

GRAND PARKWAY SEGMENT C

PUBLIC HEARING FOR
DRAFT ENVIRONMENTAL IMPACT STATEMENT
JUNE 13, 2000

AGENDA

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I. WELCOMING REMARKS - STERRY / COOPER - TXDOT

- **(SLIDE 1) WELCOME** - On behalf of the Texas Department of Transportation and the Grand Parkway Association, I would like to welcome each of you to this public hearing for Segment C of the Grand Parkway. Segment C of the Grand Parkway extends from US 59 in Fort Bend County to SH 288 in Brazoria County.
- **SELF INTRODUCTION** - My name is _____ and I'm with the Houston District of the Texas Department of Transportation, also known as TxDOT. TxDOT has the responsibility for the planning, design, construction and maintenance of State highways in Texas.
- **EIS REQUIREMENT** - It is our responsibility under a variety of Federal laws, including the National Environmental Policy Act, to prepare an Environmental Impact Statement, commonly referred to as an EIS, to examine the need for a project and the impacts of any transportation improvements. The EIS must address a variety of alternatives to meet the transportation needs of this area.
- **(SLIDE 2) EIS STATUS** - Tonight, we will be presenting the findings of the Draft Environmental Impact Statement, or DEIS, for Segment C of the Grand Parkway. The preparation of the DEIS is the responsibility of TxDOT and the Federal Highway Administration. The DEIS being presented tonight does not include the selection of a preferred alternative. It examines the environmental consequences of several alternatives including the no-build alternative. A preferred alternative will be selected once comments from the public and from resource agencies are received and considered.
- **MEETING PURPOSE** - The purpose of tonight's public hearing is to present the findings of the DEIS, and more importantly, to seek public comments on the proposed action and work performed to date. Although approval of the DEIS by the Federal Highway Administration cleared the way for tonight's activities, it in no way represents a final approval of Segment C or a proposed route. All comments received tonight, as well as written comments postmarked by July 13, 2000, will be included in the official public hearing record and will be addressed in the final environmental impact statement, or FEIS.
- **(SLIDE 3) DEIS CIRCULATION** - The DEIS was circulated to numerous state and federal resource agencies on May 1, 2000. It has also been made available to the public through placement at TxDOT's Houston District Office, public libraries within the study area, and the Grand Parkway Association's office. Comments to the DEIS must also be postmarked by July 13, 2000.
- **NEPA COMPLIANCE** - This public hearing is being held pursuant to federal rules and regulations implementing the National Environmental Policy Act of 1969 and governing the

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development of environmental impact statements for transportation improvements. This public hearing is being recorded by a certified court reporter. This is one of two locations for public hearings for Segment C of the Grand Parkway tonight. This same presentation is now being made in _____ County.

- **THANKS** - Before we begin our technical presentation, I'd like to make a few announcements. First I want to thank everyone for being here tonight to participate in this public hearing. We appreciate your interest and we welcome your comments later this evening. We'd also like to thank _____ for allowing us to use these facilities tonight.
- **MEETING REGISTRATION** - You may have noticed our registration table as you walked in. If you've not already done so, please register before you leave tonight. The sign-in sheets allow us to record tonight's participation and gives you the opportunity to be added to our project mailing list.
- **(SLIDE 4) COMMENTS** - You will have an opportunity to make comments tonight. Your comments are welcome with respect to any aspect of the project including, but not limited to:
 - the project's purpose and need
 - the project alternatives
 - the criteria for screening alternatives
 - the project's environmental and physical constraints

You can make comments in two different ways: orally or in writing.

- **ORAL COMMENTS** - To make oral comments, you need to have completed this speaker registration cards which I am holding in my hand. If you would like to make oral comments but have not filled out the card, please raise your hand now and we'll make sure you get some cards. We have a court reporter here to make a record of your oral comments at tonight's meeting.
- **FORMAT OF ORAL COMMENT PERIOD** - The format for making oral comments is simple.
 - We will call on those of you who completed speaker request cards in the order in which the cards were received. You will make your comments at the microphone located in the center aisle.
 - We ask that you limit your comments to three minutes so that everyone has a chance to speak. A timer will be used to limit each speaker to three minutes.
 - Also, please do not repeat things that other commentors have already said. That will help us move along and give everyone a chance to speak.

