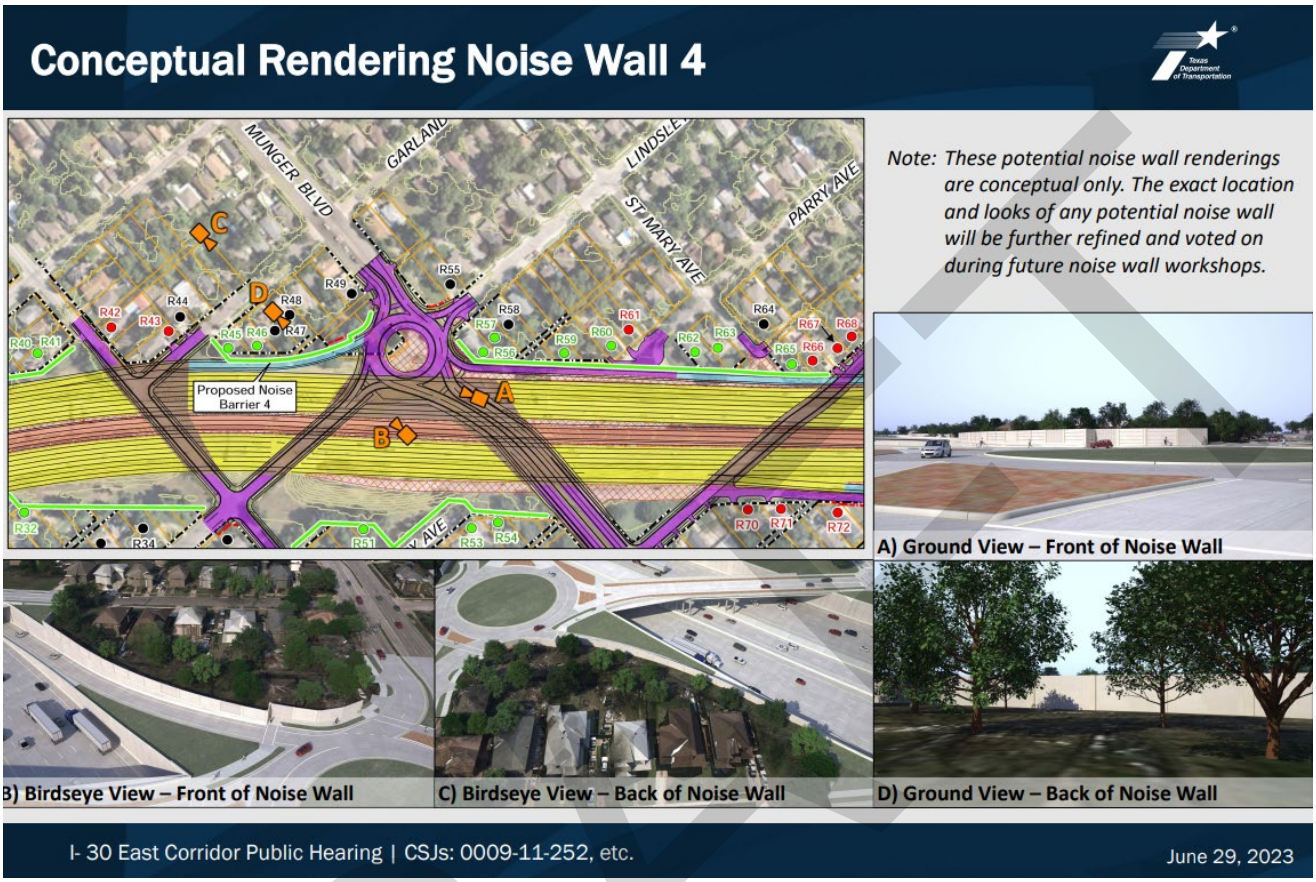
FM 3097 (Horizon Road) Project
CSJ: 3148-01-013

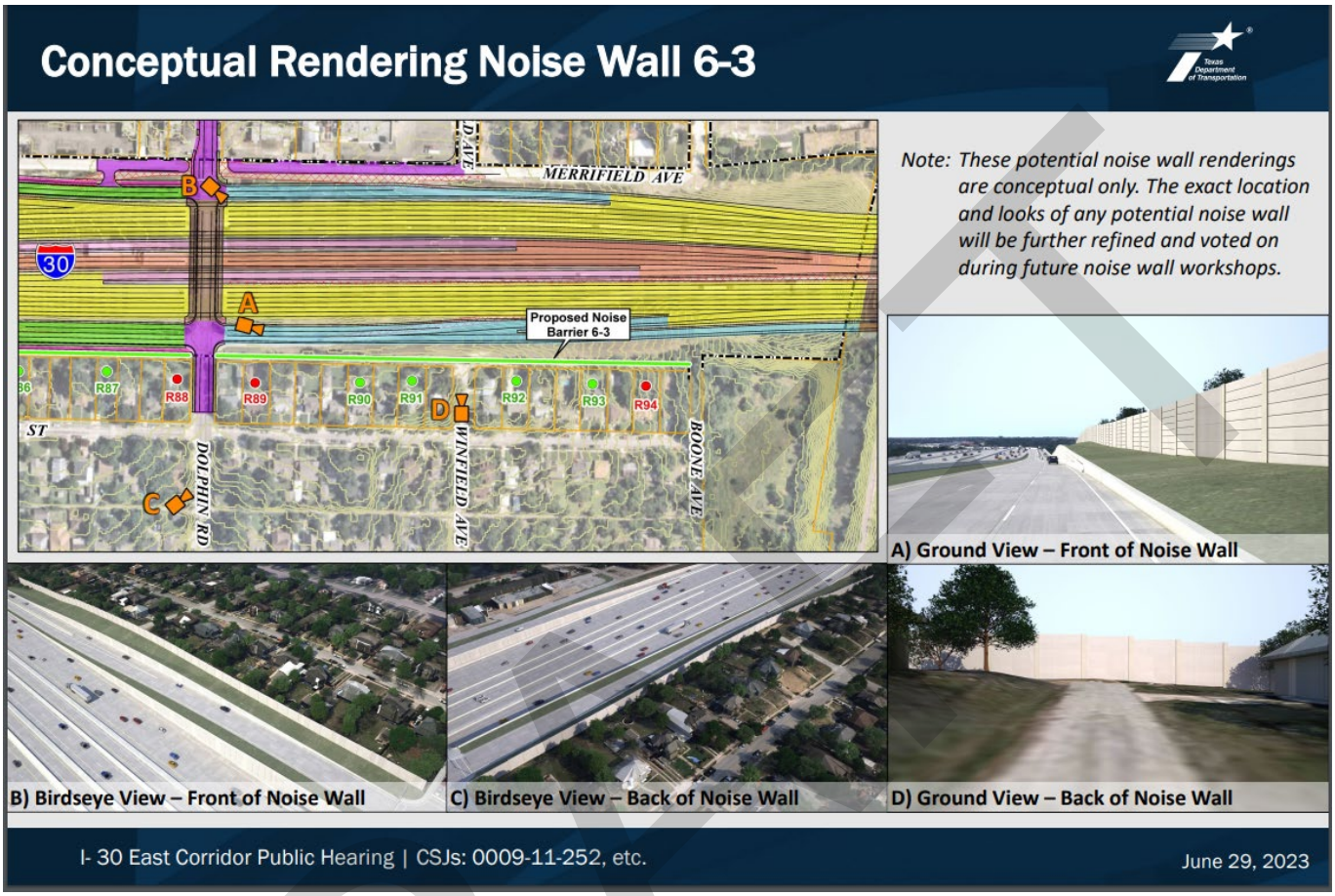
November 16, 2023

NOISE BARRIER RENDERING EXAMPLES

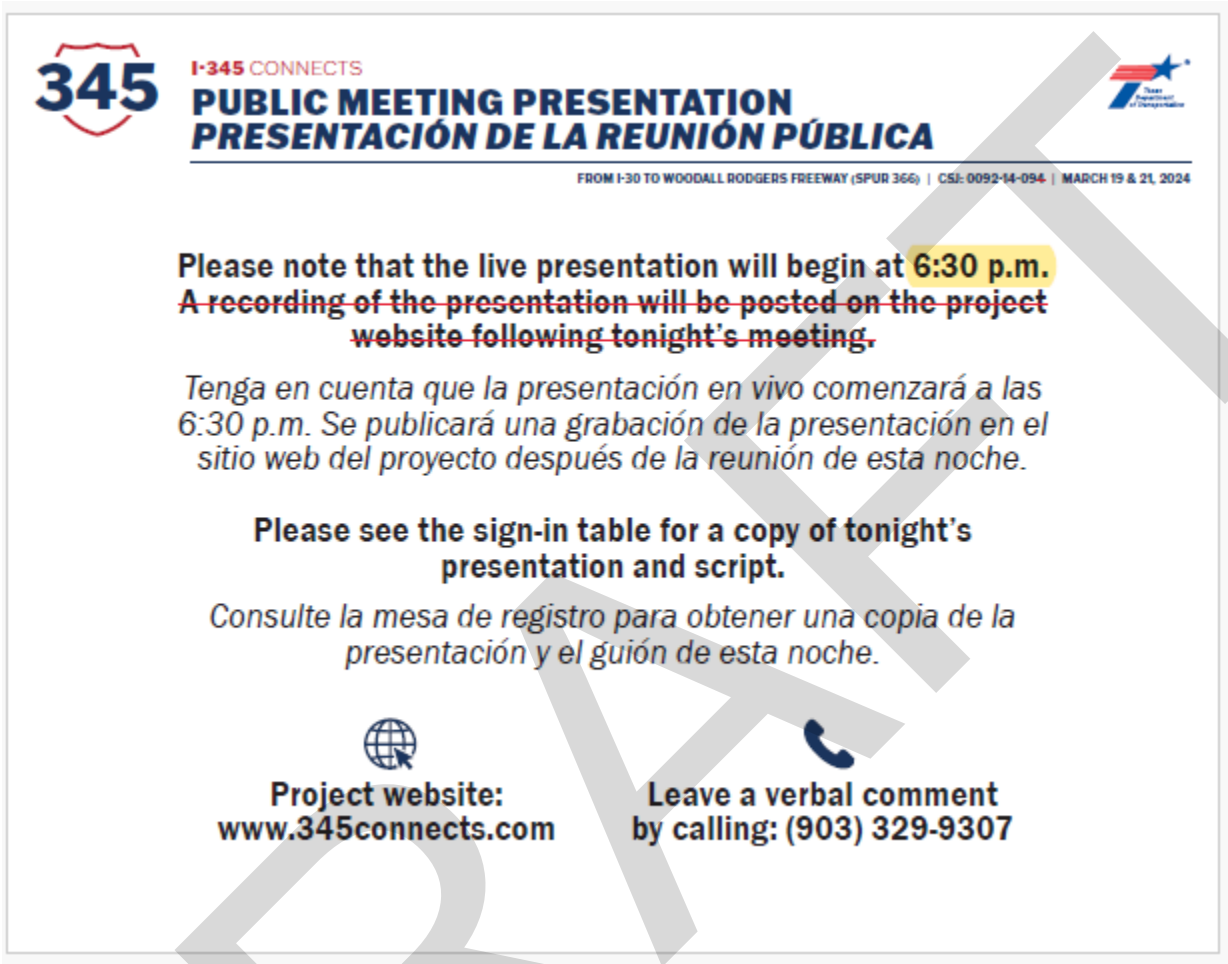
*Each noise barrier location should have its own rendering




Conceptual Rendering Noise Wall 4
MUNGER BLVD
GARLAND
LINDSLEY
ST MARY AVE
PARRY AVE
Proposed Noise Barrier 4
A
B
C
D
Note: These potential noise wall renderings are conceptual only. The exact location and looks of any potential noise wall will be further refined and voted on during future noise wall workshops.
A) Ground View – Front of Noise Wall
B) Birdseye View – Front of Noise Wall
C) Birdseye View – Back of Noise Wall
D) Ground View – Back of Noise Wall
I- 30 East Corridor Public Hearing | CSJs: 0009-11-252, etc.
June 29, 2023


Conceptual Rendering Noise Wall 6-3
MERRIFIELD AVE
D AVE
30
A
B
C
D
Proposed Noise Barrier 6-3
R87
R88
R89
R90
R91
R92
R93
R94
ST
DOLPHIN RD
WINFIELD AVE
BOONE AVE
Note: These potential noise wall renderings are conceptual only. The exact location and looks of any potential noise wall will be further refined and voted on during future noise wall workshops.
A) Ground View – Front of Noise Wall
B) Birdseye View – Front of Noise Wall
C) Birdseye View – Back of Noise Wall
D) Ground View – Back of Noise Wall
I- 30 East Corridor Public Hearing | CSJs: 0009-11-252, etc.
June 29, 2023

Live Presentation Board Example (PH Only)

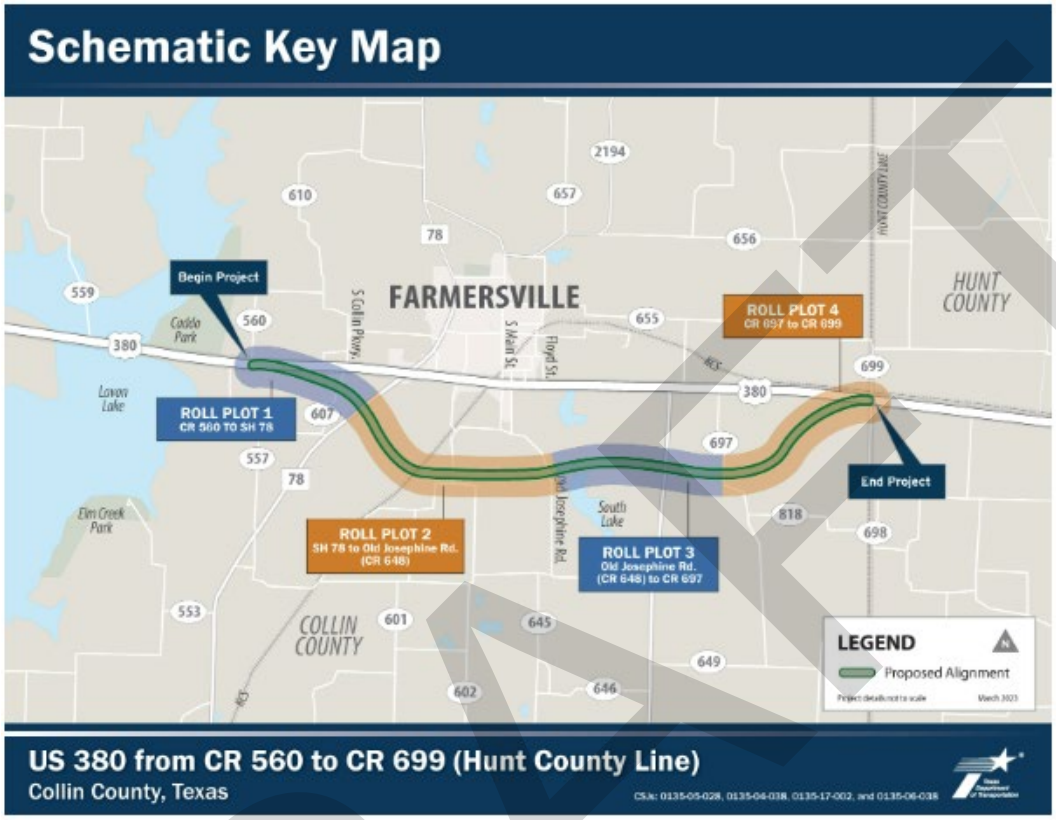


APPENDIX D

SCHEMATIC ITEMS

Schematic legend table tent/handheld for in-person events

Examples of schematic key maps (virtual only)



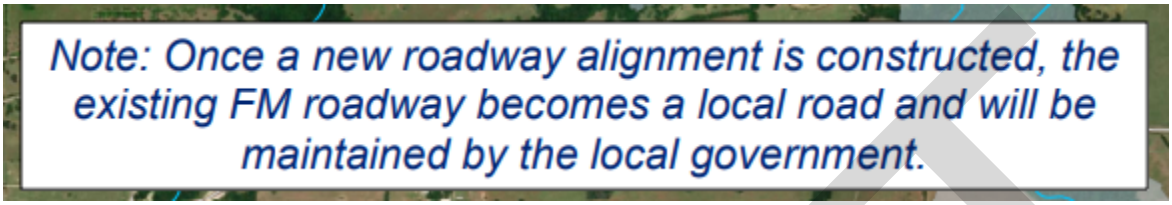
APPENDIX E

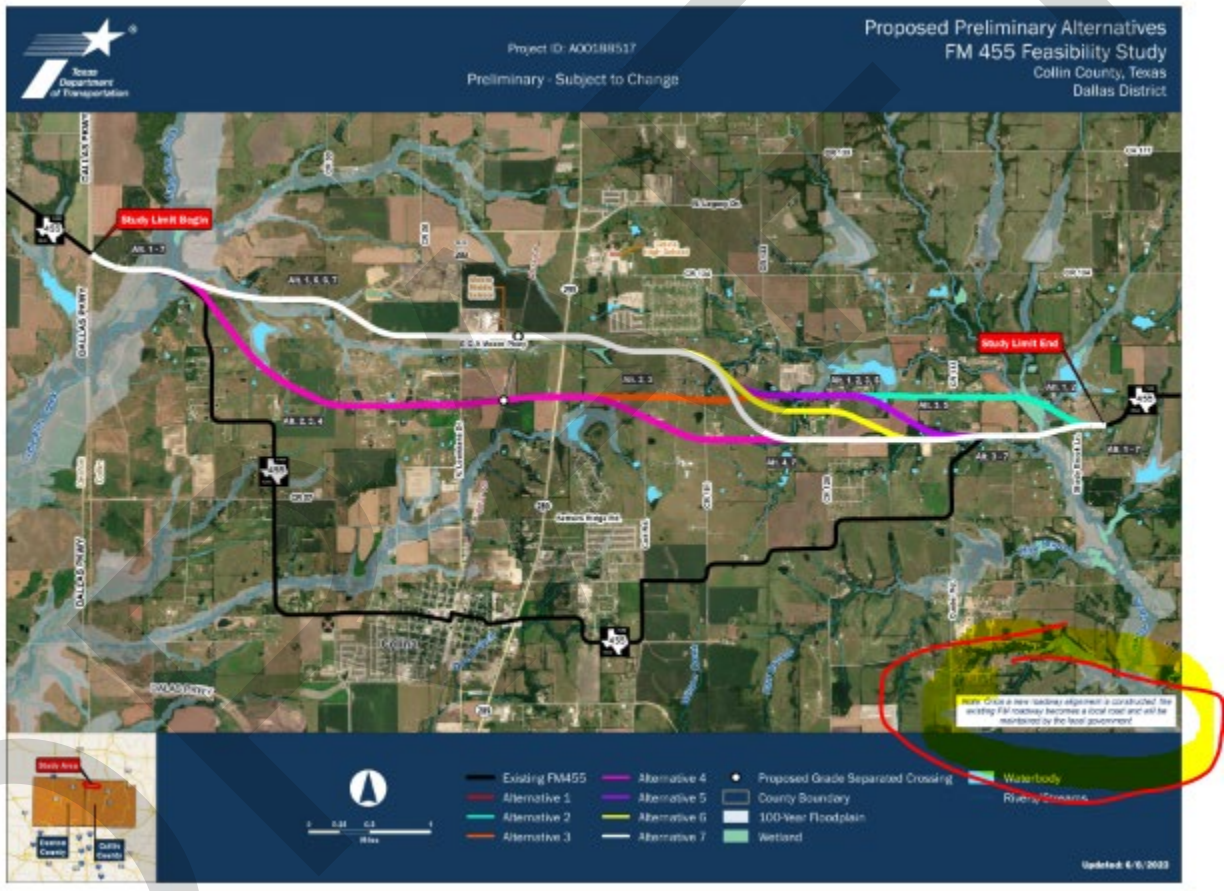
Misc Disclaimers

ROW acquisition disclaimer (include this on project cost materials)

*Project is currently unfunded for construction and cannot let until funding is identified; however, right of way acquisition can proceed even if the project is not funded for construction.

New Alignment disclaimer (use when a new roadway alignment will be constructed and the old alignment will come off-system)





APPENDIX F

SIGN-IN SHEET EXAMPLE

PUBLIC SIGN-IN SHEET
Public Meeting
I-345 Connects
From I-30 to Woodall Rodgers Freeway (Spur 366)
Dallas County, Texas
CSJ: 0092-14-094

Thursday, March 21, 2024

Name	Address	Email Address	How did you hear about the meeting?

APPENDIX G

SOCIAL MEDIA SOP GUIDANCE

TxDOT – Dallas District PIO

Standard Operating Procedure No. XX-24

Subject: Social Media For Public Involvement

Consultant Responsibilities

Approval Authority: CMD Section Director **Effective Date:** March 1, 2024

Review Authority: Dallas District PIO team **Revision:** N/A **Pages:** 2

Department Policy & Procedure Manuals & Document References:

Social media posting guidelines (Appendix)

Social media graphic sizing chart (Appendix)

Purpose:

To establish guidelines for utilizing social media to inform of the public of upcoming public meetings, public hearings and other public involvement opportunities. This SOP is intended to provide a guideline on responsibility for use of social media in alerting the public to evolving situations.

This SOP should be used in advance of upcoming meetings and hearings in a collaborative effort with the Dallas District planning staff and public involvement specialist.

Social Media Platforms:

TxDOT Dallas currently uses Twitter (X), Facebook and Nextdoor. Consultants should develop one post per platform.

Consultant Responsibilities:

- ✓ Develop an image/graphic. Graphics can be the same across platforms but should be simple and sized appropriately.
- ✓ Develop one post per platform with the appropriate tags and length
- ✓ Research and suggest tags/handles. Use only city, county and/or partnership organizations. No media tags.

Schedule of Social Media Activity:

One week before the scheduled public meeting/hearing, consultants should provide final draft text and graphics for tweets, Facebook and Nextdoor posts. The materials can also be provided and modified for other social media platforms as the need arises.

Public Information Officer(s) assigned to the project shall post the materials on all appropriate platforms. Posts should occur **at least 48 hours before** the meeting or hearing, or as otherwise deemed appropriate for the specific project.

Social Media Style:

To ensure brand and message consistency, all social media posts shall conform to Posting Guidelines developed by the Dallas District. In particular, please note the "Times," "Locations," and "Hash Tags" sections.(See appendix 1, below)

- Due to character limits, hash tags use should be limited to project partner agencies
- Use of #DFWTraffic covers many media and other general interests
- Horizontal graphics work best across platforms
- The goal of the posts is to invite the public to meetings and raise awareness to the virtual components. Do not add technical details of project purposes; keep focus on meeting details.