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- We request that you limit your comments, both for or against, to issues related to Segment C of the Grand Parkway.
- We will not respond to your comments during this meeting. The purpose of this meeting is to receive your input and comments on issues that should be addressed in the Environmental Impact Statement. Each of your comments will be addressed or answered in the Final Environmental Impact Statement.

- **WRITTEN COMMENTS** - If you would like to comment but do not wish to comment orally tonight or wish to comment in more detail, you may submit a written comment. Written comments will be considered equally to oral comments. There are comment forms for providing written comments at the table _____. You can complete the forms tonight and leave with us or mail them to us. If you want to mail your comments, the address is available at the registration table. Written comments must be postmarked by July 13, 2000.

- **INTRODUCTIONS OF OFFICIALS IN THE AUDIENCE** - At this time, I would like to recognize some of the members of the community who are here tonight in their official capacities. We have:
 - one
 - two
 - three
 - ...
 - ...
 - last

- **(SLIDE 5) SPEAKER INTRODUCTIONS** - Also, I want to introduce the people sitting here beside me. These individuals are part of the study team responsible for preparing the DEIS for Segment C of the Grand Parkway.
 - _____ - of the Grand Parkway Association.
 - _____ - with Brown & Gay Engineers.
 - _____ - with PBS&J.

- **(SLIDE 6) MEETING AGENDA** - Briefly, I'd like to explain the agenda of tonight's meeting.
 - First, _____ of the Grand Parkway Association will provide an overview of the Grand Parkway Association, a history of the project, and the purpose and need for the project.
 - Next, _____ of Brown and Gay Engineers will describe various alternatives that have been studied.
 - Next, _____ of PBS&J will provide an overview of the environmental consequences of each of the representative alternatives.

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- Next, I will provide an overview of TxDOT's ROW acquisition and relocation policies.
 - After these presentations, we'll take a 15 minute break so that you may view the displays located _____ and ask questions of the study team.
 - Finally, after the break, we will reconvene to receive oral comments.
-
- **SPEAKER TRANSITION** - I am now going to turn the presentation over to _____ with the Grand Parkway Association. _____ will provide an overview of the Grand Parkway Association, a history of the project, and the purpose and need for the project.

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II. GRAND PARKWAY OVERVIEW - SCHENKE / GORNET - GPA

Thank you _____.

- **(SLIDE 7) GRAND PARKWAY ASSOCIATION OVERVIEW** - I would like to begin with a quick overview of the Grand Parkway Association. First of all, the Grand Parkway Association is a transportation corporation charged with working with local governments, landowners, and TxDOT to build the 3rd outer loop around Houston.
 - The Grand Parkway Association accomplishes this construction through partnerships with TxDOT and local governments.
 - In the case of Segment C, Fort Bend County, Brazoria County, and TxDOT are funding the engineering design and environmental studies which the Grand Parkway Association oversees.
 - TxDOT will be responsible for construction and maintenance of the highway.
- **(SLIDE 8) GRAND PARKWAY SUMMARY** - The Grand Parkway, also known as State Highway 99, will form a 170-mile circumferential highway around the greater metropolitan area. The Grand Parkway would provide access to radial freeways and would serve as the third loop at a radial distance of approximately 20 - 30 miles outside the downtown Houston area, similar to Beltway 8 and IH610 as shown on the slide.
- **(SLIDE 9) GRAND PARKWAY FACILITY TYPE** - The Grand Parkway is proposed to be constructed as a landscaped and controlled access Parkway that will typically not have frontage roads. Frontage roads will only be constructed where they are necessary to provide access at interchanges and where they are required to continue providing access to adjacent property.
- **(SLIDE 10) GRAND PARKWAY SEGMENTS** - For planning and design purposes, the Grand Parkway has been divided into nine segments. These segments have been identified as Segment A through Segment I. We are here tonight to discuss Segment C, which traverses from US59 South to SH288 through Ft. Bend and Brazoria Counties.
- **EIS SEGMENTATION** - The Congress of the United States determined that it is acceptable to study and develop the Grand Parkway on a segment-by-segment basis. The Department of Transportation Appropriation Bill that was adopted in July of 1993 specifically instructed the Federal Highway Administration to Prepare EIS's for the Grand Parkway on a segment-by-segment basis. Each segment of the Grand Parkway that is to be studied must have independent utility, that is, each segment must constitute a complete and independently justifiable project without reliance on another segment to make a usable piece of freeway.