Use of Graphics/Visual content:

- All photos and graphics should be sized appropriately for the social media platform. (See appendix 2, below)
- If the meeting has a virtual component with a comment period, additional posts should be made before the last day of the comment deadline to provide the website link.

Appendix 1

Social Media Posting Guidelines

Times

Shorten times; 6a instead of 6 a.m.

Avoid saying “tonight” or “tomorrow” if possible. Twitter moves fast but old tweets can pop up and be confusing if you don’t have a specific date listed for scheduled closure.

Include day of the week; can abbreviate both day and month on first reference (Fri., Aug. 12)

Locations

Use designations – I-35E, SH 190; don’t just use the numbers of the highway. Only interstates get dashes b/t the highway and number.

Give cross-streets when possible, or else do general location. (Ex. NB I-35E just north of I-635 jct.)

Space savers

X/Twitter has a limit of 280 characters. You don’t have to hit it; sometimes less is more.

Use b/t instead of between, f/ instead of from

Abbreviate St., Rd., Fwy., Blvd., jct. and other road designations when possible.

Links

If it’s a long link, use something like tinyurl or owly to shorten. (Note: sometimes the owly option in Hootsuite provides a broken link so don’t trust it!)

ALWAYS copy/paste link into a browser to double check that it is correct and works.

Try to give link to the specific page/info area you are routing people to. If it’s a general page, give some direction. (Ex. - Go to ** and click on “What’s Next”)

Emojis/Graphics

Use a photo or graphic if possible; gets more attention in the feed.

Graphics need to be horizontal

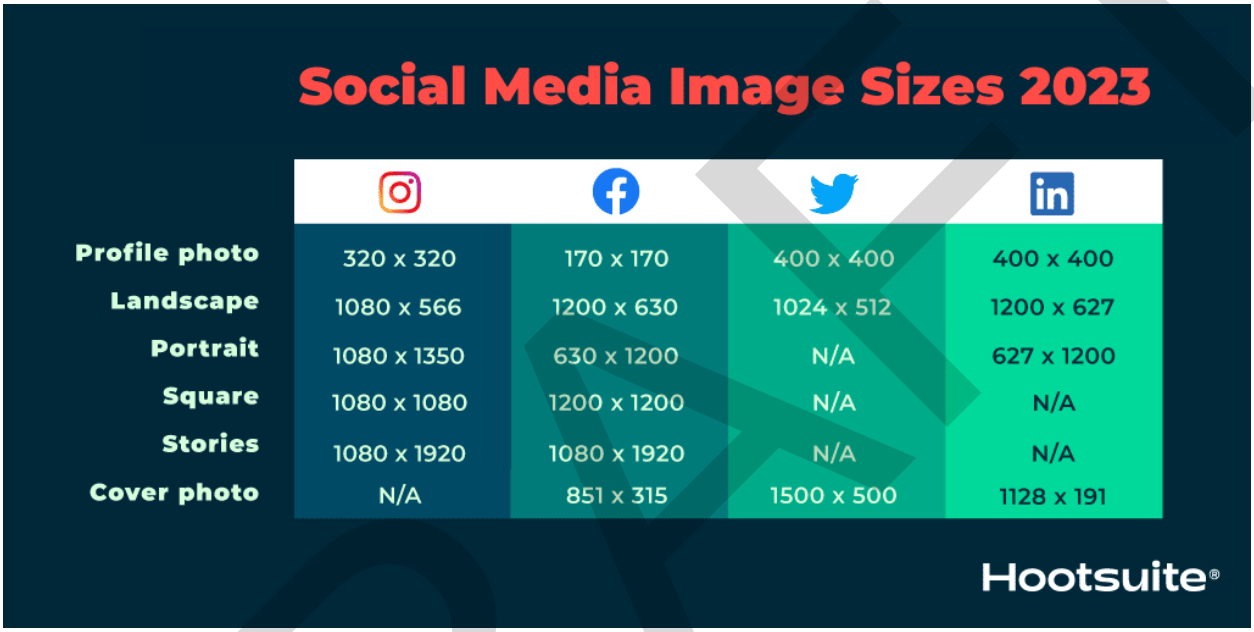
.jpg is the preferred file type

Size photos in your phone or photoshop before posting; ideal is a 16:9 or 4:3 ratio; 5x7 sizing also works.

Context of the photos and framing is important. (Are you cutting off words/people? Is photo telling a story?)

Appendix 2

Social Media Photo and Graphic Sizing Guidelines



Appendix 3

Go-Bys/Examples

Social Media Graphic 1

Social Media Graphic 2

Social Media Graphic 3

Social Media Graphic 4

Social Media Graphic 5

Social Media Graphic 6

Nextdoor Copy:

Join TxDOT to learn more about the proposed changes to FM 551 from SH 276 to SH 66 in Rockwall County, Texas. The same information will be available at both the in-person and virtual meetings. In-Person Meeting (Open House) Monday, December 11, 2023 |5:30 p.m. – 7:30 p.m. Fate City Hall |1900 CD Boren Parkway, Fate, TX 75087

*Virtual Meeting: https://www.keepitmovingdallas.com/projects/fm-roads/fm551 *This is not a live event*

Sample Tweets:

X (Previously known as Twitter)

Social Media Post 1, Graphic 1 (To be posted before Tuesday, March 19, 2024)

Proposed text: "DALLAS: Join TxDOT for a series of public meetings for the I-345 Connects Project! Meetings will be held on Tue., Mar. 19 & Thurs. Mar. 21 from 5:30-7:30P, each w/ a formal presentation @ 6P. For more info, visit 345connects.com #DFWTraffic"

Username	Organization	Followers
@cityofdallas	City of Dallas	213.1K
@NCTCOGtrans	NCTCOG Transportation	2,475

Social Media Post 6, Graphic 6 (To be posted after Thursday, March 21, 2024)

Proposed text: "DALLAS: TxDOT is hosting a virtual public meeting for the I-345 Connects Project. Project info. shown at the previous in-person public meetings is now online and comments will be accepted through April 5, 2024. Visit 345connects.com #DFWTraffic @CityOfDallas @NCTCOGtrans"

Username	Organization	Followers
@cityofdallas	City of Dallas	213.1K
@NCTCOGtrans	NCTCOG Transportation	2,475

Sample Facebook Copy:

Facebook

Social Media Post 1, Graphic 7 (To be posted before Tuesday, March 19, 2024)

Proposed text: "Join TxDOT for a series of public meetings for the I-345 Connects Project! Meetings will be held on Tuesday, March 19 & Thursday, March 21 from 5:30-7:30 PM, each with a formal presentation at 6 PM. Visit 345connects.com for more information."

Username	Followers
City of Dallas – City Hall	73K
Dallas Park and Recreation Department	22K
Dallas Area Rapid Transit (Official DART page)	25K

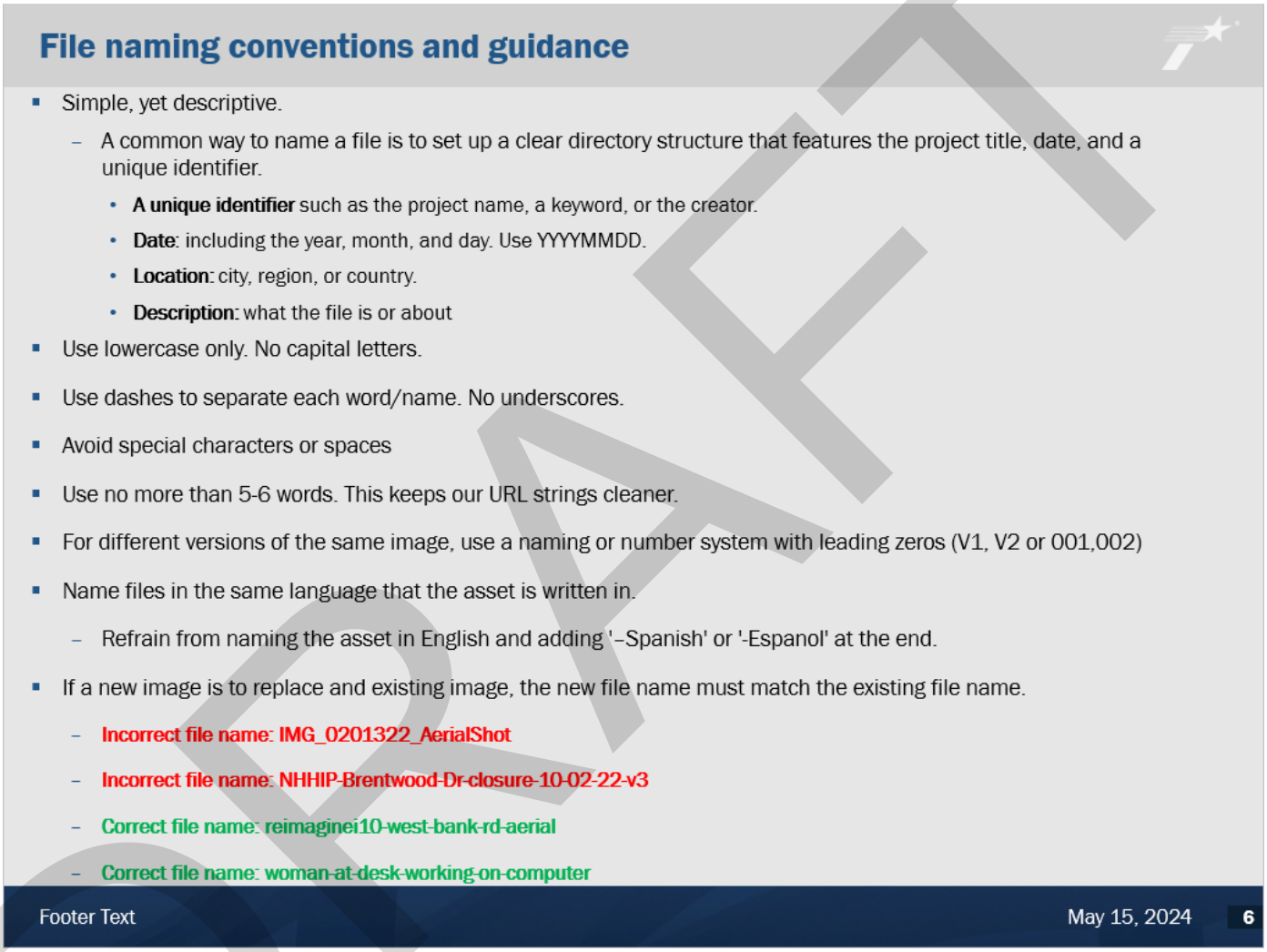
Social Media Post 6, Graphic 12 (To be posted after Thursday, March 21, 2024)

Proposed text: "TxDOT is hosting a virtual public meeting for the I-345 Connects Project. TxDOT recently hosted two in-person public meetings, and has posted all project materials shown at the in-person public meetings online. Visit 345connects.com for more information. Comments will be accepted through April 5, 2024."