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- **(SLIDE 11) SEGMENT C PURPOSE AND NEED** - During development of the DEIS for Segment C, the purpose and need for Segment C has been documented. Segment C's purpose and need has two components:
 - **MOBILITY AND CONGESTION** – The first component of the purpose and need for Segment C is to improve mobility and relieve local congestion which has resulted from high population growth, increased residential development, and increased commercial development within and adjacent to the study area. Also, this facility is needed to relieve regional congestion which has resulted from increasing regional development associated with strong Houston, Texas, and U.S. economies throughout the 1990s.
 - **HURRICANE EVACUATION** – The second component of the purpose and need for Segment C is to provide added capacity around the southern portion of Houston for evacuations from the coast prior to or during a hurricane. Currently, SH 288 serves as the main hurricane evacuation route in Brazoria County. Similarly, IH 45 and SH 6 serve as the main hurricane evacuation routes for Galveston County. The evacuation adequacy of these routes has been questioned because they lead traffic into the congested Houston metropolitan area.
- **SPEAKER TRANSITION** - That concludes my portion of the presentation. I am now going to turn the presentation over to _____, with Brown & Gay Engineers. He will discuss the alternatives considered for Segment C.

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III. STATUS OF PROJECT - ARROYAVE / COTTER - BGE

Thank you _____.

- **(SLIDE 12) INTRODUCTION** - Our study team, along with the Grand Parkway Association, TxDOT, and the Federal Highway Administration, has been preparing the DEIS that we are presenting to you here tonight since our last public workshop in October of 1998. At that public workshop, we presented an overview of constraints in the study area and a large group of alternative corridors. Since that workshop, we have performed environmental field investigations within the alternative corridors. As a result of these investigations, we have eliminated many of the corridors from consideration due to various impacts. What remains today is a group of eight representative alternatives which will be presented tonight and are described in detail in the DEIS.
- **(SLIDE 13) STUDY PROCESS** - Before discussion of the eight representative alternative corridors, I want to review the study process we have followed that resulted in the eight representative alternatives which remain for consideration. This study is being performed in three phases. At this point in time, we are near the end of Phase 2. Phase 1 included an evaluation and screening of all alternatives. Phase 2 included a more detailed evaluation and screening of a smaller group of alternatives. Phase 3 will include a detailed evaluation of the preferred alternative.
- **SEGMENT C OVERVIEW** - In early 1998, we began to study Segment C. Several public meetings have been held for Segment C over the past two years.
 - On March 5, 1998, a meeting was held with Transportation Agencies and Counties to talk about the need for a facility. Also on March 5, 1998, another meeting was held with Resource Agencies to discuss impacts to Brazos Bend State Park, and potential mitigation alternatives.
 - On April 22, 1998, an Open House was held for everyone, although environmental interest groups were specifically invited.
 - On April 27, 1998, an Open House was held for citizens within the study area.
 - On August 20, 1998, a public scoping meeting for Segment C was held which included a presentation of the project study area, the study process, and constraints within the study area.
 - On October 27, 1998, a public workshop for Segment C was held and included exhibits that showed all alternative corridors developed by the study team.

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- **(SLIDE 14) CRITERIA** - A key element of this process has been the criteria used in evaluating and eliminating alternatives. All alternatives have been evaluated based upon criteria stipulated in NEPA, the National Environment Policy Act, and in ISTEA, the Intermodal Surface Transportation Efficiency Act. These include natural environment, human environment, mobility, investment, engineering, and other criteria identified during the study process.
- **(SLIDE 15) DESIGN SCOPE DEFINITION** - Initially, per the requirements of the National Environmental Policy Act, the study team considered a large range of mode alternative to meet the purpose and need for this facility. As you recall, _____ mentioned that the purposes for this proposed facility are regional congestion relief, local congestion relief, and hurricane evacuation capacity. Several mode alternatives, listed on this slide, were considered and eliminated because they did not adequately meet this purpose:
 - **TSM** - Transportation system management, or TSM alternatives, are those actions which maximize the efficiency of the present roadway system. Two examples of TSM alternatives are park and ride lots and traffic signal coordination.
 - **TDM** - Travel demand management, or TDM measures, consist of behavioral changes to commuters' travel habits which result in fewer vehicles during the peak hours. These measures, such as car pooling or telecommuting, are beneficial, but do not completely meet the purpose for this proposed facility.
 - **OTHER** - Other alternatives which were eliminated because they did not fully meet the purpose for this proposed facility included HOV lanes, rail transit, bus transit, bicycle paths, bicycle lanes, pedestrian facilities, added capacity to existing roadways, and new roadways.

The correct mode alternative for a transportation facility in this study area is a new location controlled access highway. This type of facility will best satisfy the purpose and need of the project: congestion relief, increased local and regional mobility, and increased capacity for hurricane evacuation needs.

- **(SLIDE 16) STUDY AREA / CONSTRAINTS** - The study area is shown on this slide. Key features of the study area are the George Ranch, Lake Worthington, Thompsons Oil Field, Brazos Bend State Park, and the Texas Department of Criminal Justice's Darrington Unit. At the beginning of Phase 1, the study team identified known constraints from recorded databases and through site visits via public rights-of-way. All of the constraints are shown on the large exhibits on display.

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- **(SLIDE 17) ALL ALTERNATIVES** - During Phase 1, the study team developed alternatives based upon input from local officials and the public. The alternatives shown here are shown in more detail on the exhibits at this public hearing. The study team reduced this group of alternatives to the group of reasonable alternatives by eliminating several based upon impacts quantified during Phase 1.
- **(SLIDE 18) HIGHLIGHT SEGMENT B2** - Segment B2, highlighted here in blue, was eliminated because of impacts to Forested Wetlands and Prairie Vegetative Communities.
- **(SLIDE 19) HIGHLIGHT SEGMENT E1** - Segment E1 was eliminated because of impacts to the historic community of Crabb.
- **(SLIDE 20) HIGHLIGHT SEGMENT F1** - Segment F1 and two connecting segments were eliminated because of impacts to Potential Historic Structures on the George Ranch and because of its close proximity to the George Ranch Historical Park.
- **(SLIDE 21) HIGHLIGHT SEGMENT A7** - Segment A7 was eliminated because of impacts to Forested and Non-Forested Wetlands, Thompson's Oil Field, Floodplains, and Non-Conformity with Local Planning.
- **(SLIDE 22) HIGHLIGHT SEGMENT M1** - Segment M1 was eliminated because of impacts to Schlumberger's Perforating and Testing Center.
- **(SLIDE 23) HIGHLIGHT SEGMENT B8** - Segment B8 and its connecting segments to State Highway 288 were eliminated because of impacts to the dark skies south of the George Observatory at Brazos Bend State Park, impacts to Historic Plantations in the vicinity of China Grove and Bonney, and impacts to commercial and residential properties along FM 1462 and in the vicinity of Rosharon.
- **(SLIDE 24) REASONABLE ALTERNATIVES** - The result was a group of alternatives that the study team termed as reasonable alternatives. These were the alternatives to be studied in greater detail in Phase 2.
- **(SLIDE 25) PHASE 2 FIELD WORK** - During Phase 2, the study team performed non-destructive environmental field investigations within the reasonable alternative corridors to better identify and quantify the environmental consequences of each of the reasonable alternatives.
- **SECOND SCREENING** - As the study team began to document the environmental consequences of each of the reasonable alternatives in the DEIS, TxDOT's Environmental

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Affairs Division asked the study team to reevaluate and screen the group of reasonable alternatives to a smaller group of alternatives for discussion in the DEIS.