Username	Followers
City of Dallas – City Hall	73K
Dallas Park and Recreation Department	22K
Dallas Area Rapid Transit (Official DART page)	25K

APPENDIX H

FILE NAMING CONVENTIONS & GUIDANCE



File naming conventions and guidance

- Simple, yet descriptive.
  - A common way to name a file is to set up a clear directory structure that features the project title, date, and a unique identifier.
    - **A unique identifier** such as the project name, a keyword, or the creator.
    - **Date**: including the year, month, and day. Use YYYYMMDD.
    - **Location**: city, region, or country.
    - **Description**: what the file is or about
- Use lowercase only. No capital letters.
- Use dashes to separate each word/name. No underscores.
- Avoid special characters or spaces
- Use no more than 5-6 words. This keeps our URL strings cleaner.
- For different versions of the same image, use a naming or number system with leading zeros (V1, V2 or 001,002)
- Name files in the same language that the asset is written in.
  - Refrain from naming the asset in English and adding '–Spanish' or '-Espanol' at the end.
- If a new image is to replace and existing image, the new file name must match the existing file name.
  - Incorrect file name: IMG_0201322_AerialShot
  - Incorrect file name: NHHIP-Brentwood-Dr-closure-10-02-22-v3
  - Correct file name: reimaginei10-west-bank-rd-aerial
  - Correct file name: woman-at-desk-working-on-computer

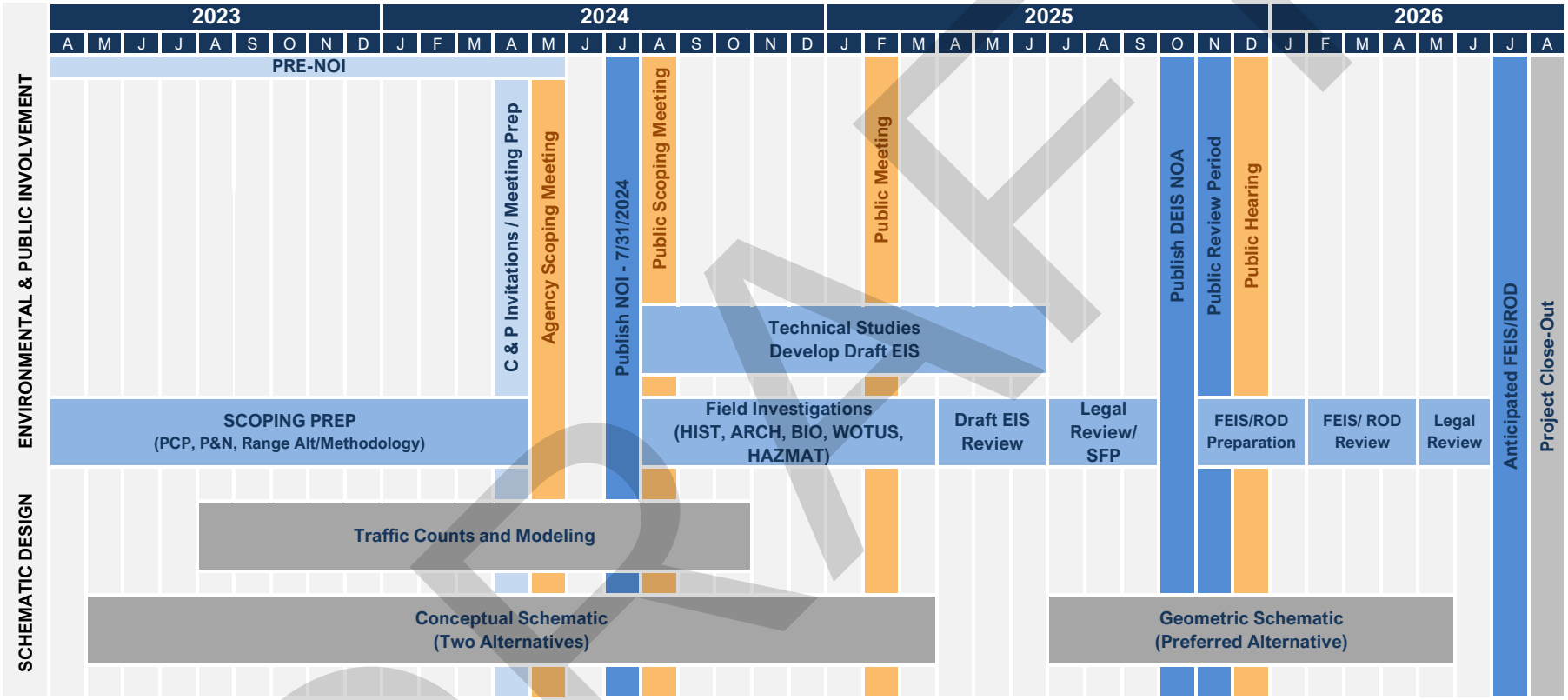
Footer Text May 15, 2024 6

Appendix C. Schedule

PGBT EAST BRANCH FROM I-30 to I-20
EIS STUDY PROCESS / SCHEDULE

NORTH TEXAS TOLLWAY AUTHORITY

Texas Department of Transportation



CSJs: 2964-06-011 and 2964-06-012

7/1/2024

Purpose and Need

President George Bush Turnpike – East Branch

Project Limits: I-30 to I-20

CSJs: 2964-06-011 and 2964-06-012

Counties: Dallas and Kaufman

April 2024

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

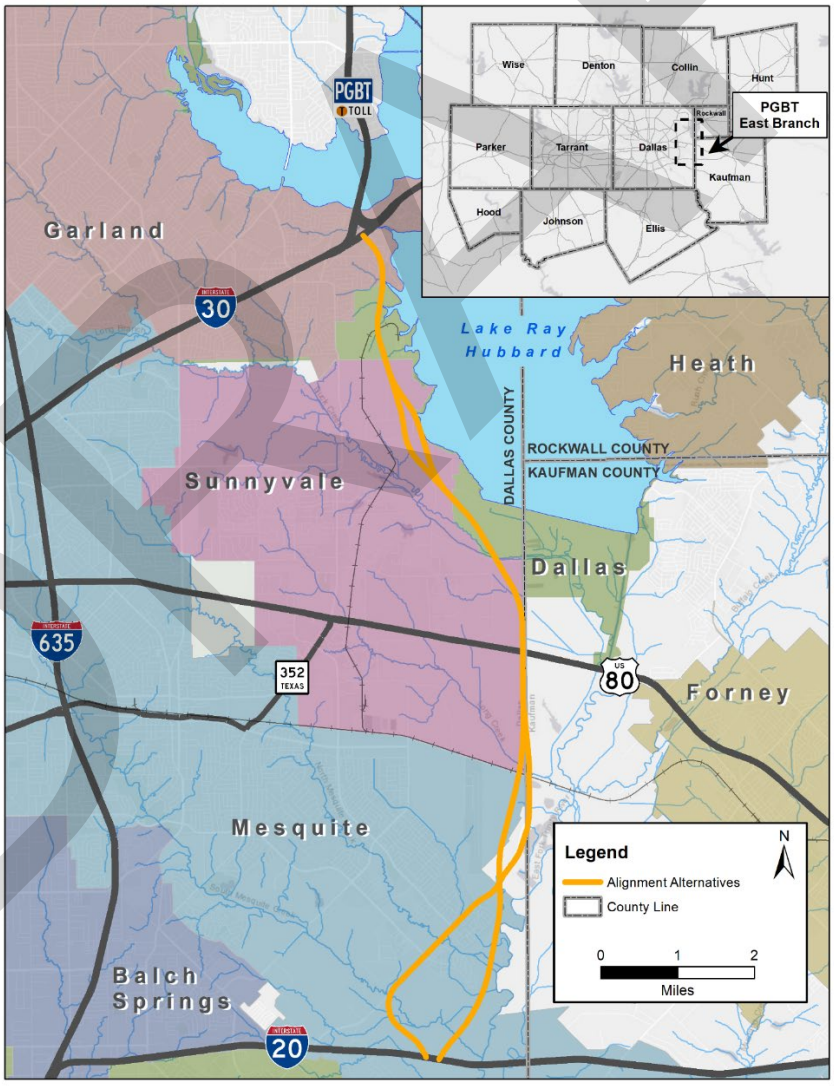
Table of Contents

1.0 Introduction

The North Texas Tollway Authority (NTTA) proposes the construction of the East Branch extension of the President George Bush Turnpike (PGBT) on new location. PGBT East Branch would serve as a regional facility extending between logical termini from Interstate Highway 30 (I-30) to I-20 in eastern Dallas County. Though planned as a part of an integrated transportation system, PGBT East Branch has independent utility without the implementation of other programmed transportation improvements. PGBT East Branch has independent utility because the project would function as a usable roadway, would not require the implementation of other projects to operate, and would not restrict the consideration of alternatives for other foreseeable transportation improvements.

The PGBT East Branch project is located in the Dallas-Fort Worth (DFW) metropolitan area of North Central Texas. The proposed PGBT East Branch location in relation to the surrounding region is illustrated in **Figure 1**. The proposed project lies in eastern Dallas County within the boundaries of the following municipalities: Garland, Dallas, Sunnyvale, and Mesquite. The total length of the proposed project is approximately 11 miles.

Figure 1: Project Location



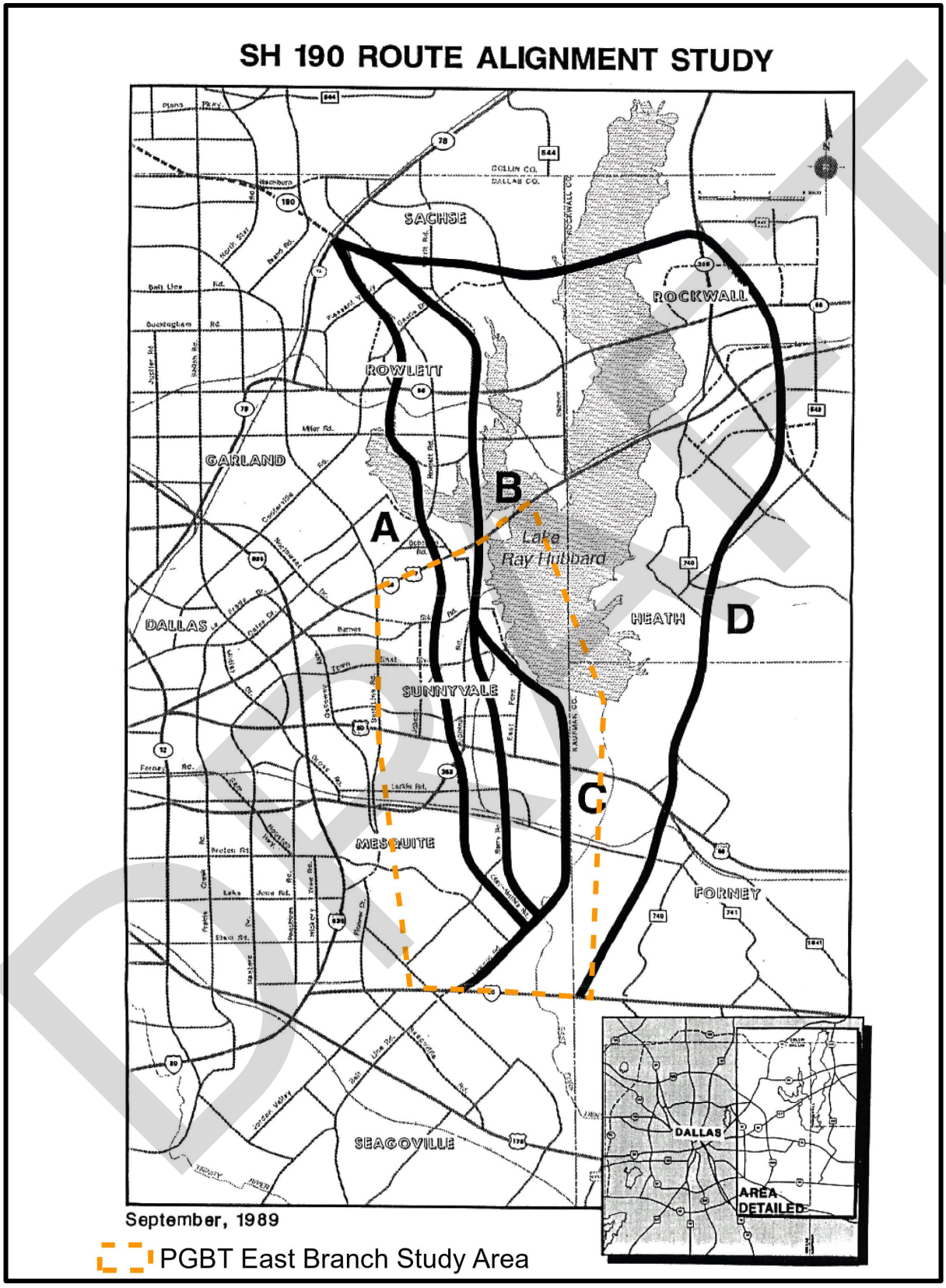
1.1 Project Background

An outer loop for Dallas County was first envisioned in the early 1960s. The project had been designated by the State as part of the system known as Loop 9 in 1968. Later, the northern, northeastern, and western segments were redesignated State Highway (SH) 190 and SH 161, respectively. Though the eastern section of the outer loop was included in various regional and state transportation plans, a detailed location study was not initiated for the eastern segment until 1988. A route study for the eastern section of SH 190 (from SH 78 to I-20) was sponsored by Dallas County and the municipalities of Garland, Mesquite, and Rowlett. It evaluated numerous roadway locations and alignments, including several on the east side of Lake Ray Hubbard. Four candidate alignments were chosen for evaluation and an analysis methodology that included 60 criteria was prepared for their evaluation. This information was presented to the public during four Public Meetings held in April 1989 and through four follow-up informational meetings held by the Cities of Rowlett and Garland in May and June of 1989. A second series of Public Meetings was held in September 1989 to present the results of the evaluation. Public and agency comments received throughout the process indicated preference for the alignment directly west of Lake Ray Hubbard, and in August 1990, this alignment was identified as the technically preferred freeway/parkway alignment in the final SH 190 Route Alignment Study. However, the technically preferred alignment was opposed by some local governments and residents. **Figure 2** presents the alignments evaluated in the SH 190 Route Alignment Study and identifies the study area of the current proposed project.

In 1994, the Texas Department of Transportation (TxDOT) initiated an additional study of the SH 190 corridor. Based on comments received, TxDOT recommended an alignment on the west side of Lake Ray Hubbard, similar to the alignment selected in the previous 1990 route study. In 2000, the NTTA began a detailed study to construct the recommended alignment between SH 78 and I-30 as a tollway. That portion of the original SH 190 alignment was constructed by NTTA as the PGBT Eastern Extension, and it was opened to traffic in 2011. The establishment of the PGBT corridor from SH 78 to I-30 narrowed the study area for the last remaining segment of the SH 190 loop (the East Branch) to an area from I-30 on the north to I-20 on the south with Lake Ray Hubbard on the east and I-635 on the west.

In 2004, TxDOT began an alternatives analysis and public involvement efforts for the SH 190 East Branch proposed project. Based on these activities, a draft Environmental Impact Statement was prepared and reviewed by the TxDOT Dallas District and TxDOT Environmental Affairs Division. The project was delayed in 2011 due to financial constraints, and this portion of the SH 190 corridor was removed from TxDOT's planned improvements in 2017. In 2022, the proposed project was officially transferred to the NTTA and referred to as the PGBT East Branch.

Figure 2: SH 190 Route Alignments (1989)



2.0 Need for the Proposed Project

The PGBT East Branch project is needed because local roadways are insufficient for local and regional traffic movement (traffic congestion/capacity issues); increases in corporate, industrial, and retail development, population growth, and residential developments create a higher demand for roadways (increasing transportation demand); and incomplete roadway networks increase deficiencies and decrease mobility (deficient system linkage). The following sections provide data to support the proposed project need.

2.1 Transportation Congestion/Capacity Issues

Roadway congestion is measured by Level of Service (LOS), which is a term used to qualitatively describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety. The LOS of a facility is designated with a letter, "A" through "F", with "A" representing the most favorable driving conditions and "F" representing the least favorable or most congested. **Table 1** describes the characteristics of LOS.

Table 1: LOS Characteristics

LOS Rating	Description
A	Free flow with low volumes and high speeds.
B	Reasonably free flow, and speeds at the free-flow level are generally maintained.
C	In stable flow zone, but most drivers are restricted in the freedom to select their own speeds.
D	Approaching unstable flow where drivers have little freedom to select their own speeds.
E	Unstable flow and may require short stoppages.
F	Unacceptable congestion, stop-and-go, and forced flow.

Source: Federal Highway Administration, Conditions and Performance Report. Chapter 4.

Existing traffic volumes for the local roadway network surrounding the project area were determined using TxDOT's Traffic Count Database System (TCDS) and future traffic volumes were based on NCTCOG's 2045 estimates. According to the TxDOT TCDS data, the existing roadway network near the project area lacks the capacity to handle the anticipated travel demand. As growth in the area continues, congestion on the existing highways and connected arterial roadways will continue to worsen without an additional facility to provide relief through the congested area. **Table 2** demonstrates the deficient roadway network that would need to support the anticipated travel demand in the proposed project area. Based on the data presented in **Table 2**, the estimated 2045 traffic volumes would exceed each roadway network maximum capacity per lane, resulting in a poor LOS. **Figure 3** identifies the traffic count data collection locations for each roadway.

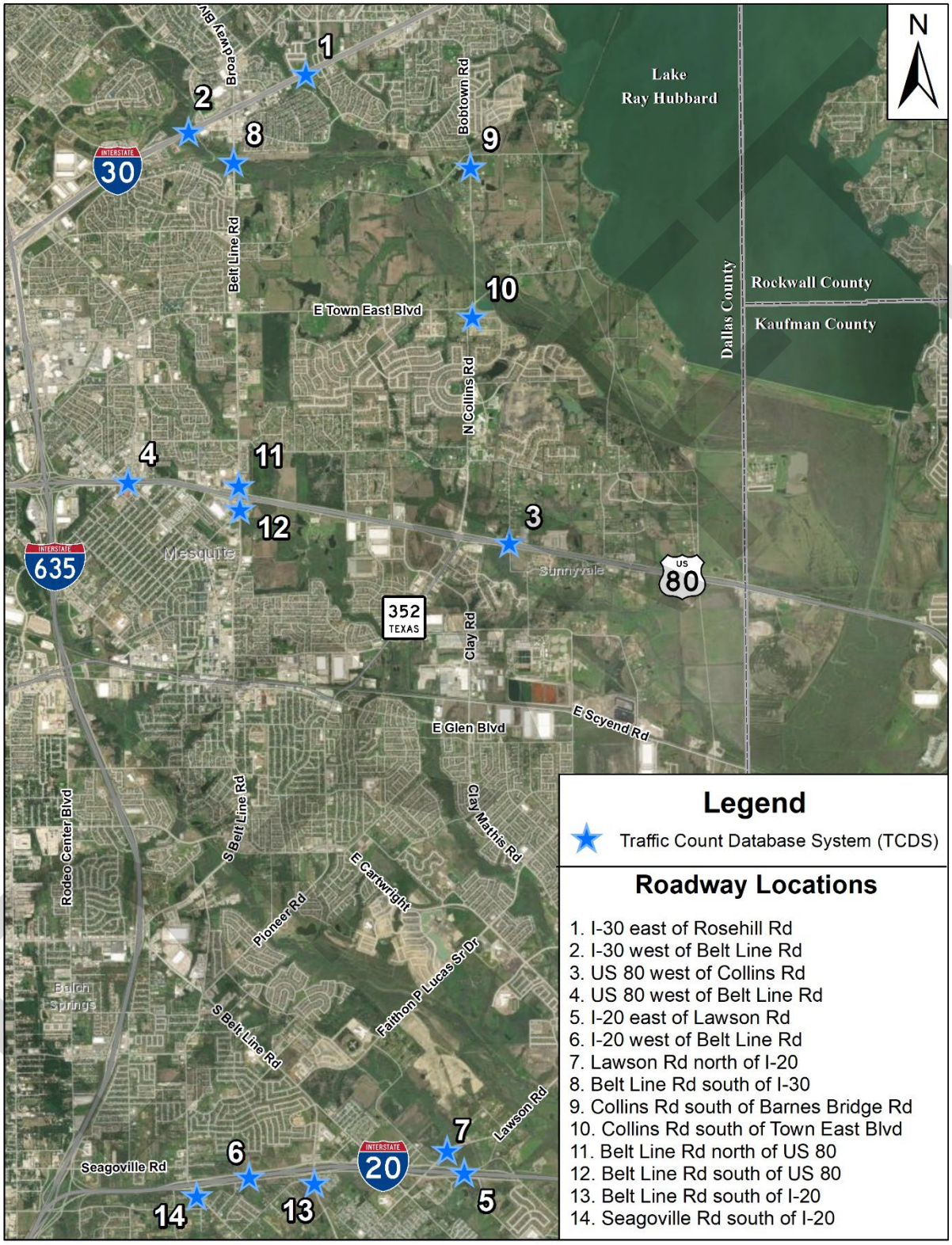
Table 2: Deficient Roadway Network Surrounding PGBT East Branch Study Area

Location	TxDOT TCDS 2021 (*vpd)	Projected 2045 (vpd)	Projected Change 2021 - 2045	Estimated Peak hour Volume per lane (2045)	Capacity per lane (2045)	LOS (2045)
I-30 east of Rosehill Rd	144,509	248,555	104,046	2,734	2,150	F
I-30 west of Belt Line Rd	158,059	271,861	113,802	2,990	2,150	F
US 80 west of Collins Rd	79,400	136,568	57,168	3,004	2,150	F
US 80 west of Belt Line Rd	81,674	148,135	66,461	3,091	2,150	F
I-20 east of Lawson Rd	54,854	94,333	39,479	1,730	2,150	E
I-20 west of Belt Line Rd	69,225	119,067	49,842	2,183	2,150	F
Lawson Rd north of I-20	7,594	13,062	5,468	381	850	B
Belt Line Rd south of I-30	23,004	40,947	17,943	1,047	850	F
Collins Rd south of Barnes Bridge Rd	7,946	14,144	6,198	1,089	750	F
Collins Rd south of Town East Blvd	8,059	14,345	6,286	1,026	750	F
Belt Line Rd north of US 80	23,731	42,241	18,510	862	850	F
Belt Line Rd south of US 80	24,329	43,306	18,977	969	850	F
Belt Line Rd south of I-20	11,414	20,317	8,903	589	850	D
Seagoville Rd south of I-20	9,043	16,097	7,054	620	850	D

Source: TxDOT Traffic Count Database System and Project Team.