- **REPRESENTATIVE ALTERNATIVES** - In the screening of the reasonable alternatives, the study team found three impacts that resulted in the elimination of additional alternatives.
- **(SLIDE 26) HIGHLIGHT SEGMENT D1** - Segment D1, highlighted here in blue, was eliminated due to rapid development in the northern portion of the study area. The new development, which occurred after selection of the reasonable alternatives, included 29 single family site built homes that would be impacted by Segment D1. This development was platted after the study commenced in 1998. Some of these 29 homes exist, and some are currently under construction.
- **(SLIDE 27) HIGHLIGHT SEGMENT A4** - Segment A4 and two connecting segments were eliminated because of impacts to the George Ranch Historical Park. The George Ranch Historical Park overlooks Smithers Lake. Segment A4 would obstruct the view shed to the east of the Park onto the lake.
- **(SLIDE 28) HIGHLIGHT SEGMENTS G3, G4, H1, J2** - Segment G3, G4, H1, and J2 were eliminated because of impacts to a bald eagle's nest.
- **(SLIDE 29) BALD EAGLE** - The most significant discovery of the field investigations during Phase 2 was the bald eagle's nest. The Bald Eagle is currently a federally listed threatened species. Their nests are protected by primary and secondary management zones. The zones can restrict certain types of activities within their vicinity. These zones caused the elimination of the three southern alternatives.
- **(SLIDE 30) SEGMENT T1**- The elimination of these three alternatives left only one alternative in the middle portion of the study area. In order to maintain a southern alternative through the middle portion of the study area, the study team created a new segment, Segment T1, which stayed an acceptable distance away from the eagles nest.
- **(SLIDE 31) SEGMENT S1**- Also, the elimination of segments D1 and A4 left only one alternative in the northern portion of the study area. Similarly, the study team developed a new segment, Segment S1, two provide for a second alternative in the northern portion of the study area.
- **(SLIDE 32) REPRESENTATIVE ALTERNATIVES** - The second screening process, resulted in 8 remaining representative alternatives. This screening process was approved by TxDOT's Environmental Affairs Division and the Federal Highway Administration in

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August of 1999. Eight representative alternatives remain and are described in detail along with the no-build alternative in the DEIS.

- **SPEAKER TRANSITION** - This concludes my portion of the presentation. I am now going to turn the presentation over to _____ of the study team who will discuss the environmental consequences of each of the 8 representative alternatives.

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IV. ENVIRONMENTAL CONSEQUENCES - DENTON / GRAHAM - PBSJ

- **(SLIDE 33) INTRODUCTION** - Thank you _____. I would now like to focus on the environmental issues associated with this project. As mentioned earlier, the National Environmental Policy Act, or NEPA, places a great deal of importance on public participation. Your presence here tonight is essential to the NEPA process, and we appreciate your interest and involvement. The final environmental impact statement will document and respond to all of your comments, along with those of the various agencies involved. If changes to the project design or alternatives are determined necessary as a result of the public involvement and DEIS review processes, those changes will be addressed in the final environmental impact statement.
- **(SLIDE 34) IMPACT SUMMARY** - I would like to draw your attention to the exhibits and handouts that we have in the room here tonight, and encourage each of you to look at the information displayed. This slide is a table from Section 4 of the DEIS that quantitatively summarizes the key impacts for each alternative. This chart, along with copies of the DEIS, are on display and available for review in the _____. Rather than repeating these quantified impacts for each alternative now, I would like to give you a brief overview of some of the main environmental issues.
- **KEY IMPACTS** - While developing and screening alternatives, environmental impacts were either avoided or minimized to the maximum extent practicable. Impacts were measured within a 300-ft wide ROW footprint for each Representative Alternative using secondary data sources as well as extensive field research. There are two major ecological issues that warrant explicit mention. The first is forested wetland impacts and the second is protected species.
 - **(SLIDE 35) FORESTED WETLAND IMPACTS** - The Representative Alternatives that have been carried through Phase 2 require a decision as to whether the Preferred Alternative will impact forested wetlands and Columbia Bottomland forest in the Rabbs Bayou-Big Creek corridor. None of the Representative Alternatives completely avoids impacts to wetlands. However, each Representative Alternative alignment was moved around within the 1000 ft corridor during Phase 1 in order to minimize wetland impacts. The resulting Representative Alternatives impacts between 25.3 and 67.2 acres of wetlands. Unavoidable impacts to wetlands will be specifically addressed in the Final EIS pending the selection of a Preferred Alternative and the development of a compensatory wetland mitigation plan.
 - **(SLIDE 36) THREATENED SPECIES** - Also, a determination must be made as to whether the Preferred Alternative, when chosen, would encroach on the management zones of the Bald Eagle nest located north of the Brazos Bend State Park. Four of the Representative Alternatives include a segment that potentially encroaches upon the