* vehicles per day

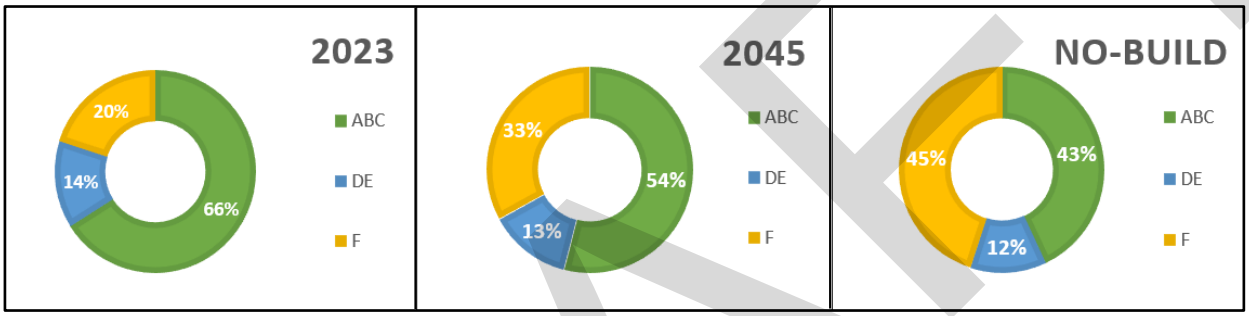
Figure 3: Traffic Count Database System Data Collection Locations



Currently, I-635 is the only north-south highway near the project area and, based on the *Mobility 2045 Update*, the facility is functioning at a LOS "F". Between I-30 and U.S. Highway (US) 80, the average daily traffic volume (ADT) is 193,400 vehicles on 10 to 12 lanes. Between US 80 and I-20, the ADT is 155,800 vehicles on 6 to 10 lanes. Based on NCTCOG's calculations, these traffic numbers warrant 16 and 12 lanes, respectively.

Without advancing the PGBT East Branch and providing an additional north-south highway, the local roadway network would need to support the increased numbers of motorists and vehicle miles traveled leading to more congestion, decreased air quality, and decreased roadway safety. Travel forecasts were performed by the NCTCOG to evaluate the existing 2023 transportation system, the 2045 Build Scenario, and the 2045 No-Build Scenario. In 2045, the charts show that LOS conditions of A, B, and C will decrease, and LOS conditions of F will increase, while conditions of D and E will remain relatively constant. **Figure 4** demonstrates the decreasing LOS that will occur without an improved regional roadway system.

Figure 4: Mobility 2045 Update Regional LOS Analysis



Source: Metropolitan Transportation Plan, *Mobility 2045 – 2022 Update*.

2.2 Increasing Transportation Demand

2.2.1. Regional Population Growth

According to the U.S. Census Bureau, Texas was in the top ten states for total population, numeric growth, and percentage growth from July 2021 – July 2022[1]. This continues a trend of growth for the state that is apparent in the DFW Metropolitan Planning Area (MPA). Based on the last Census, Texas grew by almost 4 million persons between 2010 and 2020, an approximately 16% increase in population while the 12-county MPA grew by 20%, or 1,281,261 persons. For comparison purposes, the U.S. grew by 22.7 million persons in the same 10-year period which was only a 7.4% increase.

According to the North Central Texas Council of Governments (NCTCOG) Research and Information Service Department, the counties of Rockwall and Kaufman have experienced the two highest growth rates in the 12-county MPA with the counties exceeding 37% over the 10-year period of 2010 to 2020. With Dallas County having a lower growth rate of 10.4% during the same period, the dramatic increase in Rockwall and Kaufman counties shows a trend of increase in this portion of the MPA. The NCTCOG 2045 Demographic Forecasts reflect this trend with the population of Kaufman County projected to increase by 44% and Rockwall County by 49% between 2020 and 2045. **Table 3** provides the Census population data and NCTCOG projections for the MPA. The MPA includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties. **Table 4** provides population projections for the municipalities intersected by the project. the projections indicate continued growth for the municipalities of Garland, Dallas, Sunnyvale, and Mesquite.

[1] U.S. Census Bureau. *Growth in U.S. Population Shows Early Indication of Recovery Amid COVID-19 Pandemic*. Accessed 5/8/2023. https://www.census.gov/newsroom/press-releases/2022/2022-population-estimates.html

Table 3: North Central Texas Population Data

County	2010	2020	Change 2010-2020	2045 Projection	Change 2020-2045	*Compound Annual Growth Rate
Collin	782,341	1,064,465	36.1%	1,789,866	68.1%	2.1%
Dallas	*2,368,139*	*2,613,539*	*10.4%*	*3,533,521*	*35.2%*	*1.3%*
Denton	662,614	906,422	36.8%	1,518,864	67.6%	2.1%
Ellis	149,610	192,455	28.6%	318,261	65.4%	2.1%
Hood	51,182	61,598	20.4%	95,182	54.5%	1.8%
Hunt	86,129	99,956	16.1%	143,625	43.7%	1.6%
Johnson	150,934	179,927	19.2%	258,036	43.4%	1.5%
Kaufman	*103,350*	*145,310*	*40.6%*	*209,441*	*44.1%*	*1.5%*
Parker	116,927	148,222	26.8%	234,655	58.3%	1.9%
Rockwall	*78,337*	*107,819*	*37.6%*	*161,582*	*49.9%*	*1.7%*
Tarrant	1,809,034	2,110,640	16.7%	3,044,509	44.2%	1.5%
Wise	59,127	68,632	16.1%	104,006	51.5%	1.7%
Total	**6,417,724**	**7,698,985**	**20.0%**	**11,411,548**	**48.2%**	**1.6%**

Source: U.S Census Bureau Decennial Census Redistricting Data 2010 and 2020. NCTCOG 2045 Demographic Forecasts.

Source: *The Perryman Group. (March 2020). NCTCOG Mobility 2045 Update

Note: Italicized counties indicate those encompassing the project area.

Table 4: Population Data for the Municipalities within the Project Area

City	2010	2020	Change 2010-2020	2045 Projection	Change 2020-2045
Dallas	1,197,816	1,304,379	8.9%	1,619,100	24.1%
Garland	226,876	246,018	8.4%	297,920	21.1%
Mesquite	139,824	150,108	7.4%	191,950	27.9%
Sunnyvale	5,130	7,893	53.9%	27,908	253.6%
Total	**1,569,646**	**1,708,398**	**8.8%**	**2,136,878**	**25.1%**

Source: U.S Census Bureau Decennial Census Redistricting Data 2010 and 2020. NCTCOG 2045 Demographic Forecasts.

2.2.2. Regional Employment Growth

The NCTCOG forecasts employment growth to ensure that transportation facilities provide the region's residents with access to jobs. **Table 5** presents employment growth within the three counties closest to the proposed PGBT East Branch facility. Employment within the three counties is projected to increase 39% from 2,688,182 jobs in 2023 to 3,748,372 jobs in 2045. The need to upgrade and maintain the highway network within the region is essential to providing a high level of connectivity between communities within the region.

Table 5: Forecasted Employment Growth within the Project Area

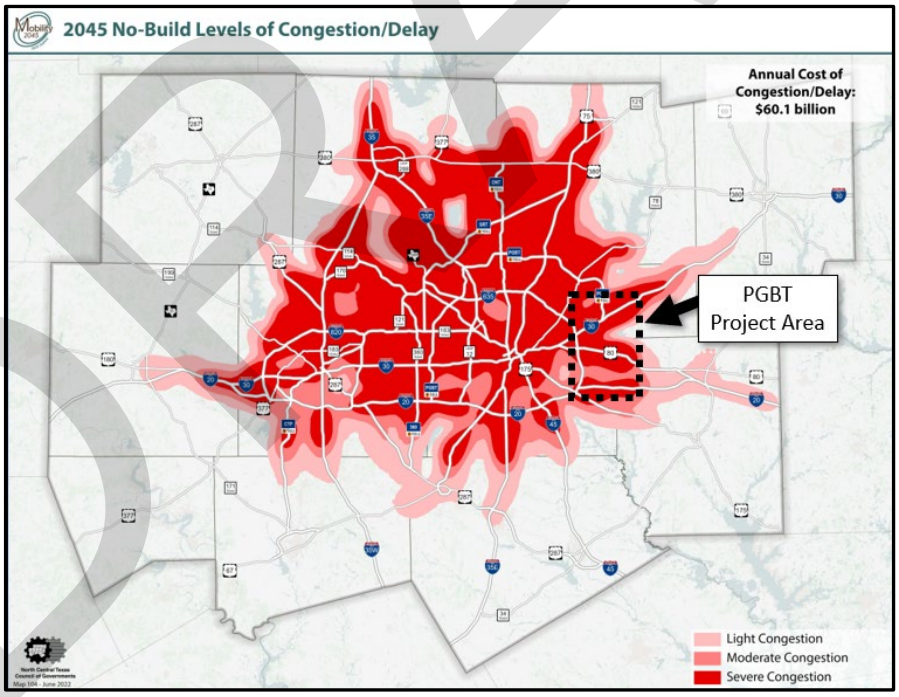
County	2023 Employment	2045 Employment	Growth
Dallas	2,568,346	3,577,033	39%
Kaufman	59,470	82,628	39%
Rockwall	60,366	88,711	47%
Total	**2,688,182**	**3,748,372**	**39%**

Source: NCTCOG 2045 Demographic Forecast.

2.2.3. Regional Travel Demand

The need for additional transportation facilities has been documented in the MPA's long-range transportation plan. Vehicle miles traveled (VMT) has steadily increased from 181 million in 2013, meaning that on a typical weekday, area residents traveled approximately 181 million miles on area freeways, arterials, and local streets, to 226 million in 2023, resulting in an approximately 25% increase over this 10-year period. According to The Metropolitan Transportation Plan for North Central Texas, *Mobility 2045 – 2022 Update* (*Mobility 2045 Update*), the region's VMT is projected to be 325 million miles by 2045, indicating that in 22 years, area residents are expected to increase their travel by 44% or 99 million miles on the region's roadway network. **Figure 5** illustrates the congestion levels during peak periods for the year 2045 without any recommended transportation improvements in the *Mobility 2045 Update*.

Figure 5: Mobility 2045 Update No-Build Scenario Congestion Levels

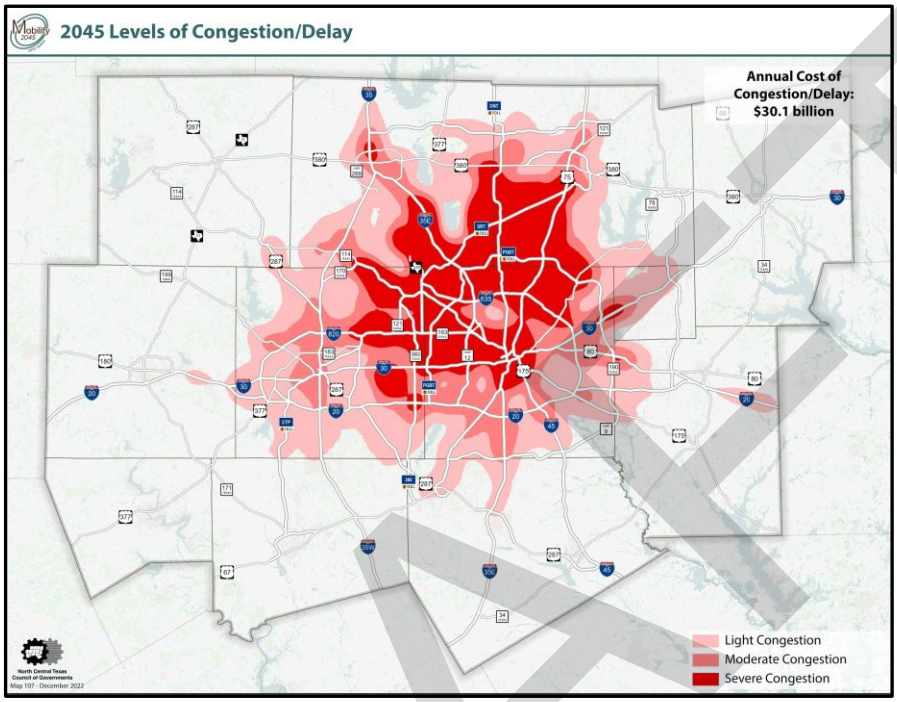


Source: NCTCOG 2045 Update Regional Performance.

Figure 6 illustrates the congestion levels during the peak hour under 2045 conditions with regional recommended transportation improvements constructed, including PGBT East Branch. It is important to note that the annual cost of

congestion in the No-Build scenario increases 50% to $59.8 billion compared to $30.1 billion under the *Mobility 2045 Update* improvements scenario.

Figure 6: Mobility 2045 Update Build Scenario Congestion Levels



Source: NCTCOG 2045 Update Regional Performance.

Region-wide congestion, influenced by population and employment growth, indicates that transportation demand will continue to grow through the NCTCOG's *Mobility 2045 Update* planning year. The need for additional infrastructure within the project area is required to manage the increased transportation demand.

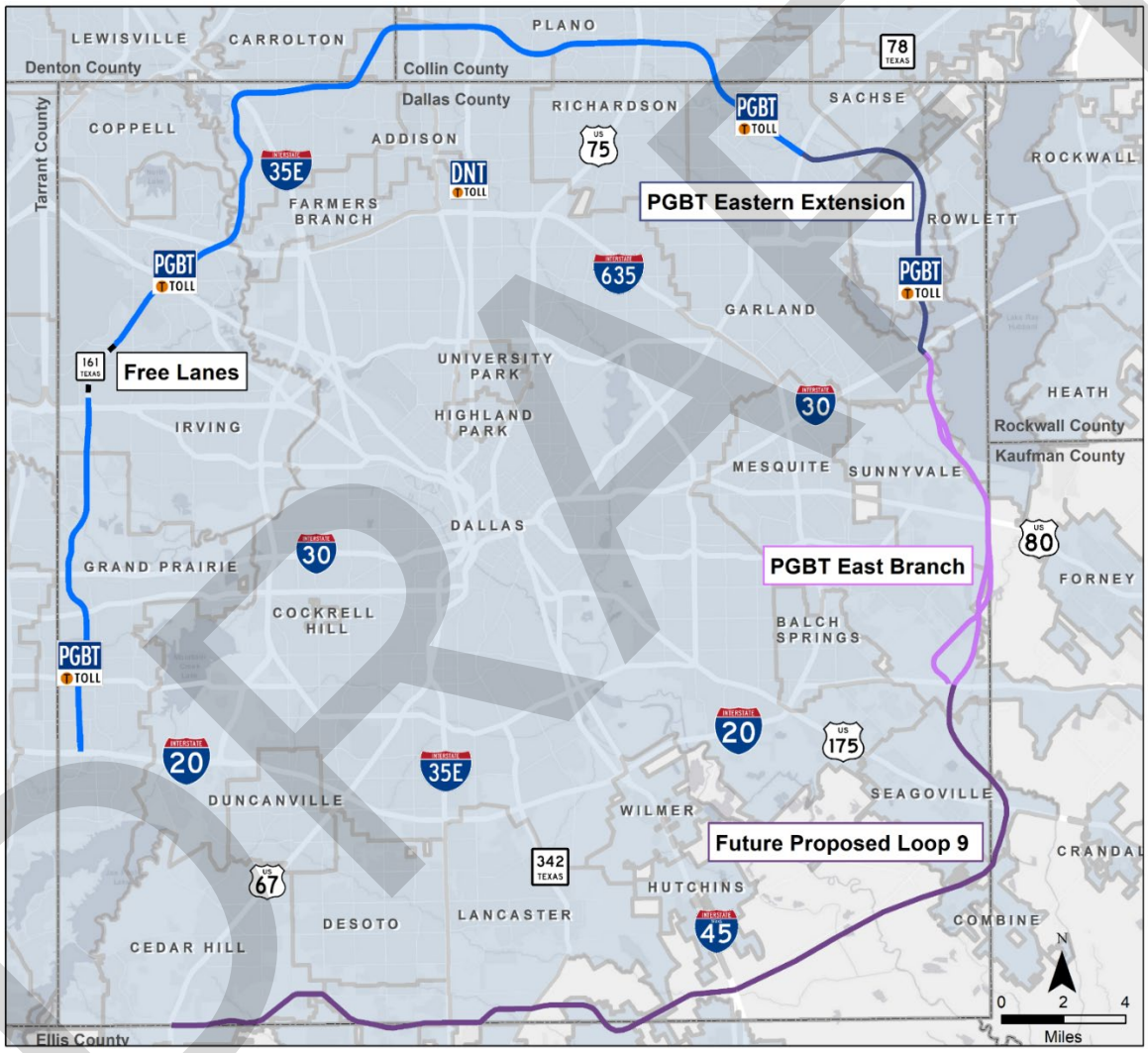
2.3 Deficient System Linkage

Although the PGBT East Branch facility would have independent utility, its presence would facilitate the completion of a loop around the Dallas area that has been identified in transportation planning documents for decades. Two studies, SH 190 Route Alignment Study (SH 78 to I-20), completed in 1990, and SH 190 East (SH 78 to I-20), completed in 1994, performed along this section of the loop between I-30 and I-20 identified future traffic volumes in this region as exceeding the capacity of an 8-lane thoroughfare if SH 190 were not to be extended. The studies concluded that completing a loop around Dallas County would improve the LOS of other roadways in the corridor and would relieve local congestion resulting from high population growth, increased residential development, increased industrial and commercial development, and increased employment within and adjacent to the project area.

The completion of roadway sections between two existing or planned roadways can reduce transportation inefficiencies and increase mobility. Providing for longer trips over continuous routes that link populations and employment centers is important for mobility and operational efficiency. The PGBT East Branch corridor would link PGBT to the north with I-20 to the south and could link with the proposed Loop 9 facility south of I-20. The PGBT East Branch would also provide greater accessibility to transit via park-and-rides and light rail stations, including the Lake Ray Hubbard Transit Center, the South Garland Transit Center, and the Downtown Rowlett Station. In addition, the PGBT East Branch would provide access to the Mesquite Metro Airport located near the intersection of Scyene Road and Lawson Road. Completing links in a transportation system allows for increased accessibility and improved efficiency within the region.

The PGBT tollway facility spans 52-miles, connecting drivers to various communities stretching across Collin, Dallas, Denton, and Tarrant counties. Over the years, the PGBT toll road has expanded significantly with various sections opening since 1998. Most recently, in 2011 the PGBT Eastern Extension (SH 78 to I-30) was opened to traffic, providing northeastern Dallas suburbs access to the existing partial loop. The proposed PGBT East Branch facility would connect to the PGBT Eastern Extension at I-30, providing regional connectivity from Grand Prairie and Irving to northern communities such as Plano and Garland and finally to the eastern communities of Sunnyvale and Mesquite. Additionally, the proposed Loop 9 project is examining the need for a facility in southern Dallas County/northern Ellis County that could connect to the PGBT East Branch at the southern terminus, I-20, and almost complete the outer loop. **Figure 7** demonstrates the full extent of the loop around Dallas County that was officially designated as a loop system in 1968.

Figure 7: PGBT and Loop 9



3.0 Purpose of the Proposed Project

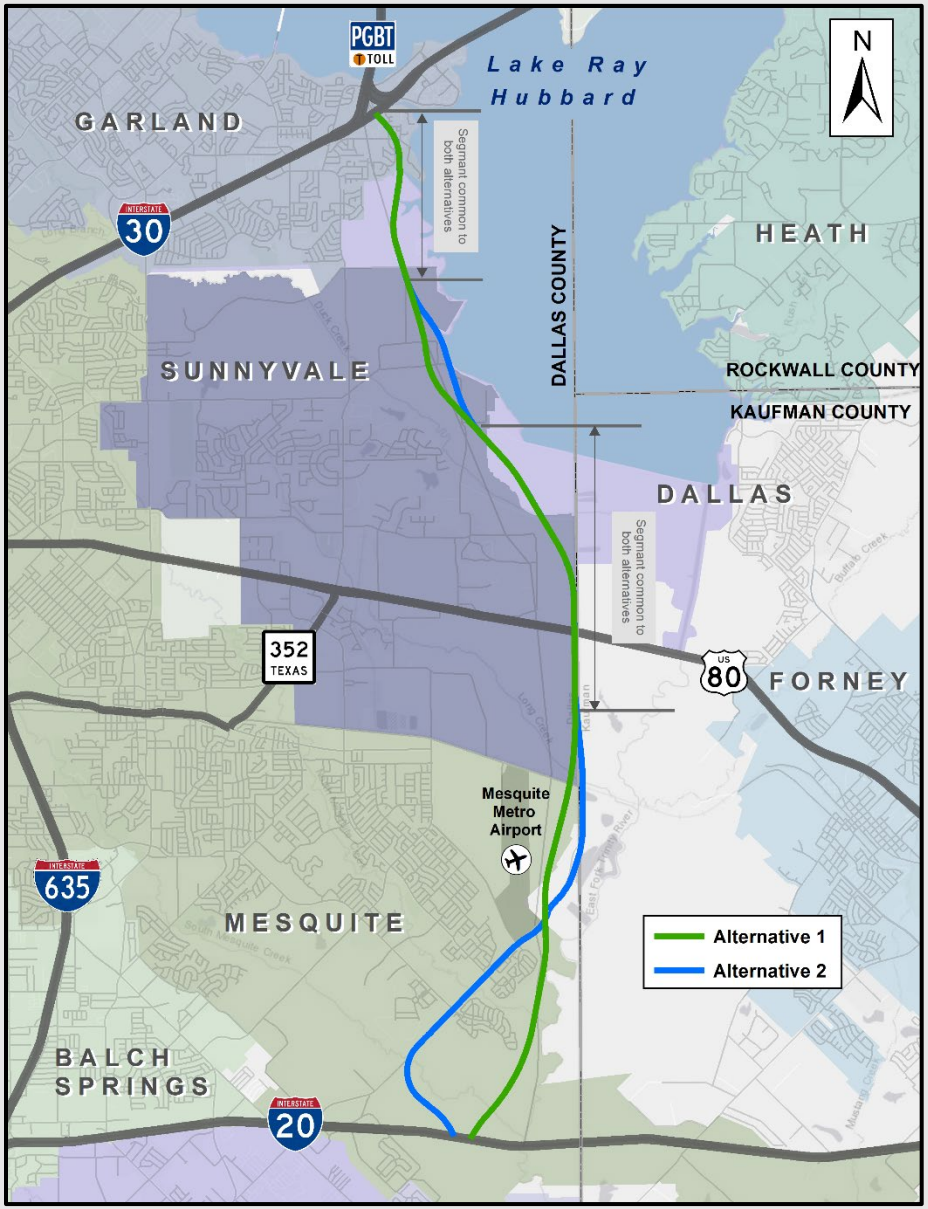
The purpose of the proposed project is to reduce congestion and improve mobility between I-30 and I-20 in eastern Dallas County while contributing to improved system linkage within the MPA.

PGBT East Branch EIS – Range of Alternatives

NORTH TEXAS TOLLWAY AUTHORITY

The range of alternatives under consideration includes the No-Build Alternative and two Build Alternatives on new location that extend PGBT from I-30 to I-20.

The two Build Alternatives are located in eastern Dallas County and share two common alignment segments. The new location alternatives differ within the Town of Sunnyvale and the City of Mesquite. Modifications may be made to the alignments as the study progresses.