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management zones for an existing Bald Eagle nest. Since the management zones are a recommendation by the U.S. Fish and Wildlife Service in their Bald Eagle management guidelines, the study team has initiated coordination with the U.S. Fish and Wildlife Service and is currently monitoring the status of the nest and its success. The occurrence of the nest is complicated by the fact that Brazos Bend State Park is located to the south. Study team biologists have been monitoring the nest and the Bald Eagles' feeding habits for the past eight months.

These conflicts may be resolved by the proposed de-listing of the Bald Eagle. The Bald Eagle is scheduled to be de-listed as a threatened species in July of this year. Although all regulatory protection will not cease upon de-listing, the de-listing may allow the study team to reconsider alternatives that were eliminated because of their proximity to the nest. Specifically, we will reconsider alternatives that include Segment G3 in the Final Environmental Impact Statement.

- **(SLIDE 37) OTHER IMPACTS** - Other environmental issues that were researched and considered in the DEIS include social issues, vegetative communities, relocations, air quality, noise, floodplains, historic and archaeological resources and hazardous materials. Again, you can find these impacts quantified in the handouts or the DEIS.
- **(SLIDE 38) FINAL EIS** - The constraints I have just discussed are some of the more significant environmental consequences of the alternatives being considered. All environmental consequences are described in the DEIS. If you know of any other environmental issues that should be further addressed please let us know through your verbal or written comments. The final environmental impact statement will document and respond to all of your comments, along with those of the various agencies involved. If changes to the project design or alternatives are determined necessary as a result of the public involvement and DEIS review processes, those changes will be addressed in the final environmental impact statement.
- **SPEAKER TRANSITION** - That concludes my portion of the presentation. I am now going to turn the presentation back over to _____ with TxDOT. _____ will be discussing TxDOT's ROW acquisition and relocation policies.

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V. ROW - STERRY / COOPER, TxDOT

- **(SLIDE 39) INTRODUCTION** - Thank you, _____. At this time, I would like to present TxDOT's policies on right-of-way acquisition and relocation assistance.

BOTH THE UNITED STATES AND TEXAS CONSTITUTIONS PROVIDE THAT NO PRIVATE LAND MAY BE TAKEN FOR PUBLIC PURPOSES WITHOUT ADEQUATE COMPENSATION BEING PAID THEREFOR. THE TxDOT RIGHT-OF-WAY ACQUISITION AND RELOCATION ASSISTANCE PROGRAM WILL BE CONDUCTED IN ACCORDANCE WITH THE UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICY ACT OF 1970 AS AMENDED. RELOCATION RESOURCES ARE AVAILABLE TO ALL RESIDENTIAL AND BUSINESS RELOCATEES, WITHOUT DISCRIMINATION. THUS, ALL LANDOWNERS FROM WHOM PROPERTY IS NEEDED FOR HIGHWAY PURPOSES ARE ENTITLED TO BE PAID FOR THAT PROPERTY. IN THAT REGARD, TxDOT CONTRACTS WITH INDEPENDENT FEE APPRAISERS WHO INSPECT THE INDIVIDUAL PARCELS OF LAND NEEDED FOR HIGHWAY PURPOSES, AND THEY PREPARE APPRAISAL REPORTS FOR THE PROPERTY TO ARRIVE AT THE AMOUNT OF JUST COMPENSATION TO BE PAID. JUST COMPENSATION IS BASED UPON THE FAIR MARKET VALUE OF THE LAND. SIMPLY STATED, THIS IS THE AMOUNT A WILLING SELLER WOULD EXPECT FROM A WILLING BUYER, NEITHER BEING UNDER ANY COMPULSION TO BUY OR SELL, AND BOTH HAVING REASONABLE KNOWLEDGE OF ALL RELEVANT FACTS.