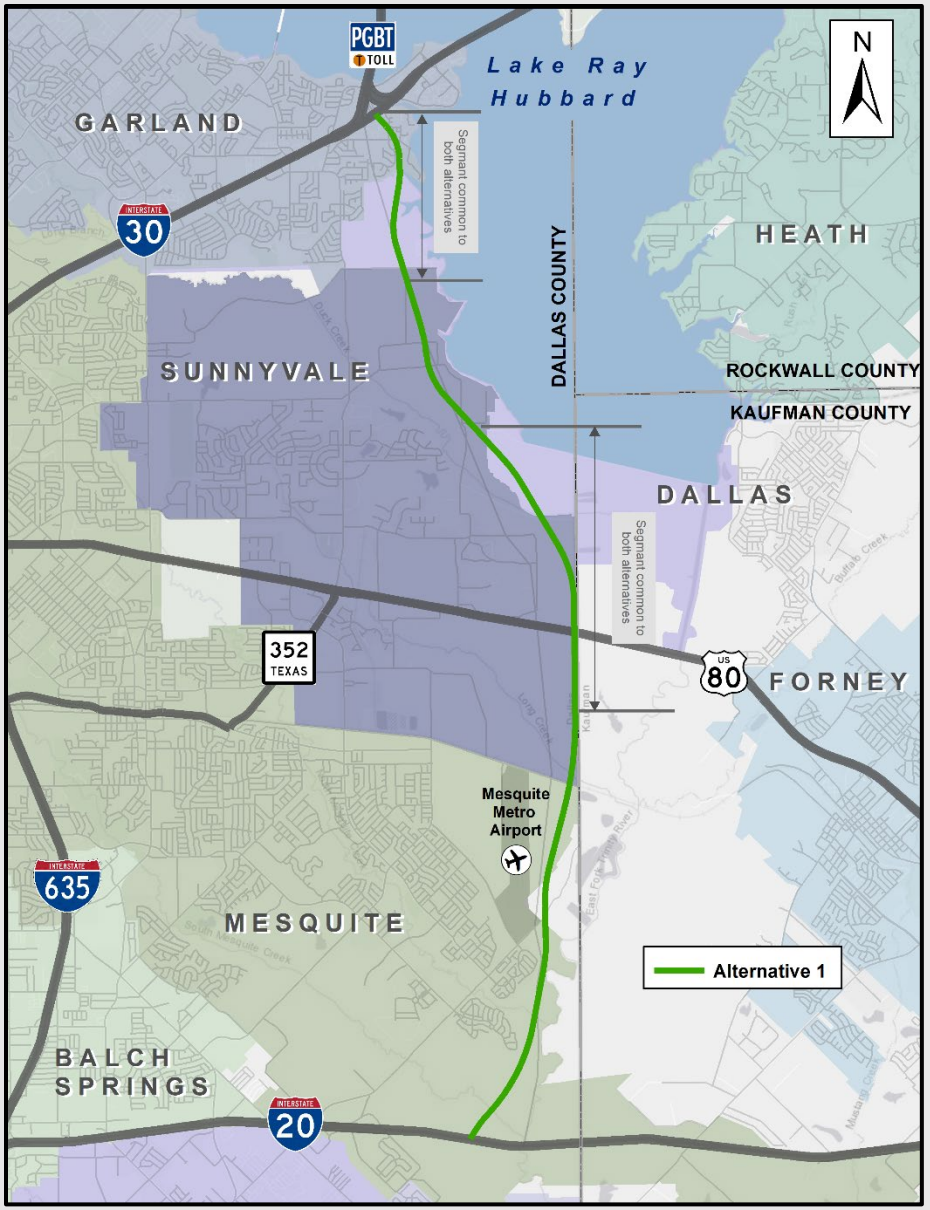


PGBT East Branch EIS – Range of Alternatives

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

ALTERNATIVE 1

Alternative 1 was supported by the Town of Sunnyvale when the project was developed by TxDOT as SH 190. Alternative 1 includes a below-grade section within the Town of Sunnyvale and a bridged section within the East Fork Trinity River floodplain in the City of Mesquite.

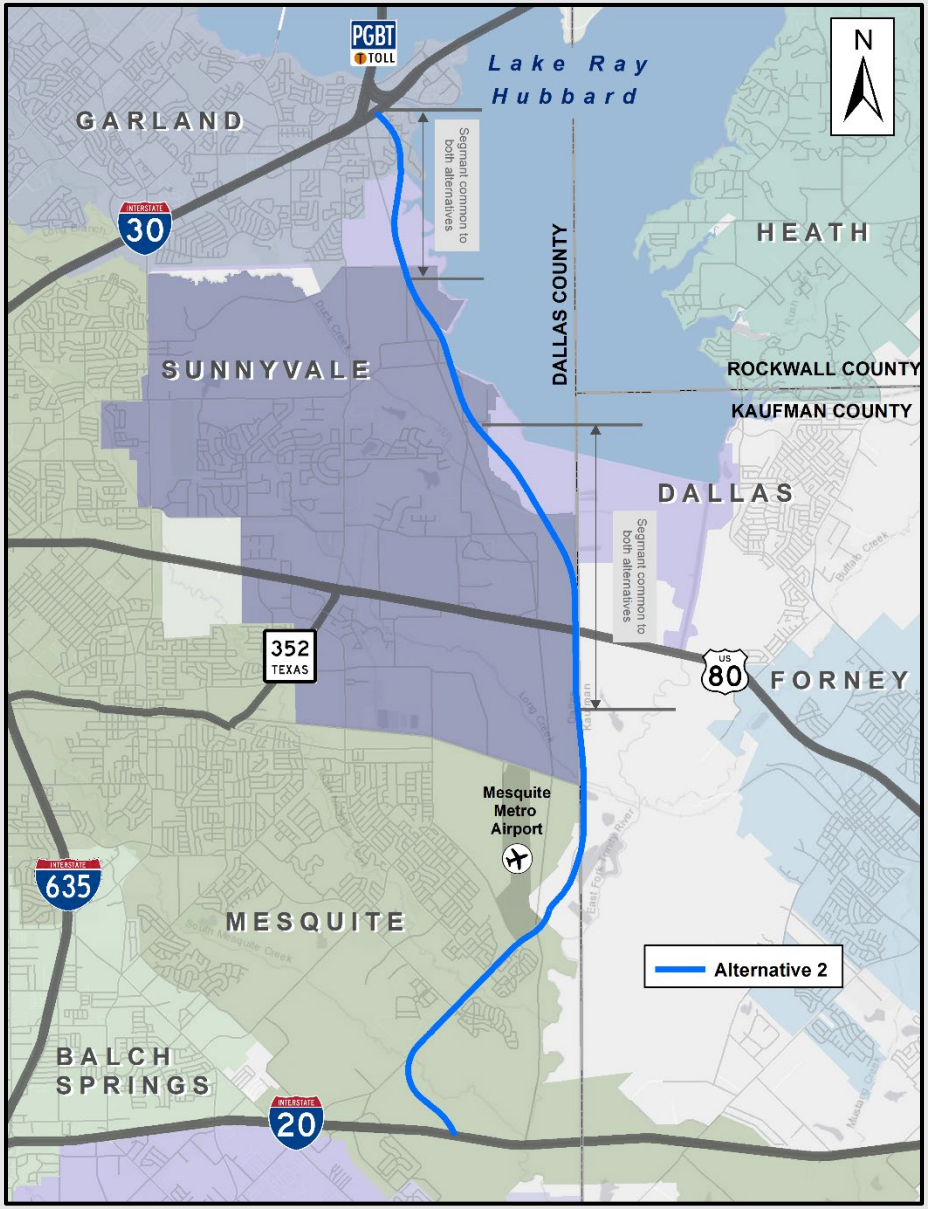


PGBT East Branch EIS – Range of Alternatives

NORTH TEXAS TOLLWAY AUTHORITY

ALTERNATIVE 2

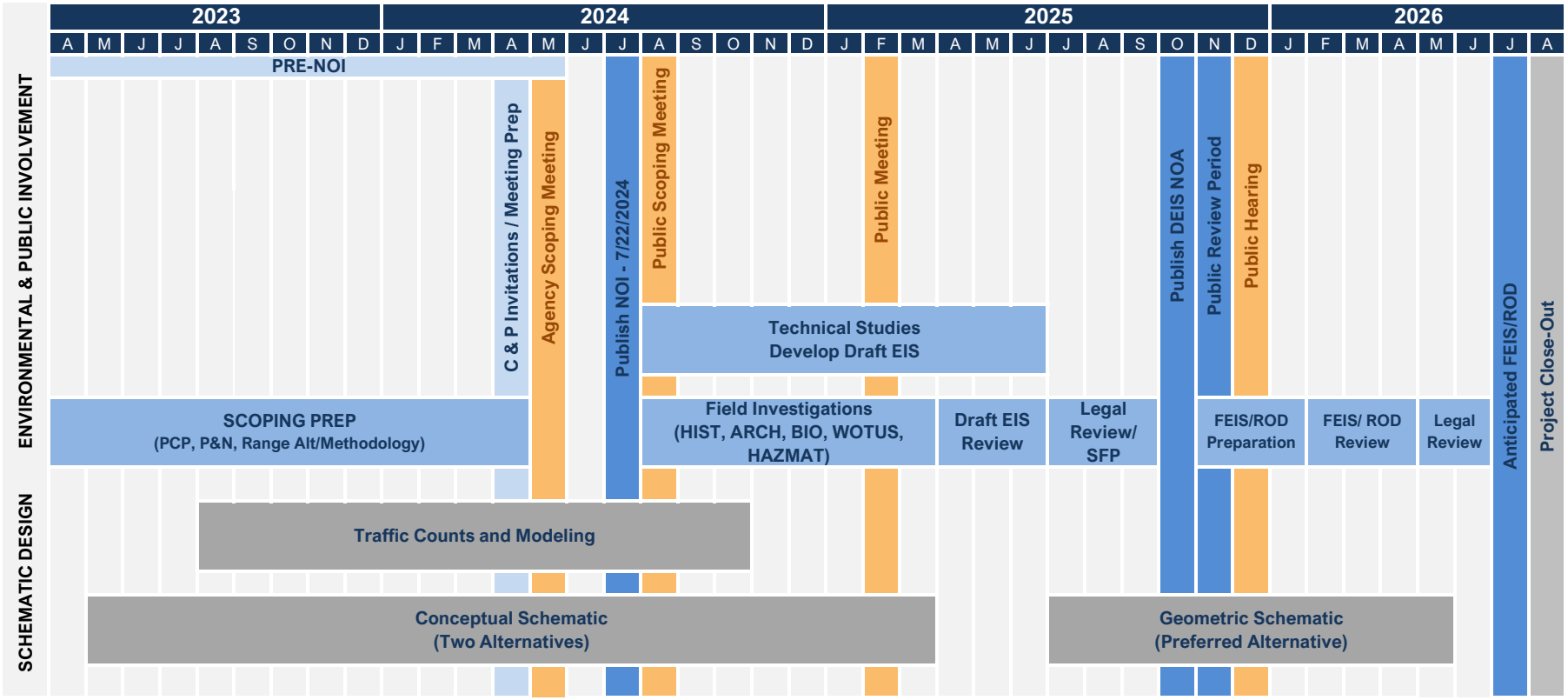
Alternative 2 was developed as a feasible alternative based on public input when the project was developed by TxDOT as SH 190. Alternative 2 follows the edge of Lake Ray Hubbard within the Town of Sunnyvale and follows Lawson Road within the City of Mesquite.



NORTH TEXAS TOLLWAY AUTHORITY

PGBT EAST BRANCH FROM I-30 to I-20
EIS STUDY PROCESS / SCHEDULE

Texas Department of Transportation



CSJs: 2964-06-011 and 2964-06-012

8/20/2024