AFTER THE APPRAISAL IS COMPLETED, EACH PROPERTY OWNER WILL BE PERSONALLY CONTACTED BY A REPRESENTATIVE FROM TXDOT'S RIGHT OF WAY SECTION AND GIVEN A COPY OF THE APPRAISAL OF THEIR PROPERTY. THAT INDIVIDUAL WILL GO OVER, IN DETAIL, THE STEPS INVOLVED IN ACQUIRING PROPERTY FOR HIGHWAY PURPOSES. THESE STEPS INCLUDE AN OPPORTUNITY TO MAKE A ONE-TIME COUNTEROFFER TO TxDOT. UNDER THE LAWS OF EMINENT DOMAIN, IF THE PROPERTY OWNERS FEEL THEY ARE NOT

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BEING JUSTLY COMPENSATED, THEY HAVE THE RIGHT TO PURSUE A HEARING BY THREE SPECIAL COMMISSIONERS; AND IF STILL NOT SATISFIED, THE AMOUNT WILL BE DETERMINED BY A SIX-PERSON JURY.

OCCASIONALLY TXDOT RECEIVES OR SOLICITS DONATIONS OF PRIVATE LAND FOR HIGHWAY PURPOSES. HOWEVER, WHETHER OR NOT SUCH LAND IS ULTIMATELY DONATED IS BASED UPON THE FREE AND VOLUNTARY ACT OF THE INDIVIDUAL PROPERTY OWNER AND ONLY AFTER THE PROPERTY OWNER HAS BEEN INFORMED OF THE RIGHT TO RECEIVE JUST COMPENSATION FOR THE PROPERTY.

DETAILED INFORMATION REGARDING RIGHT-OF-WAY ACQUISITION PROCEDURES CAN BE OBTAINED FROM THE TXDOT RIGHT OF WAY ACQUISITION REPRESENTATIVE. BOOKLETS ENTITLED THE STATE RIGHT-OF-WAY PURCHASE ARE ALSO AVAILABLE FOR YOUR INFORMATION, WHICH PROVIDE GENERAL INFORMATION ON ACQUISITION PROCEDURES. WE HAVE SEVERAL COPIES OF THESE BOOKLETS HERE THIS EVENING.

THE DEVELOPMENT OF HIGHWAYS OR OTHER PUBLIC TRANSPORTATION SERVICES NEEDED TO SERVE AND IMPROVE OUR WAY OF LIFE REQUIRE THE USE OF LAND. THIS IN TURN MEANS THAT SOME PERSONS MAY BE REQUIRED TO MOVE TO ANOTHER LOCATION. TXDOT IS AWARE OF THE COST AND INCONVENIENCE ASSOCIATED WITH HAVING TO MOVE FROM A HOME, BUSINESS, OR FARM. IN ORDER TO ASSIST THOSE WHO ARE REQUIRED TO MOVE, TXDOT PROVIDES PAYMENT AND SERVICES TO AID IN MOVEMENT TO A NEW LOCATION THROUGH ITS RELOCATION ASSISTANCE PROGRAM. IT IS TXDOT POLICY ON RESIDENTIAL RELOCATION THAT NO PERSON WILL BE DISPLACED DUE TO RIGHT-OF-WAY ACQUISITION UNTIL SAFE AND SANITARY REPLACEMENT

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HOUSING IS AVAILABLE IN THE AREA. THE AVAILABLE HOUSING MUST ALSO BE OPEN TO PERSONS REGARDLESS OF RACE, COLOR, RELIGION OR NATIONALITY AND BE WITHIN THE FINANCIAL MEANS OF THE PERSON DISPLACED. RELOCATION ASSISTANCE IS AVAILABLE TO ALL INDIVIDUALS, FAMILIES, BUSINESS, FARMS, AND NONPROFIT ORGANIZATIONS DISPLACED AS A RESULT OF THE STATE HIGHWAY OR OTHER TRANSPORTATION PROJECT. THIS ASSISTANCE APPLIES TO TENANTS AS WELL AS OWNERS OCCUPYING THE REAL PROPERTY NEEDED FOR THE PROJECT. REPLACEMENT PROPERTIES MUST BE COMPARABLE WITH REGARD TO THE TYPE OF CONSTRUCTION, DESIGN, AGE, AND CONDITION, AND MUST BE LOCATED IN A COMPARABLE NEIGHBORHOOD WITH EQUALLY ACCESSIBLE PUBLIC SERVICES AND PLACES OF EMPLOYMENT.

THE TxDOT RELOCATION OFFICE WILL ALSO PROVIDE ASSISTANCE TO DISPLACED BUSINESSES AND NONPROFIT ORGANIZATIONS TO AID IN THEIR SATISFACTORY RELOCATION WITH MINIMAL DELAY SO AS NOT TO CAUSE A SUBSTANTIAL LOSS IN EARNINGS. THE PROJECT WILL NOT PROCEED TO CONSTRUCTION UNLESS ALL DISPLACED FAMILIES AND BUSINESSES ARE ADVISED OF COMPARABLE REPLACEMENT SITES WITHIN THE FINANCIAL MEANS OF THE INDIVIDUALS AFFECTED.

PLEASE BE AWARE THAT WE ALSO HAVE RELOCATION ASSISTANCE BROCHURES FOR YOUR INFORMATION, WHICH ARE OFFERED FOR GENERAL INFORMATION PURPOSES ONLY. IT IS NOT A DOCUMENT OF LAW, RULE, OR REGULATION.

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VI. BREAK - STERRY / COOPER, TXDOT

- **(SLIDE 40) ANNOUNCEMENTS PRIOR TO BREAK** - This concludes our oral presentation. At this time, we will take a 15-minute break. After the break, we will reconvene to receive oral comments from the public. If you would like to speak and have not filled out a speaker registration card, please do so and turn in the card during the break. The cards are available at, and should be returned to, the comment form table in the back of the room. Also, please take a moment to look at the exhibits and to review records of prior meetings. We will be happy to answer any questions during the break. And so, let's take our break, and return in 15 minutes.
- **Break**

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VII. ORAL COMMENTS - STERRY / COOPER, TXDOT

- **OTHER INTRODUCTIONS** - I'd like to also recognize several individuals which I missed earlier.
- **(SLIDE 41) SIGN-UP FOR ORAL COMMENTS** - We have received several cards from individuals which wish to make oral comments. If you would like to make oral comments but have not filled out the card, please raise your hand now and we'll make sure you get some cards.
- **FORMAT OF ORAL COMMENT PERIOD** - I would like to go over the format for making oral comments one more time.
 - We will call on those of you who completed speaker registration cards in the order in which the cards were received. Please make your comments at the microphone located in the center aisle. We ask you that you limit your comments to three minutes so that everyone has a chance to speak. This timer will be used to limit each speaker to three minutes.
 - Please do not repeat things that other commentors have already said. That will help us move along and give everyone a chance to speak.
 - We request that you limit your comments, both for or against, to issues related to Segment C of the Grand Parkway.
 - We will not respond to your comments during this meeting. The purpose of this meeting is to receive your input and comments on issues that should be addressed in the Environmental Impact Statement. Each of your comments will be addressed or answered in the Final Environmental Impact Statement.
- **ORAL COMMENTS FROM AUDIENCE - STERRY / COOPER, TXDOT**

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VIII. CLOSING - STERRY / COOPER, TXDOT

- **THANKS** - I want to thank each of you for your comments tonight. Your comments will be included in the minutes of this meeting tonight, and will be a part of the official record of the completed EIS.
- **(SLIDE 42) WRITTEN COMMENTS** - Again, if you would like to comment in writing, you may do so by completing a written comment form. The forms may be completed tonight, or you may mail them to us by July 13, 2000. If you want to mail your comments, the address is available at the registration table.
- **(SLIDE 43) PROJECT SCHEDULE** - We anticipate holding a public workshop this fall to announce the selection of the preferred alternative. Newsletters will be mailed out prior to the workshop to inform individuals of the exact time and location of the workshop. If you are not on the mailing list and would like to be included on it, please make sure that you signed-in at this meeting. All individuals that have signed-in at this meeting will be added to the mailing list.
- **(SLIDE 44) GOOD-BYE** - Again, thank you for your attendance and input. Be careful driving home. Good night.